

List of Changes to NJTPA's Plan 2045: Connecting North Jersey

Listed below are changes to be made to the NJTPA draft regional transportation plan, Plan 2045, in response to comments received during the public comment period, which ran from October 10 through November 9. Unless otherwise indicated, added language is in bold underline like **this**, and deleted language is in strikethrough like ~~this~~. The final plan will also reflect minor technical corrections and editing for clarity.

Chapter 3 – Context and Trends

1. On page 37, Map XX should be labeled Map 2.
2. Page 44: Train systems will get faster and more energy efficient, ~~with maglev and hyperloop systems somewhere in the future.~~ **The future may include game changing technologies such as maglev and hyperloop.**
3. Page 48:
Rail transit connections **are available** among and between **some** North Jersey's urban areas and denser downtowns **that have train stations, but service can be infrequent.** ~~and residential areas — such as Ridgewood, Montclair or Hackettstown. are generally available, especially for those areas with train stations.~~ Bus service also varies, by route as well as by time and day of the week (weekday/weekend). Walkability contributes to the attractiveness of using transit in these areas. Bus access to these locations can be slow or infrequent depending on the route and destination.
4. Update graphic on page 55 (Freight by Numbers):
810 ~~814~~ million square feet of industrial properties in New Jersey.
~~35M tons of freight rail moved through New Jersey in 2012~~ **46M tons of freight rail moved through New Jersey in 2014.**
5. Marine Freight section on page 56:
Marine Freight – North Jersey hosts the largest seaport on the East Coast (and third largest in the United States). It serves as a global gateway for imports and exports. Port cargo tonnage increased by 30 percent over the last 10 years, and the number of containers handled increased by 33 percent during the same period. **In 2016, the port industry supported 200,350 direct jobs, 344,470 total jobs, \$21 billion in personal income, more than \$53.8 billion in business income, and nearly \$7 billion in federal, state and local tax revenues in the State of New Jersey.** Port traffic is anticipated to grow at 3 to 5 percent annually. Neo-Panamax vessels, with capacities well in excess of 10,000 twenty-foot equivalent units (TEUs) and ultra-large container vessels with capacities **of at least** 18,000 TEUs, are anticipated to increasingly call on the port with the completion of the Panama Canal

expansion, increased use of the Suez Canal and the 2017 completion of work to raise the Bayonne Bridge. The increase in containers being handled at **one time with these larger vessels** will require enhanced terminal operations, as well as new strategies and investments for accommodating the additional truck, **rail freight and domestic waterborne** movements.

Chapter 4 – Scenarios and Investment Priorities

1. Page 65: Heeding the lessons of Superstorm Sandy, **Hurricane Irene** and the 9/11 tragedy before it...
2. Add Sidebar:

NEC FUTURE: Rail Investment Plan for the Northeast Corridor

In July 2017, the Federal Railroad Administration (FRA) released the Record of Decision (ROD) for NEC FUTURE, the FRA’s comprehensive plan for the Northeast Corridor (NEC) from Washington, D.C., to Boston, MA. The ROD describes the Selected Alternative, a vision for the NEC that prioritizes a corridor-wide commitment to the existing NEC, brings it to a state of good repair, and supports growth in intercity and commuter rail service to address passenger rail needs through 2040 and beyond. Increased capacity and service on the NEC will support the economic vitality of the Northeast, with expanded access to jobs, better connections between urban centers, and a more resilient rail network.

The Selected Alternative:

- **Improves rail service, setting corridor-wide service and performance objectives for frequency, travel time, design speed, and passenger convenience;**
- **Modernizes NEC infrastructure corridor-wide, increasing reliability;**
- **Expands rail capacity with additional infrastructure between Washington, D.C., and New Haven, CT, and between Providence, RI, and Boston, MA, as needed to achieve the service and performance objectives, including investments that increase speeds and eliminate chokepoints, and**
- **Calls for a planning study in Connecticut and Rhode Island to identify additional infrastructure between New Haven and Providence as needed to achieve the service and performance objectives.**

The ROD does not approve construction, but provides a framework to inform project-level Tier 2 environmental and engineering studies on the NEC. The pace and phasing of projects to advance the Selected Alternative will depend on many factors, including decisions by the NEC railroads and Northeast states, the availability of funding, market conditions, and practical operating constraints.

Chapter 5 – Needs, Strategies, and Implementation

1. Page 74-75:

At the same time, NJTPA funds well-targeted investments to enhance and improve the road network. Expanding or adding new roads is a limited option due to high costs, environmental impacts, and the likelihood that capacity expansion may provide only temporary congestion relief, inducing additional traffic over the long term. After careful study, some expansions may be found justified, particularly, those addressing critical “missing links,” such as the completion of access between Interstate 278 and Route 1&9 in eastern Union County.

