



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

**ANGEL ESTRADA, CHAIRMAN**

**AGENDA**  
**March 12, 2018**  
**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 Kathryn A. DeFillippo, Chair
    1. Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add the Newark Broad Street Traffic Signal Optimization Project as Requested by the City of Newark (Attachments G.1.a., G.1.b.)
    2. Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Transfer Federal Funds to NJ TRANSIT to Support the Local Mobility Initiative Shuttle Program (Attachments G.2.a., G.2.b.)
    3. Minor Amendment to the FY 2018 - 2021 Transportation Improvement Program to Add Federal Funds to the Route 15, Bridge over Paulins Kill Project as Requested by NJDOT (Attachments G.3.a., G.3.b.)
    4. Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Route 10, WB Route 287 to Jefferson Road Project as Requested by NJDOT (Attachments G.4.a., G.4.b.)

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

5. Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Route 4, Grand Avenue Bridge Project as Requested by NJDOT (Attachments G.5.a., G.5.b.)
  6. Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Route 31, Route 78/22 to Graysrock Road Project as Requested by NJDOT (Attachment G.6.a., G.6.b.)
  7. Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Route 80, Taft Avenue, Pedestrian Bridge over Route 80 Project as Requested by NJDOT (Attachments G.7.a., G.7.b.)
  8. Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Hamilton Road, Bridge over Conrail RR Project as Requested by NJDOT (Attachments G.8.a., G.8.b.)
  9. Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Route 46, Route 80 to Walnut Road Project as Requested by NJDOT (Attachments G.9.a., G.9.b.)
  10. Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Route 82, Rahway River Bridge Project as Requested by NJDOT (Attachments G.10.a., G.11.b.)
  11. Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Route 34, CR 537 to Washington Ave., Pavement Project as Requested by NJDOT (Attachments G.11.a., G.11.b.)
  12. Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Route 46, Bridges over Route 17 Project as Requested by NJDOT (Attachments G.12.a., G.12.b.)
- Planning and Economic Development – Freeholder John W. Bartlett, Chair
    13. Approval of the FY 2019 Unified Planning Work Program – Elizabeth Johnson, Central Staff (Attachments G.13.a., G.13.b., G.13.c., G.13.d.)
  - Freight Initiatives – Freeholder Charles Kenny, Chair
  - Federal Policy Update – Freeholder Matthew Holt

#### H. Public Participation

- I. Time and Place of Next Meeting: The next meeting of the NJTPA will be held on May 14, 2018 at 10:00 a.m. at the NJTPA Offices, One Newark Center, 17<sup>th</sup> floor, Newark, NJ 07102

#### J. Adjournment



## ANGEL ESTRADA, CHAIR

### MINUTES

January 22, 2018

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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. Nineteen voting members were present. (Attachment 1).

#### D. Approval of Minutes

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

#### E. Chairman's Remarks

Chairman Palmer reminded everyone that he did not seek another term as Freeholder, bringing his 55-year career as an elected official and his nearly 20-year membership on the NJTPA Board to an end. He said he is proud that the NJTPA has played a key role in planning the region's transportation system – funding projects, ensuring that the transportation network is in a state of good repair, and serving as a forum for regional discussion of all critical issues. The Chairman

said one of the things he is most proud of is that, in an era of hyper-partisanship, the NJTPA has a long-standing tradition of working in a bipartisan or even nonpartisan way.

The Chairman said there is no higher priority for northern New Jersey than improving and expanding trans-Hudson travel capacity. He said residents and businesses in the NJTPA region benefit from the proximity to New York, but decades of underinvestment in trans-Hudson infrastructure have threatened this access. He said the rail tunnels under the Hudson were already more than a hundred years old when Superstorm Sandy inundated them with salt water, leading to more corrosion and faster deterioration, which put an already-insufficient system at much greater risk of failure. The Chairman said that, despite contrary words from Washington, the trans-Hudson tunnel is not a “local project” but rather a project of national significance.

Chairman Palmer thanked the employees at NJ TRANSIT and the Port Authority of New York & New Jersey (PANYNJ) who manage daily to move tens of thousands of riders across the river, especially given the condition of the trans-Hudson commuting system. He said they need intelligent investment in the transit network, including replacing the Portal Bridge and finding a solution for a new Port Authority Bus Terminal.

The Chairman said New York Penn Station is the lynchpin in the trans-Hudson rail system and deserves more emphasis now. The problems of overcrowding, delays and dysfunction there need to be solved in a way that serves passengers from New Jersey as well as the travelers on Amtrak. He said improving Penn Station is not exclusively a New York project, and New Jersey must fight for an equal voice in planning for the station’s renovation, a project that cannot be subservient to the immediate interests of New York politics and real estate moguls. Chairman Palmer said it is heartening to see the New Jersey delegation in Congress speaking with a unified voice on this issue, and it is vital that the President and members of Congress from other states hear this message and act on it.

Chairman Palmer said freight is a much greater part of the regional transportation conversation than it used to be, and he would like to think he played at least a small part in making that happen, particularly through the NJTPA’s Freight Initiatives Committee (FIC), which he founded in 2002. He said the logistics industry continues to grow nationwide, and northern New Jersey, always a leader in goods movement, now sees billions of dollars in freight-related economic activity.

The Chairman said he is proud of many of the projects that came to fruition in Somerset County during his time with the NJTPA and the County. They include the pedestrian bridge over Route 22 that connects Immaculata High School in Somerville with the Bridgewater Commons and the Route 206 Bypass project that will improve mobility in that congested corridor. The County also worked with the State and NJTPA to create a true interchange at Route 22 and Chimney Rock Road, which has spurred economic development in that area. Chairman Palmer said Somerset County has also done a great job putting federal funds to work on locally led projects, and he is proud of the work the County’s planning and engineering staff has done through the NJTPA’s Local Safety and Local Concept Development programs, including intersection improvements, a bridge replacement and more. He said that, over the life of these local programs, the NJTPA has funded 131 projects totaling more than \$164 million.

Chairman Palmer encouraged the trustees to keep up the good work and to continue to use the long-range transportation plan to set a vision for the future. He acknowledged that fellow Board members will push for the projects that are important to their counties, as they should, but he urged all to never lose sight of the major regional issues they must address together. He wished all of his colleagues on the Board the best of luck, and encouraged the new administration in Trenton to see the NJTPA for what it is: a truly bipartisan body of elected officials and agency heads working closely together with a common goal in mind – to improve transportation across all modes so that everyone who lives, works and travels in the region can thrive.

The Chairman said he is confident that the future is in good hands, with a new Chair and Executive Committee, and he acknowledged the vital contributions of NJTPA Executive Director, Mary K. Murphy, Central Staff, and the county staffers who constitute the Regional Transportation Advisory Committee (RTAC). He thanked all for their commitment to the NJTPA and its work.

Chairman Palmer asked Gary Brune, New Jersey Department of Transportation, to send his regards to Commissioner Diane Gutierrez-Scaccetti. Lou Venech, PANYNJ, thanked the Chairman for his leadership. Jamie LeFrak, Citizens Representative, said the Chairman has been a leading light to all. Adam Sternbach, Governor’s Authorities Unit, thanked him for his service.

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

Ms. Murphy thanked Chairman Palmer for his kind words about the work of the NJTPA and particularly the role of Central Staff. She said he has been a trusted, guiding hand over many years. She joined with the Chairman in wishing the new Governor and administration well and offered the NJTPA’s commitment to ongoing, close cooperation with NJDOT, NJ TRANSIT, PANYNJ, and the Governor’s Office, and thanked Mr. Sternbach for participating via telephone that day. Ms. Murphy congratulated Somerset County Freeholder Mark Caliguire on being named the County’s Trustee on the NJTPA Board.

Ms. Murphy said the draft Fiscal Year (FY) 2019 Unified Planning Work Program (UPWP) was posted to the NJTPA website. She said the program is an ambitious agenda of products, projects and tasks, touching every corner of the region, with many opportunities for Board member involvement and leadership. The work program follows up on many of the priorities and initiatives of the past year, in particular, implementing elements of *Plan 2045: Connecting North Jersey*, the long-range plan that was adopted in November.

Ms. Murphy noted that the NJTPA’s Plan 2045 outreach was recognized at the recent national Transportation Research Board annual meeting in Washington, DC. The NJTPA was one of five organizations – and the only Metropolitan Planning Organization – selected for this recognition in the “Communicating with John and Jane Q. Public” competition. She thanked staff at Rutgers Voorhees Transportation Center and the NJTPA, the consultants from FHI, and subregional staff for all the great work they did. Ms. Murphy said that during the Plan 2045 public engagement process the outreach team heard much about the need for expanded, reliable and convenient travel options beyond road and rail to include integrating walking and biking into daily travel.

She said that, while this Complete Streets approach has long been part of the NJTPA's work, it was included as a central part of Plan 2045 and will drive much of the work program, including subregional studies, planning for emerging centers and more.

Ms. Murphy said that, in implementing Plan 2045, the NJTPA will continue to emphasize Together North Jersey's (TNJ's) goals of creating a more competitive, efficient, livable and resilient region. Also the NJTPA will continue to deliver important capital investments for safety as well bolster the highly successful Street Smart NJ pedestrian education campaign, with the help of the subregions and Transportation Management Associations (TMAs).

Ms. Murphy said the numerous other new and continuing efforts in the FY 2019 work program include further development of performance measures, updated freight forecasts for the region, new concept development studies to help address aging bridges and other infrastructure, and refining the PRIME application, which is used to catalog and map study findings and ready them for entry into the project pipeline for development.

Ms. Murphy urged the Trustees to review the FY 2019 UPWP, which will be considered for endorsement by the Planning and Economic Development Committee in February and Board adoption in March. She said staff will distribute an initial overview of comments on February 1, and subsequent comments can be discussed at the February committee meeting.

Ms. Murphy reported that the audit conducted on the FY 2017 UPWP found that the NJTPA met all requirements, according to the Independent Auditors Report. The Trustees were provided with copies of the audit report, Central Staff highlights, the Plan 2045 Executive Summary and the latest issue of *InTransition* magazine, which focuses on complete streets.

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

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

Freeholder Estrada reported that the Committee considered five action items since the last Board meeting, three of which were on the day's agenda for action. First, at the December joint meeting, the Committee considered the Local Safety and High Risk Rural Roads Programs for FYs 2017 and 2018. He said the Committee recommended approval of 12 Local Safety projects totaling nearly \$47 million and one High Risk Rural Roads project totaling almost \$3 million. One Local Safety Program application will undergo further analysis through Concept Development and will return to the program for capital funding in a later round. All of the projects were screened and recommended by an interagency technical review committee. Freeholder Estrada said he was pleased to see a project in his own county of Union on the list – the East Front Street and 7<sup>th</sup> Street project in the City of Plainfield, where five intersections will undergo a variety of upgrades to make travel safer for pedestrians and drivers alike

Freeholder Estrada said the Committee also recommended approval of a minor amendment to the current TIP to add federal funds for the ongoing Bridge Maintenance Fender Replacement Program, which replaces bridge fenders and pier protection systems that are in poor or critical condition. The fenders protect bridge supports from being struck by ships. He said NJDOT has

requested that \$43 million for the program be added to the TIP to fund two contracts for seven projects in Bergen, Essex and Hudson counties.

Freeholder Estrada reported also that the Committee met again on January 17<sup>th</sup> for a special teleconference to consider NJDOT's request for a minor amendment to the Transportation Improvement Program (TIP) to add approximately \$16 million in funding for the Route 280, Route 21 Interchange Improvements Project in Newark and Harrison. This includes \$12.2 million from repurposed earmarks and \$3.9 million in National Highway Performance Program funds from prior year de-obligated balances. The project could not be fully authorized in FY 2017 as was planned, and therefore it must be amended into the FY 2018 TIP and State Transportation Improvement Program so that scheduled construction can advance. There is no change in the project scope or the Financial Plan. The Committee recommended approval of the minor amendment.

Freeholder Estrada noted that, also at the December joint meeting, the Committee approved the federally required annual update of the Financial Plan for the Route 72, Manahawkin Bay Bridges Project in Ocean County. The Board approved the initial financial plan for this project in 2012, and the Committee has approved annual updates. This latest update reflects a \$10 million budget increase to \$311.5 million, due to change orders and additional scouring countermeasures in Contract 3. Board action is not required for financial plan updates.

Freeholder Estrada said the Committee also considered a modification to the FY 2018-2021 TIP to add funds to the Rumson Road Bridge over the Shrewsbury River. He said Monmouth County requested the modification because the project design phase of work could not be authorized in 2017, as originally programmed. \$7.9 million in state funds for the project needs to be reprogrammed into FY 2018 so that the project can continue to advance. The Committee approved the modification, and no further action was needed.

Freeholder Estrada said that, also at the meeting, members of Central Staff informed the Committee that the Project Prioritization Criteria Update project is being finalized, and upon Board approval in May, the refined criteria will be used to score applications to the FY 2020 Local Concept Development program. The solicitation of applications for that program will be issued in June.

Freeholder Estrada noted that during the December meeting, Freeholder Carl Lazzaro, Sussex County, asked a question about the replacement criteria for guardrails. Mr. Brune said the Federal Highway Administration (FHWA) has upgraded standards for guardrails, and NJDOT assesses them according to the new standards whenever implementing a roadway project. He said this is being implemented on a project-by-project basis for now, pending a more programmatic approach. He noted that there are over 100 miles of old guardrails in place throughout the state.

**Action Item 1: FY 2017-2018 Local Safety and High Risk Rural Roads (Attachment 2)**

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

**Action Item 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 (Attachment 3)**

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

**Action Item 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 (Attachment 4)**

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

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

Freeholder Holt reported that, at the December meeting, Central Staff updated the Committee on the development of the FY 2019 UPWP, which sets out the planning activities for Central Staff, the subregions, and the TMAs for the fiscal year beginning July 1. He said Central Staff has prepared the program in response to Board and subregional guidance and planning priorities. The draft program, which is available for review on the NJTPA website, also reflects initial input from USDOT, NJDOT, and NJ TRANSIT. He said many new and continuing tasks in the UPWP focus on implementing *Plan 2045: Connecting North Jersey*, which the Board approved in November. The Freeholder urged Board and RTAC members to review the draft and provide input. He said this is their opportunity to shape how the NJTPA allocates its planning resources to address vital regional issues.

The Freeholder said that one key element of the work program is NJTPA’s continuing involvement and leadership in TNJ, and the Committee was updated on recent TNJ activities organized through the Competitive, Efficient, Livable and Efficient task forces. The NJTPA hosted the first in a series of TNJ workshops on Transit Hubs in December. Also, on January 17, the entire TNJ forum convened with a plenary session on repurposing underused or abandoned sites--from obsolete office parks, to brownfields, to declining strip malls. Two other workshops on repurposing sites are planned. The four task forces also met later in the day.

Freeholder Holt said that, while TNJ is taking on new issues and opportunities, it is also seeking to build upon past efforts, and this winter the consortium is awarding grants, on a competitive basis, to agencies, towns and organizations who previously worked on Local Demonstration Projects sponsored by NJ TRANSIT, Local Capacity Grants sponsored by the NJTPA and Rutgers Voorhees Transportation Center, and micro grants undertaken through various non-profit organizations. He said these “re-grants” will offer technical assistance for implementing previous recommendations, such as advancing a parklet, producing a greenway guide, designing complete streets measures and more. The deadline for re-grant applications was January 24.

The Freeholder said the Committee also heard a presentation on an innovative potential addition to the regional transportation system – a proposed gondola over the Bayonne Bridge. At the invitation of Board member County Executive Thomas DeGise, Hudson County, a representative of the Staten Island Economic Development Corp. described an engineering and feasibility study for a gondola system, similar to those successfully deployed in other cities and countries. He said it could be a cost-effective way to add capacity, potentially carrying up to 4,000 passengers per hour between Bayonne and Staten Island.

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

Freeholder DeFillippo thanked Chairman Palmer for his leadership as Chairman of the Board and founder of the FIC. She also thanked Freeholder John Bartlett, Passaic County, for officiating at the meeting, during which the Committee heard two presentations that focused on emerging technologies that are reshaping supply chains.

The Freeholder said the committee was joined by Kurt Wedgwood, from IBM North America, who showed how trading partners establish online blockchains to document entire transactions in real time. He gave the example of tracking a shipment of fresh flowers purchased from growers in Africa, shipped to the United States and delivered to retailers. Such a transaction – from the digital contract, to purchase and payment, to insurance, shipment and delivery – can be tracked online through a blockchain, and the individual links of activity or “nodes” are visible to all parties to the transaction.

Freeholder DeFillippo said Glenn Stott, NJDOT, briefed the Committee on the Department’s use of drones for a variety of projects. Current NJDOT drone initiatives include traffic incident management, structural inspections, aerial 3-D corridor mapping, emergency response assessment, real-time construction project monitoring, landfill volume calculations, and 3-D reality modeling, which is useful for dredging projects. Mr. Stott showed how drones are capable of producing and transmitting high definition still and video photography. Other advantages include their ability to fly in confined spaces, their very low carbon footprint, and their minimal disruption of traffic.

The Freeholder said the Committee also learned from NJDOT that the New Jersey Comprehensive Statewide Freight Plan had been completed and approved by the FHWA. The plan is a requirement for receiving federal funding for freight projects. Also, NJDOT announced the pilot Local Freight Impact Fund, a program that will assist counties and municipalities in dealing with the impacts of freight industry activities on local transportation systems.

The Freeholder said the Committee heard from PANYNJ that a professional services contract to begin the Cross Harbor Freight Movement Tier II environmental review process will be awarded soon. She said PANYNJ is also working with New York and New Jersey agencies to bring about greater regulatory consistency for overweight and over-dimensional trucks.

Chairman Palmer noted that the world of logistics is “exploding” and block chain and digital currency will pose challenges to regulation and taxation. He encouraged others to visit the Port to see the immense scale of operations there.

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

Freeholder Holt said that, based on past experience, the recent government shutdown will probably not have any immediate impact on the NJTPA, but it is critical that a solution is reached so that federally funded projects do not get delayed. He said top administration officials recently met with Senators from the Environment and Public Works Committee, and at that meeting, Transportation Secretary Elaine Chao and her staff indicated that any infrastructure package should emphasize four particular areas:

- Increased use of public-private partnerships for infrastructure projects;
- The use of block grant funding for projects in rural areas;
- An emphasis on new and emerging technologies such as autonomous vehicles; and
- Streamlining project delivery and reducing regulation.

The Freeholder said there has been increasing talk in Congress about the possibility of once again allowing earmarks in legislation, including any future transportation bills. A moratorium on the sometimes controversial practice has been in place since 2011. Proponents of reviving some sort of earmarks say it would give elected officials more direct control over how funds are invested and would increase overall support for infrastructure investment bills, but opponents warn against the return of “pork barrel” spending practices of the past.

Freeholder Holt said NJTPA staff will continue to monitor this and other developments related to the next federal infrastructure package.

## **I) Public Participation**

Fran Drew, Committee to Save the Glimmer Glass Bridge, advocated for the preservation of the bridge in Monmouth County. She said the bridge has cultural and historic significance, and the 20-foot width remains sufficient and calms traffic. John Drew, also of the Committee, added that studies show that widening the bridge would increase average speeds and pedestrian fatalities. He also said the Committee commissioned Childs Engineering Corp. to study the feasibility of a complete repair of bridge that would extend its operation for another 25 years or more. He said the study was reviewed by the Monmouth County engineer, and he has heard no objection. Mr. Drew proposed that the NJTPA authorize a complete repair of the bridge, and Chairman Palmer noted that there is no proposal before the board having to do with the Glimmer Glass Bridge at this time.

Freeholder Thomas Arnone, Monmouth County, said he appreciates Mr. and Mrs. Drew’s passion, and he agrees with some of comments, though not all. He said the bridge connects Brielle and Manasquan and supports the popular tourism industry there. The Freeholder said the bridge has to be rehabilitated or replaced eventually, and \$3.5 million will be spent to address damage to the timber pilings caused by the marine borer, a crustacean that eats wood. He said the project, which will undergo initial NJDOT and National Environmental Policy Act processes, will prevent a multi-year closure of the bridge.

Mr. Drew commended Freeholder Arnone, his colleagues, and the county engineer for their openness to consider the issue and work toward building understanding and achieving a good result.

Neille Weissman, Complete George, noted that in the 1920s, the original designs for the George Washington Bridge called for 16-foot wide pedestrian/bicycle paths, and he imagined that, today, the Bridge's original Chief Engineer, Othmar Ammann, would likely advise that the wider paths of his design be implemented.

## **J. Report of Nominating Committee**

Chairman Palmer said the Nominating Committee consisted of Freeholder John Kelly, Ocean County, County Executive DeGise and the Chairman himself. He said, after discussion and by unanimous decision, the Committee recommended the following slate of officers for the executive Committee of the NJTPA Board of Trustees for the 2018-2019 term:

Chairman..... Freeholder Angel Estrada, Union County  
 First Vice Chairman ..... Freeholder Matthew Holt, Hunterdon County  
 Second Vice Chairman ..... Freeholder John Bartlett, Passaic County  
 Secretary ..... Freeholder Joseph DiVincenzo, Essex County

There were no additional nominations, and the nominees accepted.

A motion to elect the slate of officers was made by Jersey City, seconded by Monmouth County and carried unanimously.

In accordance with the NJTPA bylaws, the new Chairman of the Board appoints the Third Vice Chair. As his first Act, Chairman Estrada appointed Freeholder DeFillippo as Third Vice Chair, and she accepted.

The Chairman said he is honored that the Board has entrusted him to lead the NJTPA. He recognized his colleague from the Union County Board of Chosen Freeholders, Freeholder Bette Jane Kowalski, and RTAC Chair Liza Betz, also of Union County. Noting that he is the first Latino Chairman of the NJTPA, the Chairman said only a country like the United States can recognize and understand what immigrants can bring to the table. He also said he is happy to see more women participating as well. He said he supports openness and providing information to people when they need it. Chairman Estrada said he looks forward to working with his fellow Trustees, the new administration in Trenton, and the residents of this great region to improve transportation and quality of life.

Freeholder Mark Caliguire, Somerset County, noted Freeholder Palmer's passion for transportation and said he has made a difference in many lives in the county and New Jersey, and he is proud to call him his colleague and friend.

Walter Lane, Somerset County, said it has been pleasure working with Freeholder Palmer, and he has always appreciated his leadership and guidance. He said the Freeholder has been a model for him to follow in his capacity as Director of the County's Planning Division.

Freeholder Holt said Freeholder Palmer's 55 years of service is something to be commended, and his impact will be felt for many years to come.

Chairman Estrada, and Ms. Murphy presented Freeholder Palmer with a commemorative plaque in recognition of his distinguished leadership and public service as Chairman. He also received a customized transportation-themed Monopoly board game, in keeping with one of his favorite quotations, "Transportation is the game board on which the entire economy is played" (attributed to former NJDOT Commissioner Jack Lettiere). She thanked him for always being available and for being out front on the transportation issues addressed by the NJTPA.

Freeholder Palmer said he really appreciated the opportunity to work with the NJTPA and is certain that the Board will continue to make progress. He thanked all for their help and support.

**K) Time and Place of Next Meeting**

Chairman Estrada announced that the next meeting of the NJTPA will be held on Monday, March 12, 2018 at 10:00 a.m., at the NJTPA offices at One Newark Center, Newark, NJ.

**L) Adjournment**

The meeting was adjourned at 11:40 a.m.

## Attachment 1

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: January 22, 2018**

<b>Subregion/Agency</b>	<b>Voting Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County	Hon. James Tedesco Peter Botsolas	
Essex County	Hon. Joseph DeVincenzo Sanjeev Varghese	David Antonio
Hudson County	Megan Massey	
Hunterdon County	Hon. Matthew Holt	
Jersey City	Hon. Marcos Vigil	
Middlesex County	Hon. Charles Kenny	George Ververides Tony Gambilonghi
Monmouth County	Hon. Thomas Arnone	Joseph Ettore
Morris County	Hon. Kathy DeFillippo Gerald Rohsler	
Newark	Phillip Scott	Uzoma Anukwe John Palmieri
Ocean County	Hon. John Kelly	John Ernst
Passaic County	Hon. John Bartlett	Mike Lysicatos
Somerset County	Hon. Peter Palmer Walt Lane	Hon. Mark Caliguire
Sussex County	Hon. Carl Lazzaro Tom Drabic	
Union County	Hon. Angel Estrada Hon. Bette Jane Kowalski	Liza Betz
Warren County	Not represented	
Governor's Office	Adam Sternbach	
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>	
Anna Aleynick	AECOM
Fran Drew	Committee to Save Glimmer Glass Bridge
John Drew	Committee to Save Glimmer Glass Bridge
Neile Weissman	Complete George
Jack Kanarek	Dewberry

Janet Keiser	Gannett Fleming
Bob Werkmeister	GPI
Tara Shepherd	HART TMA
Tanmina Malin	Louis Berger
Bakari Lee	McManimon, Scotland & Baumann, LLC
Ryan Adams	Michael Baker International
Frank Scarantino	Mott MacDonald
Vic Mottola	Stokes CG
Dan Callas	TransOptions
Various members of Central Staff	NJTPA

**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.

**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.

**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.

March 12, 2018, Attachment G.1.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE  
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT  
PROGRAM TO ADD THE NEWARK BROAD STREET  
TRAFFIC SIGNAL OPTIMIZATION PROJECT AS  
REQUESTED BY THE CITY OF NEWARK**

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

**WHEREAS**, the City of Newark is requesting that the Newark Broad Street Traffic Signal Optimization project (DB# N1808) be added to the TIP; and

**WHEREAS**, fiscal constraint is maintained because funds have been made available for this project through the Consolidated Appropriations Act of FY 2016 (from congressionally designated DEMO ID# NJ169); 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

### **Minor Amendment to the FY 2018 - 2021 Transportation Improvement Program to Add the Newark Broad Street Traffic Signal Optimization Project as Requested by the City of Newark**

**Action:** In order to advance the following project, the City of Newark has requested that it be amended into the FY 2018 – 2021 Transportation Improvement Program with federal funding in 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 approximately \$1.7 million of repurposed federal earmark funds (DEMO-R) funds from congressionally designated DEMO ID# NJ169). These funds were made available for this project through the repurposing allowed under the Consolidated Appropriations Act of FY 2016. The City of Newark has stated that the Newark Broad Street Traffic Signal Optimization project is ready to advance into the TIP.

#### **Minor Amendment:**

- **Newark Broad Street Traffic Signal Optimization**, City of Newark, *Essex County* DB# N1808  
This project is funded with DEMO-R funds made available through the Consolidated Appropriations Act of FY 2016 (from congressionally designated DEMO ID# NJ169). The City of Newark has requested that the project be amended into the TIP to prepare for authorization. (FY2018 \$1.7 M DEMO-R)

**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.

**NJTPA**

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

**Routes:** Mileposts: 0.19 - 2.38 **DBNUM:** N1808  
**Name:** Newark Broad Street Traffic Signal Optimization

This project will upgrade traffic signals at intersections along Broad Street Newark from standard fixed time traffic signals to adaptive traffic signal technology with wireless connectivity capabilities. When completed, the adaptive traffic signals will use real-time traffic information to process traffic (deciding when and how long signals should be red or green). Also, during periods of high congestion, the adaptive signals will allow the system to distribute green time in a way that is more equitable resulting in significant reduction in congestion and emissions which will help the environment. The project will include a total of 30 intersections and will be implemented through systematic intersection upgrades throughout the corridor to have as minimal impact as possible to traffic flow. This project is funded with DEMO Repurposing funds from DEMO # NJ169 (Riverbank Park Bike Trail, Kearny) in the amount of \$1,678,233.00.

**Counties:** Essex **Municipalities:** Newark  
**Project Type:** **RCIS Category:** Not Available  
**Sponsor:** City of Newark **Est. Total Project Cost: (Million)**

**TIP:**

*PENDING*

**FY 2018 - 2021 TIP Cost: (Million) \$1.678**

**Unconstrained  
Information Year**

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	CON	DEMO-R	\$1.678				
			\$1.678				

DEPARTMENT OF ENGINEERING  
Division of TRAFFIC & SIGNALS  
255 CENTRAL AVENUE  
Newark, New Jersey 07103  
973-733-3969 / 973-733-8880

KIMBERLY SINGLETON, MBA., CPM, Manager  
SINGLETONK@ci.newark.nj.us

January 5, 2018

Mark K. Murphy  
Executive Director  
North Jersey Transportation Planning Authority  
One Newark Center, 17th Floor  
Newark, NJ 07102

**RE: FY 2018-2020 Transportation Improvement Program (TIP) & Draft FY 2018 TIP  
Newark Broad Street Traffic Signal Optimization Project (from MP 0.19 to 2.38)**

Dear Ms. Murphy:

The City of Newark has received DEMO Repurposing funds from DEMO # NJ169 (Riverbank Park Bike Trail, Kearny) for the Newark Broad Street Traffic Signal Optimization Project (from MP 0.19 to 2.38). As the project sponsor, the City of Newark requests a TIP Amendment to add this project to the current FY 2018-2020 TIP. The City of Newark will work with the NJTPA to identify the phases of work, scheduling and programmed amounts for the TIP pages.

The description of the project for use in the TIP is as follows:

“This project will upgrade traffic signals at intersections along Broad Street Newark from standard fixed time traffic signals to adaptive traffic signal technology with wireless connectivity capabilities. When completed, the adaptive traffic signals will use real-time traffic information to process traffic (deciding when and how long signals should be red or green). Also, during periods of high congestion, the adaptive signals will allow the system to distribute green time in a way that is more equitable resulting in significant reduction in congestion and emissions which

help the environment. The project will include a total of 30 intersections and will be implemented through systematic intersection upgrades throughout the corridor to have as minimal impact as possible to traffic flow. This project will be funded with DEMO Repurposing funds from DEMO # NJ169 (Riverbank Park Bike Trail, Kearny) in the amount of \$1,678,233.00.”

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'Kimberly Singleton', with a long horizontal flourish extending to the right.

Kimberly Singleton  
Manager  
Division of Traffic and Signals  
City of Newark, NJ

cc: Phillip Scott (Director of Engineering, City of Newark, NJ)  
Uzoma Anukwe (City of Newark, NJ)  
Mary Ameen (NJTPA)  
Liz DeRuchie (NJTPA)  
Eve Chamberlain (NJTPA)  
Ann Ludwig (NJTPA)

Attachment G.2.

**DRAFT RESOLUTION: APPROVAL OF A MINOR AMENDMENT TO THE  
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT  
PROGRAM TO TRANSFER FEDERAL FUNDS TO NJ  
TRANSIT TO SUPPORT THE LOCAL MOBILITY  
INITIATIVE SHUTTLE PROGRAM**

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

**WHEREAS**, the NJTPA formally adopted the FY 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 to a line item where none are currently programmed constitutes a minor amendment; and

**WHEREAS**, based on a solicitation and in coordination with NJ TRANSIT, the NJTPA Board approved eight local mobility initiative shuttle projects; and

**WHEREAS**, the funds are programmed in the NJDOT Local CMAQ Initiatives line item (DB# X065) and must be transferred to the NJ TRANSIT Small/Special Services line item (DB# T120) in order to be authorized for use; and

**WHEREAS**, fiscal constraint is maintained because funds have been programmed for this purpose; and

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

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 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

### Minor Amendment to the FY 2018 - 2021 Transportation Improvement Program to Transfer Federal Funds to NJ TRANSIT to Support the Local Mobility Initiative Shuttle Program

**Action:** In order to advance the Local Mobility Initiative projects previously approved by the NJTPA Board of Trustees, NJTPA Central Staff has requested amending the FY 2018 – 2021 TIP to flex available Congestion Mitigation and Air Quality (CMAQ) funds into the appropriate NJ TRANSIT line item.

**Background:** According to the *TIP Memorandum of Understanding* when federal funds are added to a program line item that is not currently programmed with federal funds, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. This amendment is for the addition of \$2.8 million of CMAQ funds to the NJ TRANSIT line item Small/Special Services (DB# T120). The funds are currently programmed in the region-wide line item Local CMAQ Initiatives (DB# X065). The NJTPA Board of Trustees approved the projects to be funded with these CMAQ dollars on November 17, 2017 (see attached resolution and additional documentation for more detail, including specific Local Mobility Initiative projects). An action is required to transfer the funds to the NJ TRANSIT line item.

#### **Minor Amendment:**

- **Local CMAQ Initiatives DB# X065**  
This NJDOT line item is for the support of local projects that will enhance the air quality in the region. A solicitation was held, and the NJTPA Board approved the recommended eight local mobility initiative shuttle projects. The projects will be advanced by NJ TRANSIT. In order to advance the projects funds must be transferred to NJ TRANSIT for authorization. (FY 2018, CMAQ Transfer: \$2.8 million)
- **Small/Special Services Program DB# T120**  
This NJ TRANSIT line item is for the advancement of projects that initiate or promote transit solutions to reduce congestion, manage transportation demand and improve air quality. Funds for the selected shuttle projects in the Local Mobility Initiatives (and administrative funds) must be transferred into this line item in order to be authorized for use by these services. (FY 2018, CMAQ Add: \$2.8 million)

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

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

# NJTPA

## Transportation Improvement Program Fiscal Years 2018 - 2021

**Routes:**

**Mileposts:** N/A

**DBNUM:** X065

**Name:** Local CMAQ Initiatives

Under the guidance of the Metropolitan Planning Organizations, local projects will be developed that will enhance air quality. Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources.

**Counties:** Various

**Municipalities:** Various

**Project Type:** Quality of Life

**RCIS Category:** TDM

**Sponsor:** Local Lead

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

**TIP:**

### *CURRENT*

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

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	EC	CMAQ	\$7.500	\$7.500	\$7.500	\$7.500	\$45.000
			\$7.500	\$7.500	\$7.500	\$7.500	\$45.000

### *PENDING*

FY 2018 - 2021 TIP Cost: (Million) \$27.200

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	EC	CMAQ	\$4.700	\$7.500	\$7.500	\$7.500	\$45.000
			\$4.700	\$7.500	\$7.500	\$7.500	\$45.000

# NJTPA

## Transportation Improvement Program Fiscal Years 2018 - 2021

**Routes:** TRANSIT

**Mileposts:**

**DBNUM:** T120

**Name:** Small/Special Services Program

Funding is provided for NJ TRANSIT efforts which initiate or promote transit solutions to reduce congestion, manage transportation demand and improve air quality. Included are State funds for the Vanpool Sponsorship Program, Transportation Management Association Program, and Federal funds for East Windsor Community Shuttle operating support. Funding is also provided for capital acquisition/operating expenses for the Community Shuttle Program, Bike/Transit facilitation, and other activities that improve air quality and help reduce congestion. 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. This project is funded under the provisions of Section 13 of P.L. 1995, c.108.

**Counties:** Various

**Municipalities:** Various

**Project Type:** System Management

**RCIS Category:** Transit Enhancement

**Sponsor:** NJ TRANSIT

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

**PRIOR YEAR:**

*CURRENT*

Unobligated Prior Year Funding Project:	Fund	PRIO	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Small/Special Services Program	CMAQ 5307		\$0.426	\$1.487	\$1.244		\$2.001	
	CMAQ							\$4.000
	LOCAL INIT							
	STATE						\$0.961	\$6.000

*PENDING*

Unobligated Prior Year Funding Project:	Fund	PRIO	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Small/Special Services Program	CMAQ 5307		\$0.426	\$1.487	\$1.244		\$2.001	
	CMAQ							\$4.000
	LOCAL INIT							
	STATE						\$0.961	\$6.000

**TIP:**

*CURRENT*

FY 2018 - 2021 TIP Cost: (Million) \$23.444

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	EC	STATE	\$5.861	\$5.861	\$5.861	\$5.861	\$35.167
			\$5.861	\$5.861	\$5.861	\$5.861	\$35.167

*PENDING*

FY 2018 - 2021 TIP Cost: (Million) \$26.244

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	EC	CMAQ	\$2.800				
NJTPA	EC	STATE	\$5.861	\$5.861	\$5.861	\$5.861	\$35.167
			\$8.661	\$5.861	\$5.861	\$5.861	\$35.167

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One Newark Center, 17th floor, Newark, NJ 07102  
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*Peter S. Palmer, Chair*  
*Mary K. Murphy, Executive Director*

OFFICIAL NORTH JERSEY TRANSPORTATION  
PLANNING AUTHORITY RESOLUTION TRANSMITTAL

TO: Steven H. Santoro, Executive Director, NJ TRANSIT Corporation  
FROM: Mary K. Murphy, Executive Director, NJTPA  
DATE: November 16, 2017

Enclosed for your information is a copy of a resolution adopted by the North Jersey Transportation Planning Authority (NJTPA) on October 20, 2017. This resolution approves the Fiscal Year 2018 Congestion Mitigation and Air Quality funding for the Local Mobility Initiatives Program

This resolution is being forwarded to NJ TRANSIT for submission to the Federal Transit Administration.

A-737

**RESOLUTION A-737: APPROVAL OF FY 2018 CONGESTION MITIGATION AND AIR QUALITY FUNDING FOR THE LOCAL MOBILITY INITIATIVES PROGRAM**

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

**WHEREAS**, the NJTPA formally adopted the FY 2016 – 2019 Transportation Improvement Program (TIP) on September 8, 2015 and is scheduled to adopt the FY 2018-2021 TIP on November 13, 2017; and

**WHEREAS**, under the Fixing America's Surface Transportation (FAST) Act, New Jersey receives Federal Congestion Mitigation and Air Quality (CMAQ) funds as a state with non-attainment and maintenance areas for ozone (VOCs and NO<sub>x</sub>), carbon monoxide (CO) and particulate matter (PM<sub>2.5</sub>); and

**WHEREAS**, these CMAQ funds may be used to advance selected Travel Demand Management (TDM) and non-traditional transit strategies designed to reduce congestion and/or reduce single occupancy vehicle usage and automobile emissions that will result in quantifiable reductions in emissions; and

**WHEREAS**, in coordination with NJ TRANSIT, the NJTPA supports the CMAQ Local Mobility Initiatives (LMI) program with funding for shared ride service or shuttle operations and capital support in the form of vehicle purchase or replacement to reduce pollutant emissions and congestion, contingent on the availability of sufficient 2018–2020 CMAQ funds, which is \$7,500,000 per fiscal year for a total of \$22,500,000; and

**WHEREAS**, the NJTPA is recommending \$2,799,500 in LMI projects of the total available \$22,500,000 CMAQ funds; and

**WHEREAS**, based on a solicitation and in coordination with the NJ TRANSIT, the NJTPA is recommending \$2,545,000 for eight projects, and a 10 percent administrative fee for NJ TRANSIT of \$254,000, for a total recommended funding amount of \$2,799,500; and

**WHEREAS**, the NJTPA is recommending the following six Vehicle Replacement projects eligible for CMAQ funds;

- JARC Safety Shuttle, Union County Paratransit System - \$140,000
- Sussex County Skylands Ride, Sussex County Department of Health and Human Services - \$560,000
- SCOOT R1-R2, Somerset County Transportation - \$280,000
- Edgewater Ferry Commuter Shuttle Program, Borough of Edgewater - \$280,000
- Fort Lee Commuter Ferry Operations, Borough of Fort Lee Parking Authority - \$280,000
- LBI Shuttle, Long Beach Township - \$195,000; and

**WHEREAS**, the NJTPA is recommending the following two Operational Support projects eligible for CMAQ funds;

- Hazlet-Holmdel Shuttle, EZ Ride/Meadowlink - \$450,000
- Sandy Hook Shuttle, EZ Ride/Meadowlink - \$360,000; 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 eight identified projects.

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

#### **Certification**

I hereby certify that the above is a true copy of a resolution adopted by the North Jersey Transportation Planning Authority at a special teleconference held on October 20, 2017.



---

Mary K. Murphy  
Executive Director, NJTPA

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*Thomas DeGise, Chairman*  
*Mary K. Murphy, Executive Director*

OFFICIAL NORTH JERSEY TRANSPORTATION  
PLANNING AUTHORITY RESOLUTION TRANSMITTAL

TO: Richard Hammer, Commissioner, New Jersey Department of Transportation  
(NJDOT)

FROM: Mary K. Murphy, Executive Director, NJTPA

DATE: November 16, 2017

Enclosed for your information is a copy of a resolution adopted by the North Jersey Transportation Planning Authority (NJTPA) on October 20, 2017. This resolution approves the Fiscal Years 2018-2020 Congestion Mitigation and Air Quality funding for the Transportation Clean Air Measures Program.

This resolution is being forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.

A-738

**RESOLUTION A-738: APPROVAL OF FY 2018-2020 CONGESTION  
MITIGATION AND AIR QUALITY FUNDING FOR THE  
TRANSPORTATION CLEAN AIR MEASURES PROGRAM**

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

**WHEREAS**, the NJTPA formally adopted the FY 2016-2019 Transportation Improvement Program (TIP) on September 8, 2015 and is scheduled to adopt the FY 2018-2021 TIP on November 13, 2017; and

**WHEREAS**, under the Fixing America's Surface Transportation (FAST) Act, New Jersey receives Federal Congestion Mitigation and Air Quality (CMAQ) funds; and

**WHEREAS**, the NJTPA maintains a study of possible Transportation Clean Air Measures (TCAMs) to identify appropriate projects to reduce criteria air pollutants and congestion; and

**WHEREAS**, based on a regional solicitation and in coordination with the NJDOT, the NJTPA has identified twelve suitable TCAM projects anticipated to reduce air pollutants and congestion, contingent on the availability of sufficient 2018–2020 CMAQ funds, which is \$7,500,000 per fiscal year for a total of \$22,500,000, and other funds; and

**WHEREAS**, the NJTPA is recommending \$19,571,259 in TCAM projects of the total available \$22,500,000 CMAQ funds; and

**WHEREAS**, the NJTPA is recommending a total of \$28,623,363 in projects for funding, \$19,571,259 of which is CMAQ funds with the balance of \$9,052,104 from other applicable funds if available; and

**WHEREAS**, the NJTPA is recommending seven of the twelve identified TCAM projects as eligible for CMAQ funding:

- *Retro-fitting of Cargo Handling Equipment with Anti-Idling Technology* - \$800,000 Port Authority of New York and New Jersey
- *North Jersey Regional Truck Replacement Program (Phase 4)* - \$4,700,000 Port Authority of New York and New Jersey
- *New Jersey Idle Reduction Program* - \$3,013,900 New Jersey Department of Environmental Protection
- *Onshore Exhaust Capture and Control System* - \$3,200,000 Port Authority of New York and New Jersey
- *NJDEP Marine Repower Program* - \$3,064,359 New Jersey Department of Environmental Protection

- *Smart Corridor – Traffic Signal Coordination Project* - \$1,600,000 County of Passaic
- *It Pay\$ to Plug In: NJ's Electric Vehicle Charging Grants Program* - \$3,193,000 New Jersey Department of Environmental Protection; and

**WHEREAS**, the NJTPA is recommending five of the twelve identified TCAM projects for CMAQ or other applicable funds if available:

- *North Jersey Regional Truck Replacement Program (Phase 5)* - \$5,000,000 Port Authority of New York and New Jersey
- *Broad Street Newark NJ Traffic Signal Optimization /Adaptive Signals* - \$1,800,000 City of Newark
- *Southwest Hoboken Signal Optimization* - \$400,000 City of Hoboken
- *JFK Boulevard Traffic Signal Optimization- Clinton Avenue to St. Paul's Avenue* - \$240,000 County of Hudson
- *Ocean County Signal Optimization, Various Municipalities* - \$1,612,104 Ocean County; 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 twelve identified Transportation Clean Air Measures projects.

**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.

#### **Certification**

I hereby certify that the above is a true copy of a resolution adopted by the North Jersey Transportation Planning Authority at a special teleconference held on October 20, 2017.

\_\_\_\_\_  
Mary K. Murphy  
Executive Director, NJTPA

Attachment G.3.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE  
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT  
PROGRAM TO ADD FEDERAL FUNDS TO THE ROUTE  
15, BRIDGE OVER PAULINS KILL 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 at any time; and

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

**WHEREAS**, NJDOT is requesting that the Route 15, Bridge over Paulins Kill project (DB# 09319) be programmed with repurposed DEMO funds and federal National Highway Performance Program (NHPP) funds; and

**WHEREAS**, fiscal constraint is maintained because funds have been made available for this project through the Consolidated Appropriations Act of FY 2016 (from congressionally designated DEMO ID# NJ209) and NHPP funds are available according to the fiscal constraint chart; 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 Federal Funds to the Route 15, Bridge over Paulins Kill Project as Requested by NJDOT

**Action:** In order to advance the following project, NJDOT has requested amending the FY 2018 – 2021 TIP to program federal funds in replace of the currently programmed state funds.

**Background:** According to the *TIP Memorandum of Understanding* when federal funds are added to a project where none are currently programmed, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. This amendment is for the addition of approximately \$0.65 million of repurposed federal earmark funds (DEMO-R) from congressionally designated DEMO ID# NJ209. These funds were made available for this project through the repurposing allowed under the Consolidated Appropriations Act of FY 2016. National Highway Performance Program (NHPP) funds will be added for the right of way phase of work and for construction. The project is currently funded completely with state funds.

#### **Minor Amendment:**

- **Route 15, Bridge over Paulins Kill, Sussex County DB# 09319**  
DEMO funds have been repurposed to this project. NJDOT is federalizing all phases of the project including construction. Final Design (DES) will be programmed with \$0.65 million DEMO-R in FY 2019. Right-of-way (ROW) will be programmed with \$0.25 million National Highway Performance Program (NHPP) in FY 2020. Construction will be programmed with \$3.37 million NHPP funds in FY 2021.

The attached documents 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 project to advance.

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

# NJTPA

## Transportation Improvement Program Fiscal Years 2018 - 2021

**Routes:** 15

**Mileposts:** 17.56

**DBNUM:** 09319

**Name:** Route 15, Bridge over Paulins Kill

Initiated from the Bridge Management System, this project will replace the existing bridge with a precast reinforced concrete three-sided rigid frame that will accommodate a 12' lane, 8' shoulder and 6' sidewalk in the northbound direction and a 15' lane and 7' sidewalk in the southbound direction. ADA compliant sidewalk and curb ramps will be provided to extend the southbound sidewalk to the driveway of Lafayette Center Preservation Foundation.

**Counties:** Sussex

**Municipalities:** Lafayette Twp

**Project Type:**

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Est. Total Project Cost: (Million) \$4.877**

**TIP:**

### CURRENT

**FY 2018 - 2021 TIP Cost: (Million) \$4.275**

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	DES	STATE		\$.650			
NJTPA	ROW	STATE			\$.250		
NJTPA	CON	STATE				\$3.375	
				\$.650	\$.250	\$3.375	

### PENDING

**FY 2018 - 2021 TIP Cost: (Million) \$4.270**

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	DES	DEMO-R		\$.650			
NJTPA	ROW	NHPP			\$.250		
NJTPA	CON	NHPP				\$3.370	
				\$.650	\$.250	\$3.370	



# State of New Jersey

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

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MPO: **NJTPA**

PROJECT: **Route 15, Bridge over Paulins Kill**

DBNUM: 09319

TRACK #: N-09319-1-M-2018

TYPE OF PROJECT CHANGE: Change of funding source

ACTION TAKEN: Reduces STATE funding for DES in FY 19 from \$.650M by \$.650M to \$0M.  
Adds DEMO-R funding for DES in FFY 19 in the amount of \$.650M.  
Reduces STATE funding for ROW in FY 20 from \$.250M by \$.250M to \$0M.  
Adds NHPP funding for ROW in FFY 20 in the amount of \$0.250M.  
Reduces STATE funding for CON in FY 21 from \$3.370M by \$3.370M to \$0M.  
Adds NHPP funding for CON in FFY 21 in the amount of \$3.370M.

REASON FOR CHANGE:

DEMO funds were repurposed to this project, therefore a TIP MOD is needed to add these funds.

Project is currently all STATE funded, an amendment will federalize all phases including construction.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #3

CONFORMITY:

PUBLIC INVOLVEMENT:





Attachment G.4.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2018 – 2021  
TRANSPORTATION IMPROVEMENT PROGRAM TO  
ADD FEDERAL FUNDS TO THE ROUTE 10, WB ROUTE  
287 TO JEFFERSON ROAD 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 at any time; and

**WHEREAS**, according to the MOU the addition of federal funds to a project where none are currently programmed and a new air quality conformity determination is not required constitutes a minor amendment; and

**WHEREAS**, NJDOT is requesting that the Route 10, WB Route 287 to Jefferson Road project (DB# 12436) be programmed with federal National Highway Performance Program (NHPP) funds for Design; 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

### **Minor Amendment to the FY 2018 - 2021 Transportation Improvement Program to Add Federal Funds to the Route 10, WB Route 287 to Jefferson Road Project as Requested by NJDOT**

**Action:** In order to advance the following project, NJDOT has requested amending the FY 2018 – 2021 TIP to program federal funds for the design phase of work.

**Background:** According to the *TIP Memorandum of Understanding* when federal funds are added to a project where none are currently programmed, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. This amendment is for the addition of National Highway Performance Program (NHPP) funds to this project for the design phase of work.

#### **Minor Amendment:**

- **Route 10, WB Route 287 to Jefferson Road, Morris County DB# 12436**  
The design phase of work was not able to be authorized in FY 2017 and must be programmed in FY 2018. NHPP funds are available. There is no scope change. (Adding \$0.9 million for DES in FY 2018)

The attached documents 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 project to advance.

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

**NJTPA**

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

**Routes:** 10

**Mileposts:** 12.79-13.19

**DBNUM:** 12436

**Name:** Route 10, WB Rt 287 to Jefferson Rd

Initiated from the Pavement Management System, this project will reconstruct pavement within the project limits.

**Counties:** Morris

**Municipalities:** Hanover Twp

**Project Type:**

**RCIS Category:** Road Preservation

**Sponsor:** NJDOT

**Est. Total Project Cost: (Million) \$5.859**

**TIP:**

***CURRENT***

**FY 2018 - 2021 TIP Cost: (Million) \$3.510**

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	CON	STATE		\$3.510			
				\$3.510			

***PENDING***

**FY 2018 - 2021 TIP Cost: (Million) \$4.410**

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	DES	NHPP	\$.900				
NJTPA	CON	STATE		\$3.510			
			\$.900	\$3.510			



# State of New Jersey

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

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MPO: **NJTPA**

PROJECT: **Route 10, WB Rt 287 to Jefferson Rd**

DBNUM: 12436

TRACK #: N-12436-1-M-2018

TYPE OF PROJECT CHANGE: Project Phase Addition, Change of funding source

ACTION TAKEN: Adds NHPP funding for DES in FFY 18 in the amount of \$.9M.

REASON FOR CHANGE:

DES was programmed in FY 17 of the previous STIP but was never authorized, therefore a TIP MOD is needed to add DES to FY 18 of the current STIP.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #4

CONFORMITY:

PUBLIC INVOLVEMENT:





Attachment G.5.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE  
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT  
PROGRAM TO ADD FEDERAL FUNDS TO THE ROUTE 4,  
GRAND AVENUE BRIDGE 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 federal funds to a project where none are currently programmed and a new air quality conformity determination is not required constitutes a minor amendment; and

**WHEREAS**, NJDOT is requesting that the Route 4, Grand Avenue Bridge project (DB# 08410) be programmed with federal National Highway Performance Program (NHPP) funds for Preliminary Engineering and Design; 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

### Minor Amendment to the FY 2018 - 2021 Transportation Improvement Program to Add Federal Funds to the Route 4, Grand Avenue Bridge Project As Requested by NJDOT

**Action:** In order to advance the following project, NJDOT has requested amending the FY 2018 – 2021 TIP to program federal funds for the design phase of work.

**Background:** According to the *TIP Memorandum of Understanding* when federal funds are added to a project where none are currently programmed, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. This amendment is for the addition of National Highway Performance Program (NHPP) funds for the preliminary engineering and design phases of work.

#### **Minor Amendment:**

- **Route 4, Grand Avenue Bridge (DB# 08410), Bergen County DB# 08410**  
This revision is to add the PE phase of work in FFY 2018 with NHPP funding in the amount of \$2.000 million. Funding for design is being federalized with NHPP funds. There is no change in the amount (FFY 2019 DES: \$4.700 million, NHPP)

The attached documents 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 project to advance.

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

# NJTPA

## Transportation Improvement Program Fiscal Years 2018 - 2021

**Routes:** 4

**Mileposts:** 8.8-9.3

**DBNUM:** 08410

**Name:** Route 4, Grand Avenue Bridge

This project will replace the deck structure of structurally deficient bridge built in 1931. The Westbound right through-lane through the intersection will be eliminated. The existing through lane will be used to provide a deceleration lane, an exclusive merge lane, and an acceleration lane that will introduce the right through-lane after the interchange to improve safety at the ramp terminus. A bus shelter will be constructed at the existing bus stop, along with ADA-compliant curb ramps and sidewalks. Gaps in existing sidewalk will be eliminated.

**Counties:** Bergen

**Municipalities:** Englewood City

**Project Type:**

**RCIS Category:** Bridges

**Sponsor:** NJDOT

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

**TIP:**

### CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$4.700

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	DES	STATE		\$4.700			
NJTPA	ROW	NHPP					\$2.000
NJTPA	CON	NHPP					\$25.180
				\$4.700			\$27.180

### PENDING

FY 2018 - 2021 TIP Cost: (Million) \$6.700

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	NHPP	\$2.000				
NJTPA	DES	NHPP		\$4.700			
NJTPA	ROW	NHPP					\$2.000
NJTPA	CON	NHPP					\$25.180
			\$2.000	\$4.700			\$27.180



# State of New Jersey

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

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MPO: **NJTPA**

PROJECT: **Route 4, Grand Avenue Bridge**

DBNUM: 08410

TRACK #: N-08410-2-M-2018

TYPE OF PROJECT CHANGE: Project Phase Addition, Change of funding source

ACTION TAKEN: Adds NHPP funding for PE in FFY 18 in the amount of \$2.0M.  
Reduces STATE funding for DES in FFY 19 from \$4.7M by \$4.7M to \$0M.  
Adds NHPP funding for DES in FFY 19 in the amount of \$4.7M.

REASON FOR CHANGE:

PE not programmed in STIP, therefore a TIP MOD is needed to add PE phase.

DES phase was programmed federally in the old STIP and its delivery is dependent on it being federally funded in the current STIP, therefore this TIP MOD will also federalize DES.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #4

CONFORMITY:

PUBLIC INVOLVEMENT:

Attachment G.6.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE  
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT  
PROGRAM TO ADD FEDERAL FUNDS TO THE ROUTE  
31, ROUTE 78/22 TO GRAYSROCK ROAD 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 federal funds to a project where none are currently programmed and a new air quality conformity determination is not required constitutes a minor amendment; and

**WHEREAS**, NJDOT is requesting that the Route 31, Route 78/22 to Graysrock Road, project (DB# 11342A) be programmed with federal National Highway Performance Program (NHPP) funds for Preliminary Engineering and Design; 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

### Minor Amendment to the FY 2018 - 2021 Transportation Improvement Program to Add Federal Funds to the Route 31, Route 78/22 to Graysrock Road Project As Requested by NJDOT

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

**Background:** According to the *TIP Memorandum of Understanding* when federal funds are added to a project where none are currently programmed, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. This amendment is for the addition of National Highway Performance Program (NHPP) funds for the preliminary engineering and design phases of work.

#### **Minor Amendment:**

- **Route 31, Route 78/22 to Graysrock Road, Hunterdon County DB# 11342A**  
The PE phase of work was not authorized in FY 2017 as it was programmed; therefore a revision is requested to add this phase of work to FFY 2018 with federal funds. Additionally the design phase of work will be reprogrammed with federal funds. (FFY 2018 PE: \$1.210 million, NHPP and FFY 2019 DES: \$1.100 million, NHPP)

The attached documents 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 project to advance.

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

# NJTPA

## Transportation Improvement Program Fiscal Years 2018 - 2021

**Routes:** 31

**Mileposts:** 31.8-32.5

**DBNUM:** 11342A

**Name:** Route 31, Route 78/22 to Graysrock Road

Initiated from the Pavement Management System, this project will reconstruct pavement within the project limits.

**Counties:** Hunterdon

**Municipalities:** Clinton Twp

**Project Type:**

**RCIS Category:** Road Preservation

**Sponsor:** NJDOT

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

**TIP:**

### *CURRENT*

FY 2018 - 2021 TIP Cost: (Million) \$1.100

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	DES	STATE		\$1.100			
NJTPA	ROW	NHPP					\$.100
NJTPA	CON	NHPP					\$8.825
				\$1.100			\$8.925

### *PENDING*

FY 2018 - 2021 TIP Cost: (Million) \$2.310

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	NHPP	\$1.210				
NJTPA	DES	NHPP		\$1.100			
NJTPA	ROW	NHPP					\$.100
NJTPA	CON	NHPP					\$8.825
			\$1.210	\$1.100			\$8.925



# State of New Jersey

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

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MPO: **NJTPA**

PROJECT: **Route 31, Route 78/22 to Graysrock Road**

DBNUM: 11342A

TRACK #: N-11342A-1-M-2018

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Adds NHPP funding for PE in FFY 18 in the amount of \$1.210M.  
Reduces STATE funding for DES in FFY 19 from \$1.1M by \$1.1M to \$0M.  
Adds NHPP funding for DES in FFY 19 in the amount of \$1.1M.

REASON FOR CHANGE:

PE was programmed but never authorized in FY 17, therefore a TIP MOD is needed to add PE to FY 18.

DES was programmed federally in the previous STIP. Project delivery is dependent on DES being federally funded, therefore DES will be federalized.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart # 4

CONFORMITY:

PUBLIC INVOLVEMENT:

Attachment G.7.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE  
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT  
PROGRAM TO ADD FEDERAL FUNDS TO THE ROUTE  
80, TAFT AVENUE, PEDESTRIAN BRIDGE OVER ROUTE  
80 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 federal funds to a project where none are currently programmed and a new air quality conformity determination is not required constitutes a minor amendment; and

**WHEREAS**, NJDOT is requesting that the Route 80, Taft Ave., Pedestrian Bridge over Route 80 project (DB# 16308) be programmed with federal National Highway Performance Program (NHPP) funds for Preliminary Engineering and Design; 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

### Minor Amendment to the FY 2018 - 2021 Transportation Improvement Program to Add Federal Funds to the Route 80, Taft Ave, Pedestrian Bridge over Route 80 Project As Requested by NJDOT

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

**Background:** According to the *TIP Memorandum of Understanding* when federal funds are added to a project where none are currently programmed, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. This amendment is for the addition of National Highway Performance Program (NHPP) funds for the preliminary engineering and design phases of work.

#### **Minor Amendment:**

- **Route 80, Taft Ave, Pedestrian Bridge over Route 80, Passaic County DB# 16308**  
This revision is to federalize two phases of work with NHPP funds. (PE: FFY 2018: \$0.800 million and DES: FFY 2019: \$1.100 million)

The attached documents 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 project to advance.

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

# NJTPA

## Transportation Improvement Program Fiscal Years 2018 - 2021

**Routes:** 80

**Mileposts:** 56.84-56.84

**DBNUM:** 16308

**Name:** Taft Avenue, Pedestrian Bridge over Route 80

Initiated by the Bridge Management System, this project will reconstruct the structurally deficient and functionally obsolete bridge.

**Counties:** Passaic

**Municipalities:** Woodlawn Park Boro

**Project Type:**

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Est. Total Project Cost: (Million) \$3.405**

**TIP:**

### *CURRENT*

**FY 2018 - 2021 TIP Cost: (Million) \$1.900**

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	STATE	\$.800				
NJTPA	DES	STATE		\$1.100			
NJTPA	CON	NHPP					\$1.600
			\$.800	\$1.100			\$1.600

### *PENDING*

**FY 2018 - 2021 TIP Cost: (Million) \$1.900**

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	NHPP	\$.800				
NJTPA	DES	NHPP		\$1.100			
NJTPA	CON	NHPP					\$1.600
			\$.800	\$1.100			\$1.600



# State of New Jersey

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

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MPO: **NJTPA**

PROJECT: **Taft Avenue, Pedestrian Bridge over Route 80**

DBNUM: 16308

TRACK #: N-16308-1-M-2018

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

ACTION TAKEN: Reduces STATE funding for PE in FFY 18 from \$.8M by \$.8M to \$0M.  
Adds NHPP funding for PE in FFY 18 in the amount of \$.8M.  
Reduces STATE funding for DES in FFY 19 from \$1.1M by \$1.1M to \$0M.  
Adds NHPP funding for DES in FFY 19 in the amount of \$1.2M.

REASON FOR CHANGE:

Project delivery is dependent on federally funded PE and DES phases, therefore both will be federalized.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #4

CONFORMITY:

PUBLIC INVOLVEMENT:

Attachment G.8.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE  
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT  
PROGRAM TO ADD FEDERAL FUNDS TO THE  
HAMILTON ROAD, BRIDGE OVER CONRAIL RR  
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 federal funds to a project where none are currently programmed and a new air quality conformity determination is not required constitutes a minor amendment; and

**WHEREAS**, NJDOT is requesting that the Hamilton Road, Bridge over Conrail RR project (DB# 14416) be programmed with federal Surface Transportation Block Grant Program (STBGP) funds for Preliminary Engineering and Design; 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

### Minor Amendment to the FY 2018 - 2021 Transportation Improvement Program to Add Federal Funds to the Hamilton Road, Bridge over Conrail RR Project as Requested by NJDOT

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

**Background:** According to the *TIP Memorandum of Understanding* when federal funds are added to a project where none are currently programmed, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. This amendment is for the addition of Surface Transportation Block Grant Program (STBGP) funds for the preliminary engineering and design phases of work.

#### **Minor Amendment:**

- **Hamilton Road, Bridge over Conrail RR, Somerset County DB# 14416**  
This revision is to federalize two phases of work with STBGP funds. (PE: \$0.360 million, FFY 2018 and DES: \$1.100 million, FFY 2019)

The attached documents 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 project to advance.

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

# NJTPA

## Transportation Improvement Program Fiscal Years 2018 - 2021

**Routes:** Mileposts: 0.97 DBNUM: 14416  
**Name:** Hamilton Road, Bridge over Conrail RR

Initiated by the Bridge Management System, this project will replace the orphan bridge, built in 1918. The alternative is to remove the existing bridge and replacing with a new bridge. Pavement work to mill and resurface the immediate approaches to tie in with the proposed bridge approach slabs. Minor widening will be required to transition from the existing roadway cross section to the proposed bridge cross section. The existing 94'-0" clear span will be increased to 145'-0" in order to clear the CSXT right-of-way and will meet the NJDOT minimum vertical under clearance of 23'-0". The existing lateral under clearance will be increased to avoid construction within the railroad right-of-way. A 6'-0" wide sidewalk will be provided on the north side of the bridge.

**Counties:** Somerset **Municipalities:** Hillsborough Twp  
**Project Type:** RCIS Category: Bridges  
**Sponsor:** NJDOT **Est. Total Project Cost:** (Million)

**TIP:**

### CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$1.460

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	STATE	\$0.360				
NJTPA	DES	STATE		\$1.100			
NJTPA	ROW	STBGP					\$0.500
NJTPA	CON	STBGP					\$6.500
			\$0.360	\$1.100			\$7.000

### PENDING

FY 2018 - 2021 TIP Cost: (Million) \$1.460

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	STBGP	\$0.360				
NJTPA	DES	STBGP		\$1.100			
NJTPA	ROW	STBGP					\$0.500
NJTPA	CON	STBGP					\$6.500
			\$0.360	\$1.100			\$7.000



# State of New Jersey

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

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MPO: **NJTPA**

PROJECT: **Hamilton Road, Bridge over Conrail RR**

DBNUM: 14416

TRACK #: N-14416-1-M-2018

TYPE OF PROJECT CHANGE: Change of funding source

ACTION TAKEN: Reduces STATE funding for PE in FFY 18 from \$.360M by \$.360M to \$0M.  
Adds STBGP funding for PE in FFY 18 in the amount of \$.360M.  
Reduces STATE funding for DES in FFY 19 from \$1.1M by \$1.1M to \$0M.  
Adds STBGP funding for DES in FFY 19 in the amount of \$1.1M.

REASON FOR CHANGE:

Project delivery dependent on the use of federal funds, therefore a TIP MOD is required to change funding from STATE to Federal.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #4

CONFORMITY:

PUBLIC INVOLVEMENT:

Attachment G.9.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE  
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT  
PROGRAM TO ADD FEDERAL FUNDS TO THE ROUTE  
46, ROUTE 80 TO WALNUT ROAD 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 federal funds to a project where none are currently programmed and a new air quality conformity determination is not required constitutes a minor amendment; and

**WHEREAS**, NJDOT is requesting that the Route 46, Route 80 to Walnut Road project (DB# 11340A) be programmed with federal National Highway Performance Program (NHPP) funds for Preliminary Engineering and Design; 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

### Minor Amendment to the FY 2018 - 2021 Transportation Improvement Program to Add Federal Funds to the Route 46, Route 80 to Walnut Road Project as Requested by NJDOT

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

**Background:** According to the *TIP Memorandum of Understanding* when federal funds are added to a project where none are currently programmed, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. This amendment is for the addition of National Highway Performance Program (NHPP) funds for the preliminary engineering and design phases of work.

#### **Minor Amendment:**

- **Route 46, Route 80 to Walnut Road, Warren County DB# 11340A**  
This revision is to federalize two phases of work with NHPP funds. The cost estimate for PE has increased as a result of changes in the pavement recommendation. NHPP funds are available for this need. (FFY 2018: PE \$0.900 million, NHPP and FFY 2019: DES \$1.100 million, NHPP)

The attached documents 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 project to advance.

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

# NJTPA

## Transportation Improvement Program Fiscal Years 2018 - 2021

**Routes:** 46

**Mileposts:** 0-1.4

**DBNUM:** 11340A

**Name:** Route 46, Route 80 to Walnut Road

Initiated from the Pavement Management System, this project will reconstruct pavement within the project limits.

**Counties:** Warren

**Municipalities:** Knowlton Twp

**Project Type:**

**RCIS Category:** Road Preservation

**Sponsor:** NJDOT

**Est. Total Project Cost: (Million)** \$13.012

**TIP:**

### *CURRENT*

**FY 2018 - 2021 TIP Cost: (Million) \$1.700**

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	STATE	\$ .600				
NJTPA	DES	STATE		\$1.100			
NJTPA	ROW	NHPP					\$ .500
NJTPA	CON	NHPP					\$7.700
			\$ .600	\$1.100			\$8.200

### *PENDING*

**FY 2018 - 2021 TIP Cost: (Million) \$2.000**

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	NHPP	\$ .900				
NJTPA	DES	NHPP		\$1.100			
NJTPA	ROW	NHPP					\$ .500
NJTPA	CON	NHPP					\$7.700
			\$ .900	\$1.100			\$8.200



# State of New Jersey

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

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MPO: **NJTPA**

PROJECT: **Route 46, Route 80 to Walnut Road**

DBNUM: 11340A

TRACK #: N-11340A-1-M-2018

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

ACTION TAKEN: Removes STATE funding for PE in FFY 2018 in the amount of \$.60M.  
Adds NHPP funding for PE in FFY 2018 in the amount of \$.90M.  
Removes STATE funding for DES in FFY 2019 in the amount of \$1.1M.  
Adds NHPP funding for DES in FFY 2019 in the amount of \$1.1M.

REASON FOR CHANGE:

Project is on a federally funded solicitation list for design, therefore PE and DES must be federalized.  
Changes in pavement recommendation have increased the cost of PE.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #5

CONFORMITY:

PUBLIC INVOLVEMENT:

Attachment G.10.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE  
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT  
PROGRAM TO ADD FEDERAL FUNDS TO THE ROUTE  
82, RAHWAY RIVER BRIDGE 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 federal funds to a project where none are currently programmed and a new air quality conformity determination is not required constitutes a minor amendment; and

**WHEREAS**, NJDOT is requesting that the Route 82, Rahway River Bridge project (DB# 94019) be programmed with federal funds for Preliminary Engineering; and

**WHEREAS**, fiscal constraint is maintained because funds have been made available for this project through the Consolidated Appropriations Act of FY 2016 and National Highway Performance Program (NHPP) funds are available; 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

### Minor Amendment to the FY 2018 - 2021 Transportation Improvement Program to Add Federal Funds to the Route 82, Rahway River Bridge Project as Requested by NJDOT

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

**Background:** According to the *TIP Memorandum of Understanding* when federal funds are added to a project where none are currently programmed, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. This amendment is for the addition of repurposed federal earmark funds (DEMO-R) made available for this project through the repurposing allowed under the Consolidated Appropriations Act of FY 2016 and of National Highway Performance Program (NHPP) funds for the preliminary engineering phase of work.

#### **Minor Amendment:**

- **Route 82, Rahway River Bridge, Union County DB# 94019**  
The PE phase of work was not able to be authorized in FFY 2017 as originally programmed. DEMO funds have been repurposed to enable PE to be added into FFY 2018. Available NHPP funds are added to fully fund the phase of work. (\$0.528 million, DEMO-R and \$0.472 million, NHPP)

The attached documents 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 project to advance.

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

# NJTPA

## Transportation Improvement Program Fiscal Years 2018 - 2021

**Routes:** 82

**Mileposts:** 0.38

**DBNUM:** 94019

**Name:** Route 82, Rahway River Bridge

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1872. The bridge also has flooding problems. The project will provide a 60' precast arch bridge with stone masonry facade. Flooding mitigation is inherent in the structural alternative, which will result in decreased flood levels and arch barrel clogging at the structure. In terms of community and environment, the historic and architectural features are fully preserved.

**Counties:** Union

**Municipalities:** Springfield Twp

**Project Type:** Bridge Preservation

**RCIS Category:** Bridges

**Sponsor:** NJDOT

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

**TIP:**

### CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$1.350

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	DES	STATE		\$1.100			
NJTPA	ROW	STATE				\$.250	
NJTPA	CON	NHPP					\$6.850
				\$1.100		\$.250	\$6.850

### PENDING

FY 2018 - 2021 TIP Cost: (Million) \$2.350

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	DEMO-R	\$.528				
NJTPA	PE	NHPP	\$.472				
NJTPA	DES	STATE		\$1.100			
NJTPA	ROW	STATE				\$.250	
NJTPA	CON	NHPP					\$6.850
			\$1.000	\$1.100		\$.250	\$6.850



# State of New Jersey

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

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MPO: **NJTPA**

PROJECT: **Route 82, Rahway River Bridge**

DBNUM: 94019

TRACK #: N-94019-1-M-2018

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Adds DEMO-R funding for PE in FFY 18 in the amount of \$0.528M.  
Adds NHPP funding for PE in FFY 18 in the amount of \$0.472M.

REASON FOR CHANGE:

DEMO funds repurposed to this project, therefore a TIP MOD is needed to add these funds.

PE was programmed in FY 17 but was not authorized, therefore a TIP MOD is needed to add PE funding to FY 18.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #3

CONFORMITY:

PUBLIC INVOLVEMENT:

Attachment G.11.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE  
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT  
PROGRAM TO ADD FEDERAL FUNDS TO THE ROUTE  
34, CR 537 TO WASHINGTON AVE., PAVEMENT  
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 federal funds to a project where none are currently programmed and a new air quality conformity determination is not required constitutes a minor amendment; and

**WHEREAS**, NJDOT is requesting that the Route 34, CR 537 to Washington Ave, Pavement project (DB# 11307) be programmed with federal funds for Design; and

**WHEREAS**, fiscal constraint is maintained because funds have been made available for this project through the Consolidated Appropriations Act of FY 2016 and National Highway Performance Program (NHPP) funds are available; 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**

**Minor Amendment  
to the FY 2018 - 2021 Transportation Improvement Program  
to Add Federal Funds to the  
Route 34, CR 537 to Washington Ave, Pavement Project  
as Requested by NJDOT**

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

**Background:** According to the *TIP Memorandum of Understanding* when federal funds are added to a project where none are currently programmed, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. This amendment is for the addition of repurposed federal earmark funds (DEMO-R) made available for this project through the repurposing allowed under the Consolidated Appropriations Act of FY 2016 and of National Highway Performance Program (NHPP) funds for the design phase of work.

**Minor Amendment:**

- **Route 34, CR 537 to Washington Ave, Pavement, Monmouth County DB# 11307**  
This revision is to reprogram federal funds for design where there are currently STATE funds programmed and to advance the design phase of work into FFY 2019. (DES: \$0.801 million, DEMO-R and \$5.199 million, NHPP)

The attached documents 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 project to advance.

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

# NJTPA

## Transportation Improvement Program Fiscal Years 2018 - 2021

**Routes:** 34

**Mileposts:** 13.2 - 26.79

**DBNUM:** 11307

**Name:** Route 34, CR 537 to Washington Ave., Pavement

Initiated from the Pavement Management System, one element of this project will provide a full depth pavement reconstruction, and address guiderails and drainage issues. The project scope will include; roadside work to restore the berm areas back to umbrella sections, earthwork to re-establish eroding slopes behind the guiderails, upgrading of guiderails, repairing damaged drainage and outfall structures, and upgrading traffic signals.

Initiated from the Bridge Management System, another element of this project will replace the bridge deck and superstructure of the Bridge over Gravelly Brook on Route 34. The project scope will also include minor repairs to the substructure of the Bridge to correct deficiencies.

**Counties:** Monmouth

**Municipalities:** Deal Boro Interlaken Boro Aberdeen Twp

**Project Type:**

**RCIS Category:** Road Preservation

**Sponsor:** NJDOT

**Est. Total Project Cost: (Million) \$90.839**

**TIP:**

### CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$8.000

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	STATE	\$2.000				
NJTPA	DES	STATE				\$6.000	
NJTPA	ROW	NHPP					\$1.000
NJTPA	CON	NHPP					\$90.000
			\$2.000			\$6.000	\$91.000

### PENDING

FY 2018 - 2021 TIP Cost: (Million) \$8.000

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	STATE	\$2.000				
NJTPA	DES	DEMO-R		\$ .801			
NJTPA	DES	NHPP		\$5.199			
NJTPA	ROW	NHPP					\$1.000
NJTPA	CON	NHPP					\$90.000
			\$2.000	\$6.000			\$91.000



# State of New Jersey

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

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MPO: **NJTPA**

PROJECT: **Route 34, CR 537 to Washington Ave., Pavement**

DBNUM: 11307

TRACK #: N-11307-1-M-2018

TYPE OF PROJECT CHANGE: Project Phase Advance, Change of funding source

ACTION TAKEN: Reduces STATE funding for DES in FFY 21 from \$6.0M by \$6.0M to \$0M.

Adds DEMO-R funding for DES in FFY 19 in the amount of \$.801M.

Adds NHPP funding for DES in FFY 19 in the amount of \$5.199M.

REASON FOR CHANGE:

Project had DEMO funds repurposed to it, therefore a TIP MOD is needed to add repurposed DEMO funding.

DES is being advanced to comply with DEMO repurposed funding authorization deadline.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #3

CONFORMITY:

PUBLIC INVOLVEMENT:

Attachment G.12.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE  
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT  
PROGRAM TO ADD FEDERAL FUNDS TO THE ROUTE  
46, BRIDGES OVER ROUTE 17 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 federal funds to a project where none are currently programmed and a new air quality conformity determination is not required constitutes a minor amendment; and

**WHEREAS**, NJDOT is requesting that the Route 46, Bridges over Route 17 project (DB# 14418) be programmed with federal National Highway Performance Program (NHPP) funds for Preliminary Engineering and Design; 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

### Minor Amendment to the FY 2018 - 2021 Transportation Improvement Program to Add Federal Funds to the Route 46, Bridges over Route 17 Project as Requested by NJDOT

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

**Background:** According to the *TIP Memorandum of Understanding* when federal funds are added to a project where none are currently programmed, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. This amendment is for the addition of National Highway Performance Program (NHPP) funds for the preliminary engineering and design phases of work.

#### **Minor Amendment:**

- **Route 46, Bridges over Route 17, Bergen County DB# 14418**  
This revision is to advance the PE phase of work into FFY 2018 and to change the funding source from STATE to NHPP for the same amount (\$2.500 million). Additionally the design phase of work will be federalized with NHPP funding in FFY 2021 for \$4.750 million.

The attached documents 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 project to advance.

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

# NJTPA

## Transportation Improvement Program Fiscal Years 2018 - 2021

**Routes:** 46

**Mileposts:** 68.01 - 68.11

**DBNUM:** 14418

**Name:** Route 46, Bridges over Route 17

As a result of a problem statement submitted by the BMS identifying the bridge decks as being in need of rehabilitation or replacement due to poor condition associated with observed cracks and spalls, CIPD completed a Tier 1 Screening and determined that further investigation is necessary to further evaluate the condition of the bridges and to address congestion within the project limits.

**Counties:** Bergen

**Municipalities:** Hasbrouck Heights Boro

**Project Type:**

**RCIS Category:** Bridges

**Sponsor:** NJDOT

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

**TIP:**

### CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$7.250

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	STATE		\$2.500			
NJTPA	DES	STATE				\$4.750	
NJTPA	ROW	NHPP					\$1.500
NJTPA	CON	NHPP					\$36.700
				\$2.500		\$4.750	\$38.200

### PENDING

FY 2018 - 2021 TIP Cost: (Million) \$7.250

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	NHPP	\$2.500				
NJTPA	DES	NHPP				\$4.750	
NJTPA	ROW	NHPP					\$1.500
NJTPA	CON	NHPP					\$36.700
			\$2.500			\$4.750	\$38.200



# State of New Jersey

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

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MPO: **NJTPA**

PROJECT: **Route 46, Bridges over Route 17**

DBNUM: 14418

TRACK #: N-14418-1-M-2018

TYPE OF PROJECT CHANGE: Project Phase Advance, Change of funding source

ACTION TAKEN: Reduces STATE funding for PE in FFY 19 from \$2.5M by \$2.5M to \$0M.

Adds NHPP funding for PE in FFY 18 in the amount of \$2.5M.

Reduces STATE funding for DES in FFY 21 from \$4.750M by \$4.750M to \$0M.

Adds NHPP funding for DES in FFY 21 in the amount of \$4.750M.

REASON FOR CHANGE:

Project delivery dependent on the use of federal funds, therefore a TIP MOD is required to change funding from STATE to Federal.

PE expected in FY 18, therefore a TIP MOD is needed to advance funding from FY 19.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #4

CONFORMITY:

PUBLIC INVOLVEMENT:

Attachment G.13.

**DRAFT RESOLUTION: APPROVAL OF THE FY 2019 UNIFIED PLANNING WORK PROGRAM**

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

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

**WHEREAS**, the Fiscal Year 2019 UPWP (July 1, 2018 to June 30, 2019) describes all urban transportation and transportation-related planning activities to be undertaken by the NJTPA Central Staff, New Jersey Department of Transportation, NJ TRANSIT, NJTPA subregions, Transportation Management Associations, and other planning agencies in the region; and

**WHEREAS**, the FY 2019 UPWP is fully consistent with the U.S. Department of Transportation Metropolitan Transportation Planning Regulations (23 CFR part 450) which became effective May 27, 2016, as well as the “Fixing America’s Surface Transportation Act” (FAST Act); and

**WHEREAS**, any FY 2019 Compensation Plan and salary parameters will be subject to the NJTPA Executive Committee approval and New Jersey Institute of Technology confirmation; 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 2019 Unified Planning Work Program for the region.

**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 and the Federal Transit Administration.

**Summary of Action**  
**Approval of the FY 2019 Unified Planning Work Program**

**Action:** Approval of the FY 2019 Unified Planning Work Program (UPWP).

**Background:** The UPWP describes all metropolitan transportation and transportation-related planning activities to be undertaken by NJTPA Central Staff, subregions, member agencies and the Transportation Management Associations (TMAs) during FY 2019 (July 1, 2018 to June 30, 2019). This document has been developed with the direct input of the federal funding agencies, the New Jersey Department of Transportation (NJDOT), NJ TRANSIT, the Port Authority of New York & New Jersey, the NJTPA Board of Trustees, Alternates and members of the Regional Transportation Advisory Committee (RTAC).

Pursuant to federal planning regulations, the NJTPA is required to develop an annual UPWP. The FY 2019 UPWP is guided by the planning requirements in the Fixing America's Surface Transportation Act' (FAST Act), Plan 2045: Connecting North Jersey (the NJTPA's Regional Transportation Plan) and the NJTPA Strategic Business Plan. The FY 2019 UPWP incorporates work tasks that reflect current planning priorities of the United States Department of Transportation and NJDOT. The UPWP also incorporates the federally funded work programs for the eight TMAs in New Jersey.

The initial FY 2019 UPWP draft was issued in December 2017 for review. Comments received from members of the Board, subregional partners, federal sponsors, NJDOT and NJ TRANSIT have been reviewed and incorporated into the work program and budget where appropriate.

For informational purposes, the work program also includes Chapter IV - Other Regional Transportation Planning Initiatives, which describes other transportation and transportation-related planning activities that are not funded by the NJTPA and not included in the other chapters of the UPWP.

Electronic copies of the proposed FY 2019 UPWP are available on the NJTPA website at: <http://www.njtpa.org/Planning/UPWP.aspx>. Pending Board approval and federal authorization of the FY 2019 UPWP, final copies of the UPWP will be posted on the NJTPA's website for access by the NJTPA Board Members, Alternates, Regional Transportation Advisory Committee and general public. Digital or hard copies of the final UPWP will be made available upon request. A copy of the FY 2019 budget summary and comments received on the December 2017 draft are attached herewith for reference.

**Justification for Action:** NJTPA Board approval of the UPWP is necessary to ensure federal funding and for staff activities to be conducted in the upcoming fiscal year.

**Staff Recommendation:** Central Staff recommends approval of the FY 2019 UPWP.

## NJTPA FY 2019 UPWP Budget Summary

Expenditures - FY 2019 UPWP Program Activities	UPWP Total
Central Staff Program Activities ( <i>Chapter I</i> )	
Personnel Expenditures	\$ 9,286,834
Non-Personnel Expenditures	\$ 2,089,000
Indirect Costs <sup>3</sup>	\$ 1,933,900
Subtotal: Central Staff Activities	\$ 13,309,734
Contractual\Consultant Subcontracts ( <i>Chapter I</i> )	
Central Staff Contractual \Consultant Projects	\$ 5,775,000
Subtotal: Contractual\Consultant Subcontracts	\$ 5,775,000
Pass-through Programs ( <i>Chapters II &amp; III</i> )	
FY 2019 Subregional Transportation Planning Program	\$ 2,283,875
FY 2019 - FY 2020 Subregional Studies Program	\$ 615,000
FY 2019 Transportation Management Association Program	\$ 6,264,940
Subtotal: Pass-through Program Subcontracts	\$ 9,163,815
<b>Total: FY 2019 UPWP Expenses</b>	<b>\$ 28,248,549</b>
REVENUES - FY 2019 UPWP Funding Authorizations <sup>4</sup>	
UPWP Total	
FHWA PL Funds, new funding appropriations (FFY18 STIP DB# X30A)	\$ 9,406,492
FHWA PL Funds, reprogrammed funds (released from prior task order agreements)	\$ 2,958,503
FHWA Flexed FTA Section 5303 Planning Funds (FFY18 STIP DB# X30A)	\$ 2,691,000
FHWA Surface Transportation Program (STP-NJ) Funds (FFY18 STIP DB# X30A)	\$ 6,347,839
FHWA STP-NJ Funds for TMA Program (FFY18 STIP DB# 11383)	\$ 4,365,000
FHWA STP-SU Funds for TMA Program (DVRPC STP TMA, FFY18 STIP DB# 11383)	\$ 1,899,940
Local Match - Subregional Transportation Planning and Subregional Studies Programs	\$ 579,775
<b>Total: FY 2019 UPWP Revenues</b>	<b>\$ 28,248,549</b>

## Notes:

(1) The FY19 budget assumes Salaries for 58 existing and 2 new full time employees, and part time employees for central staff support. Part time staff time budgeted are counted as 0.65 FTE. The budget assumes a merit pool of 2.0% for existing PSA and non-aligned employees.

(2) Fringe Benefits budget assumes U.S. DH&HS approved FY18 fringe benefit rates; actual FY19 rates are subject to audit.

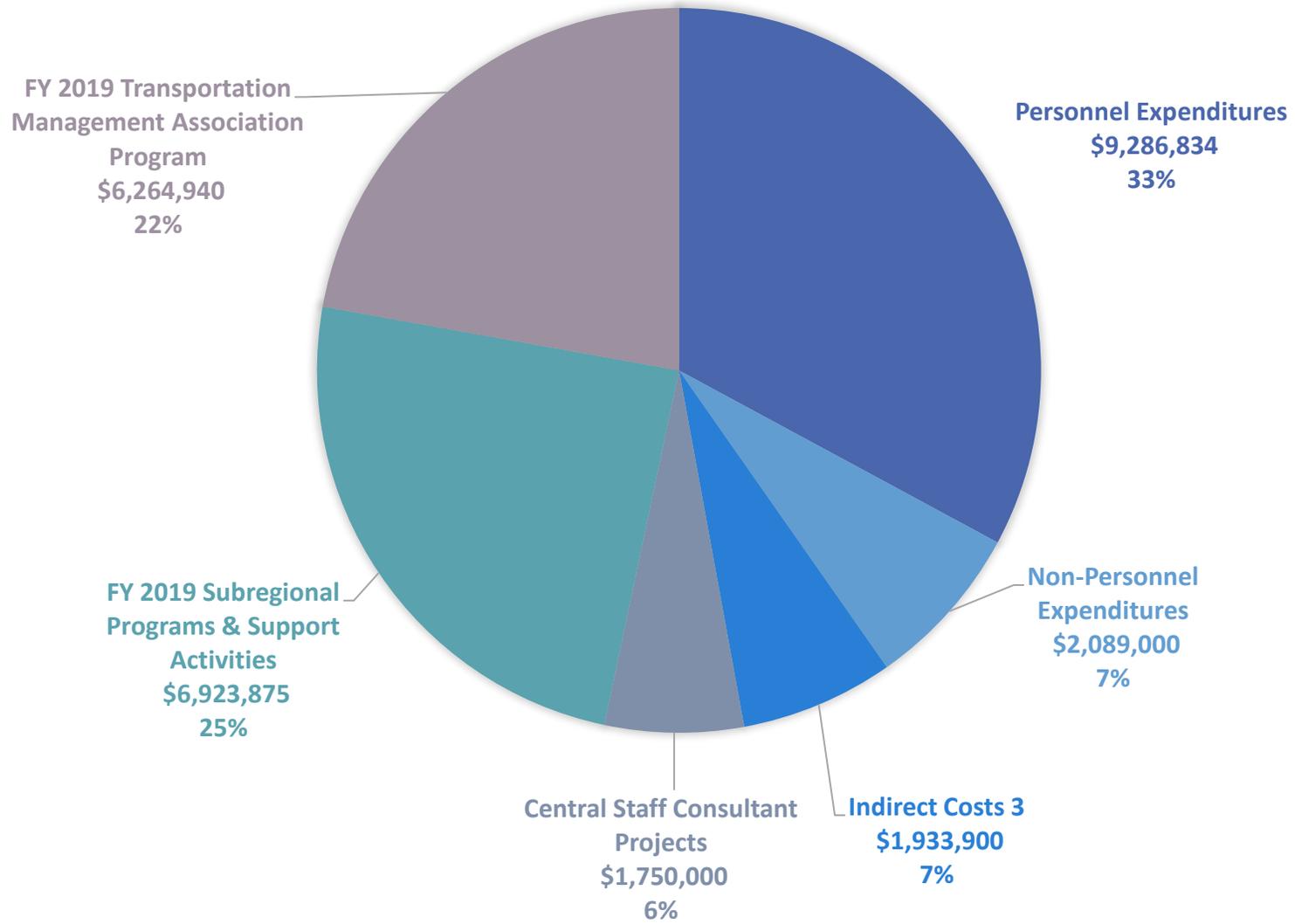
(3) The FY19 budget for NJIT's Facilities and Administration Costs assumes a fixed amount, as stated in the current NJDOT Basic Agreement with NJTPA and NJIT (Agreement No. 2016-NJIT-001), calculated from a rate based on past fiscal years' audited costs, which is applied to projected FY19 modified total costs.

(4) New funding to be authorized for the FY19 program assumes FFY18 FHWA PL, FTA flexed PL funds, STP-NJ, and STP-SU funds (STIP DB Nos. X30A, and 11383); and reprogrammed FHWA PL funds to be released from prior FY task order authorizations (Task Order PL-NJ-15-01).

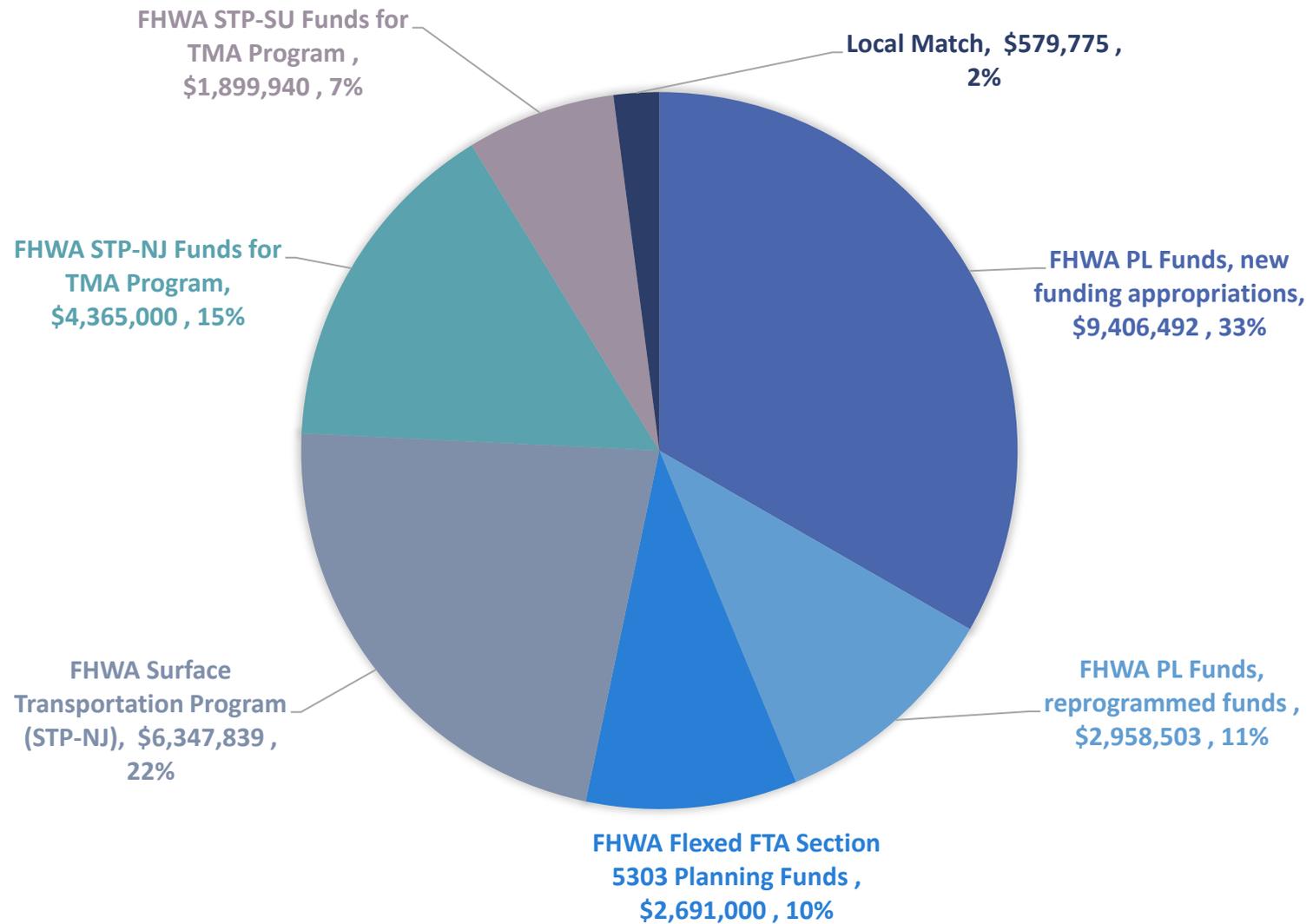
(5) For details of the central staff budget expenses and consultant subcontracts, see pages 10 and 11.

# FY 2019 UPWP BUDGET

## TOTAL EXPENDITURES \$28,248,549



**FY 2019 UPWP BUDGET**  
**TOTAL REVENUES \$28,248,549**



NJTPA FY 2019 UPWP Budget  
New Contractual/Consultant Projects

NEW FY 2019 UPWP Projects - Task Order PL-NJ-19-01

Task No.	Task Activity	Budget
19/101-01	UPWP Grant Management System Support	\$ 400,000
19/102-01	Transportation Data Analytical Tools	\$ 100,000
19/203-01	Air Quality Planning and Conformity Analysis	\$ 400,000
19/304-01	FY19 Subregional Transportation Planning Program	\$ 2,283,875
19/304-02	FY19 Supplemental Subregional Support *	\$ 225,000
19/305-01	FY19-FY20 Subregional Studies Program	\$ 615,000
19/306-01	FY19 TMA Program	\$ 6,264,940
19/308-01	Advancement of TNJ Initiatives Phase III *	\$ 150,000
19/401-01	2050 Freight Industry Level Forecasts	\$ 500,000
19/503-01	FY19-FY21 Local Concept Development Program *	\$ 3,500,000
19/504-01	Consultant Assistance with LSP Studies/Analyses *	\$ 150,000
19/601-01	Innovative Public Outreach Support	\$ 100,000
19/602-01	Strategic Business Plan Update Phase II	\$ 150,000
19/801-01	Audio Visual Conference Room Upgrade Phase II	\$ 100,000
Total		\$ 14,938,815
Subtotal Central Staff Activities Subcontracts		\$ 5,775,000
Subregional Transportation Planning Program		\$ 2,283,875
Subregional Studies Program		\$ 615,000
TMA Program		\$ 6,264,940
* Subtotal Volume I - Central Staff Subregional Support Activities		\$ 4,025,000



**NJTPA FY 2019 UPWP  
COMMENTS, RESPONSES AND REVISIONS  
TO THE DECEMBER 2017 DRAFT**

<b>GENERAL</b>	
<b>Comments</b>	<b>Responses/Revisions</b>
NJDOT commends NJTPA for the new look and reformatting of the UPWP into Chapters. The revised headings in the task descriptions and condensed descriptions create a more succinct and legible document. Overall it is easier to read and navigate. Please continue to streamline the document by paring down some of the remaining overly-long descriptions.	The NJTPA appreciates NJDOT’s acknowledgement of our efforts. As suggested, the task highlights in the Introduction and task write-ups in Chapter I have been edited to be more concise, where warranted.
NJDOT commends NJTPA for developing a more feasible work program in light of the problems with continuing consultant efforts from prior UPWPs.	The NJTPA appreciates NJDOT’s acknowledgement of our efforts.
NJDOT commends NJTPA for effectively incorporating federal and state emphasis areas throughout the work plan.	The NJTPA appreciates NJDOT’s acknowledgement of our efforts.
	<b>Revisions:</b> Minor typos, grammatical errors, misspellings, etc. that were identified during the review of the draft UPWP have been corrected, and formatting issues and inconsistencies have addressed.

<b>BUDGET BOOK</b>	
<b>Comments</b>	<b>Responses/Revisions</b>
Page 1. The salary budget for full time staff assumes a merit pool of 2% for existing employees. This must be approved by the Governor's office.	The NJTPA concurs and will seek input from the Governor’s Authority Unit prior to submitting the final budget for the NJTAP Board of Trustee’s Approval.

<p>Page 1. The last paragraph states that "consultant supported planning efforts typically take 12 to 24 months to complete and are usually completed over a three-year funding period." As you will recall, NJDOT and FHWA have directed NJTPA to structure consultant efforts to be completed in a two-year funding period. This sentence should be corrected.</p>	<p>This statement has been revised as follows: <i>"Chapter I consultant supported planning efforts typically take 12 to 24 months to complete from the time they are initiated. Select projects, however, will need to be completed over a three-year funding period."</i></p> <p>NJTPA plans to start all new consultant supported projects within the first year of authorization and will strive to complete efforts within the first two years of funding authorization, where feasible. We have also split projects into multiple phases, where possible, to complete them within the first two fiscal years. However, several projects, will need to be completed over a three-year funding period, due to the specialized nature and complexity of their scope of work.</p>
<p>Page 3. NJTPA's proposed budget for the TMA program is shown as a total of \$6,264,940. However, according to the STIP (DB# 11383) there is only funding available for the TMA Program in the amount of \$6,255,000. This must be resolved.</p>	<p>STP-NJ funds are available in the NTJPA TIP under DB# X30A (Metropolitan Planning) to cover the additional funding required for the proposed FY 2019 TMA Program, for the TMAs providing services in the Northern New Jersey region. Upon adoption of the final budget, the NJTPA will prepare an Informational Modification that decreases DB# X30A by \$110,000 in FFY 18 STP-NJ funding and adds \$110,000 in FFY 18 STP-NJ funding to DB# 11383 (TMA).</p>
	<p><b>Revisions:</b></p> <p>The budget line item for Training and Professional Development was reduced and was moved from the Contractual \ Consultant Subcontracts budget category to Direct Expenses under The Central Staff Program Activities.</p>

CHAPTER I – CENTRAL STAFF ACTIVITIES		
Section	Comments	Responses/Revisions
General Comment	Please provide a Gantt Chart showing the timeline for all contractual/ consultant efforts in the FY 2019 UPWP. If possible, please use the same chart format as last year.	A timeline or project schedule for all new all contractual/ consultant efforts proposed for the FY 2019 UPWP has been provided to the NJDOT.
General Comment	In reviewing the tasks, there are many instances when a bullet item under Task Activities and Timeline is repeated under Products. (For	The task activities and products have been edited to be more concise and to eliminate any redundancies.

	examples see pages 34 and 36.) Please eliminate all such redundancies.	
General Comment	NJDOT recommends the title of the "Task Activities and Timeline" header be changed to "Task Activities and Timeline for Completion."	The "Task Activities and Timeline" header has been changed to " <i>Task Activities and Timeline for Completion.</i> "
General Comment	FHWA has requested that each Central Staff consultant activity be identified with a unique number. While this change has been made in Table B of the Introduction, it should also be indicated in the task descriptions headings in the body of Chapter I.	The consultant activities' unique identification numbers have been added to the consultant activity task descriptions in Chapter I.
General Comment	At the end of each task description is a budget page which shows a listing of activities followed by a listing of project managers. When there are two tasks listed followed by two project managers (such as page 11) it is clear that each project manager is assigned to one task. However, it is not clear why there are three project managers listed when there is only one task (such as page 17). NJDOT requests that the budget pages be improved to clearly indicate the one responsible person for each activity.	Chapter I has been edited to clearly indicate one responsible person for each central staff task activity ( <i>Task Manager</i> ). The report has also been reformatted to note the Project Managers assigned each consultant supported subtask activity.
Introduction	Pages 1-8. Last year after reviewing the FY 2018 UPWP, NJDOT requested that Volume I Highlights be eliminated or reduced due to redundancy with other parts of the UPWP. In this new UPWP, this section has been renamed Central Staff Activities and provides similar lengthy and redundant descriptions. NJDOT encourages NJTPA to reduce this section into one-sentence bullets.	As suggested, the task highlights in the Introduction have been edited to be more concise.
Task 19/102 Interagency Planning Collaboration	Page 8. NJDOT commends NJTPA for addressing Emerging Technologies and Ladders of Opportunity in this task.	The NJTPA appreciates NJDOT's acknowledgement of our efforts.

Task 19/205 Travel Demand and Socioeconomic Modeling and Forecasting	Page 27. NJDOT commends NJTPA for incorporating bicycle and sidewalk network connectivity.	The NJTPA appreciates NJDOT's acknowledgement of our efforts.
Task 19/302 Corridor Studies and Project Planning	Page 35. It should be noted that the identification of corridors appropriate for transit improvements should be informed by trip volumes and dispersion levels, as well as population and employment density. Theoretical tools should be validated against actual conditions, and informed by the feasibility of the potential for transit improvements within a foreseeable timeframe.	The NJTPA acknowledges the methodology for study identification that is recommended by NJ TRANSIT, and will apply this methodology appropriately. However, the UPWP description of work has not been modified, as this level of detail is not warranted for the UPWP, particularly in light of requests by NJDOT and FHWA to generally reduce the content of NJTPA UPWP descriptions.
Task 19/302 Corridor Studies and Project Planning	Page 35. Targeted engagement with NJ TRANSIT should be included as part of this activity.	Added language to indicate partner agency participation in the task description. This includes coordination with NJ TRANSIT, NJDOT, and the Port Authority, as well as with many other partners.
Task 19/302 Corridor Studies and Project Planning	Page 35. Regarding the third paragraph under the Task Description, beyond simply "handing off" study results, a more direct process by which study parameters, data requests, initial findings, and recommendations are developed should be done in a coordinated manner prior to the initiation of study activities.	Added language to indicate collaboration with partner agencies in the development of study parameters and engagement in the study process to produce recommendations that can be handed off to implementing agencies.
Task 19/303 Safety Planning	Page 37. Regarding Safety Planning, NJDOT has requested that all the MPOs continue to assist the Department with Model Inventory of Roadway Elements (MIRE) data collection. Please consider adding this activity.	The NJTPA will be happy to assist with the request. Collection of MIRE data was added to Task 19/102, Interagency Planning Collaboration.
Task 19/303 Safety Planning	Page 38. NJDOT request s adding "partner agencies" to the second bullet under Products.	"Partner agencies" was added as requested.

Task 19/305 Subregional Studies Program	Page 43. NJDOT recommends eliminating the first bullet under both the Task Activities and Timeline and Products since they concern last year's UPWP.	NJTPA does not concur with elimination of these items from the FY 2019 UPWP. The FY 2018-2019 Subregional Studies Program is a two year program that began in FY 2018 and concludes at the end of FY 2019. Central Staff will continue to administer the program and manage the studies through the end of FY 2019.
Task 19/306 Mobility Programs	Page 45. Under Previous Work, specify NJ TRANSIT's engagement as required per FTA guidance on FTA local mobility programs (section 5310 etc.)	A reference to NJ TRANSIT has been added.
Task 19/306 Mobility Programs	Page 45. In the second paragraph under the Task Description, please clarify NJ TRANSIT's role in this effort in assisting with the scoring LMI grant applications and administering the programs to the successful applicants.	This comment has been addressed using the suggested language provided by NJ TRANSIT.
Task 19/306 Mobility Programs		<b>Revision:</b> Added the following text under the task description to reflect TMA coordination for Street Smart Pedestrian Education campaigns: <i>"This work includes coordination with TMA partners for implementing the Street Smart Pedestrian Safety program (see Task 19/303) and for implementing the Coordinated Human Services Transportation Plan recommendations."</i>
Task 19/307 Environmental and Climate Change Planning	Task activities related to developing possible scopes of work for future alternative fuel vehicle infrastructure advancement is not clear.	Staff will develop a scope of work for implementation of alternative fuel vehicle readiness planning, including possible corridor level analysis – which may possibly be conducted in the FY 2020 UPWP. Part of this effort will be to explore applications for future Clean Fuel corridors and coordination on the build out of existing corridors (June 20, 2019).
Task 19/307 Environmental and Climate Change Planning		<b>Revision:</b> Added the following Product: <i>"Coordination with other agencies to advance resiliency in the region including but not</i>

		<i>limited to working with DOT on FHWA's Extreme Weather Pilot Program."</i>
Task 19/308 Livable Communities	Page 51. Regarding Task 19/308-01 Advancement of TNJ Initiatives Phase III, there appears to be an error. It incorrectly shows an RFP release date of Fourth Quarter FY 2017. It should be noted that this Phase III effort is a follow-up to Phase II which is in the approved FY 2018 UPWP. (Phase II is funded with \$150,000 in federal funding under DOOS054 and has a task completion date of June 30, 2019.) Since the RFP for Phase II has not been released yet it is unlikely that the RFP for Phase III was released in FY 2017. Please provide an update on Phase II and correct the RFP date for Phase III.	The TNJ Initiatives Phase II project (Task 18/308) is within budget and on schedule to be completed as a one-year effort by June 30, 2018 (FY 2018 year-end). Phase III is anticipated to be awarded, through a subcontract modification, as a one-year effort with an effective start date of July 1, 2018. This work is being performed through a subrecipient subcontract with Rutgers Voorhees Transportation Center (VTC). In the fourth quarter of FY 2017, VTC submitted an acceptable detailed scope of work and budget that covered Phase II and Phase III. The project's scope, budget, and progress reports are available for review.
Task 19/401 Freight Planning and Coordination	Page 57. NJDOT requests adding an activity dedicated to freight performance measures. In addition, it is not clear how the Strategic Business Plan objective of "guiding the development of performance measures that address regional freight transportation system goals" relates to the activities and/or products in this task. Please clarify.	Added freight performance measures to the outreach/coordination activity (second activity under 401). Freight Planning is and will continue to coordinate with internal and external partners on this.
Task 19/502 TIP Management	Page 68. Regarding the third paragraph under the Task Description, is E-STIP still considered to be under implementation? It has been in use for at least three TIPs. Perhaps this should be re-stated to say "For FY 2019, staff will continue to collaborate with NJDOT, NJ TRANSIT, and the Port Authority of New York and New Jersey (PANYNJ) in the use and enhancement of the eSTIP application for revision of the TIP."	As suggested, the third paragraph has been revised.
Task 19/504 Local Safety and Asset Management	Page 75. NJDOT commends NJTPA for including the consultant activity Consultant Assistance with LSP Studies/Analyses as this encourages subregional participation in the Local Safety Program.	The NJTPA appreciates NJDOT's acknowledgement of our efforts.

<p>Task 19/505 Transportation Alternatives and Safe Routes to School Programs</p>	<p>Page 80. NJDOT advises NJTPA to remove the present tense when describing the "creation of a new program," since the Transportation Alternatives Program is no longer considered "new."</p>	<p>The NJTPA has made the revision as follows. <i>"The Fixing America Surface Transportation Act (FAST) replaces MAP-21 and maintains the funding set asides from the previous legislation. Transportation Alternatives Program (TAP), consolidated previous eligible activities under six new headings."</i></p>
<p>Task 19/601 Public Involvement/Outreach</p>	<p>Page 85. The Public Involvement/Outreach task encourages public participation by low income and minority communities as it directly relates to the Ladders of Opportunity federal emphasis area. However, in the sentence that describes this activity, the party (NJTPA) that will encourage this is not mentioned.</p>	<p>The NJTPA has revised this section to clarify that the NJTPA itself will be encouraging public participation by low-income and minority communities.</p>
<p>Task 19/602 Committee Support</p>	<p>Page 90. Task 19/602-01 Strategic Business Plan Update Phase II states that it is a two-year effort to build upon the work begun in FY 2018. Phase I does not appear to be in the FY 2018 UPWP. Provide a status of the Phase I effort and clarify where it can be found.</p>	<p>Phase I of the Strategic Business Plan Update was authorized in the FY 2016 UPWP under Task 16/602 and was also noted in the introduction of the FY 2018 UPWP to be continuing into FY 2018. Phase I work on this effort begun in FY 2017 and will be completed in FY 2018.</p>
<p>19/602 Committee Support</p>	<p>Page 91. Task 19/602 Committee Support shows a budget increase of over \$100,000. Please provide an explanation for this increase.</p>	<p>The difference in Task 602's budget is due to the change in distribution of indirect costs for NJIT's administrative support services. For the FY 2018 UPWP Budget, the full expense of the NJIT's administrative support services were applied to just Task 18/701 – Office Administration. For the FY 2019 Budget, these indirect costs were distributed proportionally to each UPWP task, based on their direct labor costs. This is best demonstrated by reviewing page 12 of the FY 2018 Budget Book and page 7 of the FY 2019 Budget Book.</p>
<p>Task 19/801 Information Systems Support and Development</p>	<p>Page 103. There is a discrepancy in Task 19/801-01 Audio Visual Conference Room Upgrade Phase II. It incorrectly shows an RFP release date of Second Quarter FY 2018. In actuality, the RFP that was released in</p>	<p>The scope of work assumed for Phase II of the Audio Visual Conference Room Upgrade project was included in the solicitation that was issued in the second quarter of FY 2018 for Phase I. In FY 2019, Phase I is anticipated to be</p>

	the Second Quarter FY 2018 (November 2017) was for the first phase of this effort known as Task 17/801-01 Audio Visual Conference Room Upgrade from the FY 2017 UPWP (funded with \$100,000 under federal project COOS934 and a task completion date of 6/30/2019). The RFP release date must be corrected.	completed and Phase II awarded, as a modification to the same contract.
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CHAPTER II – SUBREGIONAL PASS-THROUGH PROGRAMS		
SUBREGIONAL TRANSPORTATION PLANNING (STP) PROGRAM		
Section	Comments	Responses/Revisions
General Comment	NJDOT commends subregions that are conducting resiliency and freight planning activities, and advises other subregions to perform similar activities.	The NJTPA appreciates NJDOT’s acknowledgement of its subregional partners’ efforts. Clarifications and changes to subregional work programs are indicated in responses to comments below.
Hudson County STP Program	2.1 Elective Products/Outcome and Activities: NJDOT commends Hudson County for its strong emphasis on Ladders of Opportunity and promoting bicycle and pedestrian safety.	The NJTPA appreciates NJDOT’s acknowledgement of Hudson County’s efforts.
Hudson County STP Program		<b>Revision:</b> Page 35. Added the following under Section 2.1 Activities: <i>“Identify unused or abandoned rail rights of way that may be repurposed for multimodal uses.”</i>
Hudson County STP Program		<b>Revision:</b> Page 35. Added the following under Section 2.1 Activities: <i>“Continue to explore options for repurposing the Bergen Arches right of way in Jersey City with NJ TRANSIT, NJDOT, local municipalities, local community groups, and other interested parties.”</i>
Hunterdon County STP Program	2.1 Elective Products/Outcome and Activities: NJDOT strongly encourages Hunterdon County to pursue activities related to federal emphasis areas in their work program, including Ladders	The NJTPA appreciates NJDOT’s acknowledgement of Hunterdon County’s efforts.  The Hunterdon County work program addresses Ladders of Opportunity under

	<p>of Opportunity, Complete Streets, resiliency, and freight outreach.</p>	<p>2.1 Elective products/outcomes and activities through participation in the TNJ 2.0 Competitive Task Force (second bullet) and collaboration with HART TMA to implement the transportation recommendations of the county’s Comprehensive Economic Development Strategy (CEDS) (third bullet).</p> <p>It addresses Complete streets under Public Participation 2.2 elective products/outcomes and activities through supporting HART TMA’s efforts to improve the pedestrian/ bicycling environment through meeting attendance, posting information to the website, and e-mail distribution regarding public programs and events.</p> <p>Their work program has been revised to address Freight under 2.1 Core products/outcomes through participation in NJTPA’s Freight Rail Industrial Opportunities (FRIO) study, which was added explicitly (second bulleted product/outcome: <i>“Support for planning studies and activities contained in NJTPA FY 2019 UPWP”.</i>)</p> <p>Regarding resiliency, the following Activity was added to 2.1 Electives (fifth bullet): <i>“Hunterdon County will provide technical support to municipalities upon request regarding projects in the County’s recently adopted (2016) Multi-Jurisdictional Hazard Mitigation Plan”.</i></p>
Middlesex County STP Program	<p>2.1 Elective Products/Outcome and Activities: NJDOT commends Middlesex County for putting together a County Transit Guide and advancing the Perth Amboy Bay City Transit District Strategy, both of which are directly connected to the federal emphasis area, Ladders of Opportunity.</p>	<p>The NJTPA appreciates NJDOT’s acknowledgement of Middlesex County’s efforts.</p>
Passaic County STP Program	<p>2.1 Elective Products/Outcome and Activities: NJDOT commends Passaic County for its continued emphasis on promoting Complete Streets, as well as for addressing aspects of all federal emphasis areas in its planning activities.</p>	<p>The NJTPA appreciates NJDOT’s acknowledgement of Passaic County’s efforts.</p>

<p>Passaic County STP Program</p>	<p>Page 127. In the third bullet under Section 2.1 Electives, the correct name of the project referred to as “Passaic-Bergen Rail Corridor Study” is actually the “Passaic-Bergen Passenger Service Restoration Project”.</p>	<p>The project title, “<i>Passaic-Bergen Rail Corridor Study</i>”, has been changed to “<i>Passaic-Bergen Passenger Service Restoration Project</i>”.</p>
<p>Passaic County STP Program</p>	<p>Page 126. Under 2.1 Elective Products/Outcomes and Activities, the first two clauses under Product Outcome are redundant. One should be eliminated.</p>	<p>The Product Outcome has changed to: “<i>Prepare, support, and/or review transportation related studies, plans, and/or engage in interagency coordination and data sharing on transportation related topics as needed.</i>”</p>
<p>Passaic County STP Program</p>	<p>Page 127. Regarding 2.1 Elective Products/Outcomes and Activities, for the fourth bullet under Activities, NJDOT requests the removal of the phrase in parenthesis, as the Market Street Circle is not under NJDOT jurisdiction.</p>	<p>The phrase “<i>(under NJDOT jurisdiction)</i>” was removed as requested.</p>
<p>Warren County STP Program</p>	<p>2.1 Elective Products/Outcome and Activities: NJDOT commends Warren County for encouraging municipalities and other stakeholders to advance bicycle and walking policy implementation plans. However, Warren County should also consider planning activities related to resiliency, Complete Streets, and freight.</p>	<p>The NJTPA appreciates NJDOT’s acknowledgement of Warren County’s efforts.</p> <p>The Warren County’s work program addresses Complete Streets under 2.1 Elective products/outcomes and activities through analysis, study, and or conducting planning activities that support and encourage municipalities and other stakeholders to develop and advance comprehensive bicycle or walking policy implementation plans to effectuate ordinance changes or capital improvements (fifth bullet).</p> <p>Regarding resiliency, the following Activity was added to 2.1 Electives (seventh bullet): “<i>Assist NJTPA with outreach to municipalities regarding USDOT’s Alternative Fuels Corridors program along the I-80 corridor in Warren County. Assist NJTPA in identification of potential sites for alternative fuel infrastructure along the corridor</i>”.</p> <p>Regarding freight, the following Product/Outcome and Activity was added to 2.3 Electives:</p> <p>PRODUCT/OUTCOME:</p>

		<p><i>“Advance NJTPA funded local capital programming and project development initiatives.”</i></p> <p><b>ACTIVITY:</b></p> <p><i>“Participate on the project team of the NJTPA’s Freight Concept Development Program. Provide support for the South Main Street Bridge Rail Clearance Project in Phillipsburg.”</i></p>
Administrative Guidelines	Where reimbursements for travel (and other) are discussed, should be noted that NJTPA reimburses an entity (such as County) only after the entity has reimbursed the employee. And these expenses need to be reported within the quarter the reimbursement check from the entity was written.	The administrative guidelines have been edited to more clearly note the general conditions of the cost-reimbursement, pass-through program grant.
Administrative Guidelines	Unclear whether the "Sample SSP Consultant Monthly Progress Report" is a template that must be used or just a suggested format. In our previous SSP grant sub-regional staff made their consultant monthly progress report at their own discretion.	The administrative guidelines for consultant efforts have been clarified to indicate the intent of the sample consultant progress report provided. The subregions or consultants may use their own standard progress reports but the content and information outlined in the NJTPA sample report must be included.
<b>SUBREGIONAL STUDIES PROGRAM</b>		
Passaic and Essex Counties Joint Subregional Study		<p><b>Revision:</b></p> <p>The title for the following FY 2019–2020 Subregional Study has been changed for clarification: <i>“Passaic - Essex Bus Rapid Transit Market Study”</i></p>

<b>CHAPTER III – TMA PROGRAM</b>		
<b>Section</b>	<b>Comments</b>	<b>Responses/Revisions</b>
General Comment	NJDOT commends the TMAs for their excellent work relating to the Ladders of Opportunity federal emphasis area.	The NJTPA appreciates NJDOT’s acknowledgement of the TMAs’ efforts.
General Comment	NJDOT recommends that TMAs include their social media handles in the appropriate place in the Program Promotions Plans.	References to the TMA social media handles have been added to the Program Promotion Plans, as requested.
Program Description	Page 3. The final sentence under 'Federal Guidance' should be removed. NJDOT has already forwarded federal emphasis areas to NJTPA.	The final sentence under 'Federal Guidance' has been removed, as requested.
Greater Mercer TMA Work Program	Page 80. In the second-to-last paragraph, there are two references to Lakewood as a “town”. NJDOT recommends identifying Lakewood as a township and changing the language to reflect Lakewood as one of the "fastest growing municipalities in the state" as well as the "seventh most populous municipality".	The references to Lakewood Township have been revised, using the language suggested by NJDOT.
KMM TMA Work Program	Page 145. NJDOT recommends either eliminating the entire membership roster description or briefly describing the types of members that inhabit the roster.	The membership roster has been deleted, as requested.
Ridewise TMA Work Program	Page 163. NJDOT recommends mentioning U.S. Highways 22, 202, and 206 as a part of the Transportation Network section given the critical connections these roadways provide.	A reference to US Highways 22, 202, and 206 has been added, as requested.