Another way to improve traffic flow and safety is to address highway and bridge access bottlenecks. The Port Authority is looking to realign and extend the existing George Washington Bridge (GWB) High Occupancy Vehicle (HOV) lane on I-95 by strengthening the shoulder lane to make it usable for this purpose. This improvement would provide an uninterrupted trip for HOVs and buses approaching the GWB from US Route 46. It would also establish direct access for trucks, and eliminate the need for trucks to weave through passenger vehicles and an active bus stop in Fort Lee Borough.

In general, however, the NJTPA seeks to upgrade roads and intersections to speed traffic flow and allow them to operate more efficiently. This includes removing bottlenecks, improving traffic signal controls and timing, installing left turn lanes, creating modern roundabouts (see sidebar), controlling road access (such as limiting driveways and curb cuts) and other strategies. In addition, new and emerging intelligent technologies, such as centrally controlled traffic signal systems that respond to traffic levels and real time information to allow travelers to make informed route or mode decisions, are playing an increasingly important role, as discussed in the technology section of this chapter.

The NJTPA seeks many additional improvements to upgrade roads and intersections to speed traffic flow and allow them to operate more efficiently. This includes removing bottlenecks, improving traffic signal controls and timing, installing left turn lanes, creating modern roundabouts (see sidebar), controlling road access (such as limiting driveways and curb cuts) and other strategies. In addition, new and emerging intelligent technologies, such as centrally controlled traffic signal systems that respond to traffic levels and real time information to allow travelers to make informed route or mode decisions, are playing an increasingly important role, as discussed in the technology section of this chapter

2. Page 75:

However, much of the costs for these and other potential road improvements fall to county and local governments, which face serious budget constraints maintaining existing road networks. **While federal funding is available for some improvements, and NJTPA has a number of programs available to assist counties with the**

improvements, obtaining the funding involves following a complicated and lengthy process to meet federal requirements. ~~Many of these roads are not on the federal aid system, so work on them is often not eligible for federal funding.~~

3. Page 76 will be changed – In addition, bus travel can be enhanced by “bus on shoulder” operations as seen along Route 9 in ~~Monmouth County~~ **Middlesex County**.

4. Page 80, last paragraph:

The region’s counties face growing costs for the more than ~~2,000~~ **2,100 major bridges and 4,100 county owned minor bridges** under their jurisdiction. ~~Table 5-4 shows the number of bridges by county that need repair or replacement.~~ **Almost 200 major bridges are structurally deficient and 450 are functionally obsolete. Approximately 600 minor bridges are also in need of repair or replacement.** Meeting the region’s existing county bridge basic repair needs **is estimate to cost** ~~would cost~~ almost \$650 million. This does not include resources needed for bridge replacement or associated approaches, and may be vastly under-estimated. The renewal of the State’s Transportation Trust Fund in 2016 provided some help in meeting these needs. It increased the statewide County Aid program to \$400 million annually, more than doubling the previous level of \$190 million per year. Nevertheless, funding will need to increase over the long term to meet growing needs.

5. Page 81, DELETE Table 5-4, County-Owned Bridge Needs.

6. Page 81, first paragraph:

For bigger, more expensive county bridge projects (and selected road projects), the NJTPA’s Local Capital Delivery Program offers a means to access federal funding for repair or replacement. **Balanced with safety, multimodal, community and other needs maintaining the historic character of local bridges is a strong consideration of this program.**

7. Page 85: Change “... ~~expansion~~ **institution** of the one seat ride to New York City on the Raritan Valley Line...”

8. Page 91, Truck Movements section:

Local roads are also vital. They are often the only available connections between freight facilities and major highways. To enhance access to all port and airport facilities, improvements on these local connector roads are needed. These include turning lanes, increased bridge clearance, upgraded pavement, improved signal timing, improved and enhanced rail access, and upgraded intermodal transfer facilities.

For example, the Port Authority’s proposed Port Street and Corbin Street Improvement Project could significantly improve the only northern access points in the

regional roadway system connecting to the Port Newark/Elizabeth Marine Terminal, the largest container-handling complex in the bi-state harbor. It could improve traffic safety and travel time and reduce congestion and terminal-related intermodal truck queuing. The project also would incorporate Intelligent Transportation System (ITS) technology to reduce congestion and improve the safety of the port's roadways.

Working to ensure that local roads accommodate appropriate locally focused freight needs in a way that is safe for all users — particularly in residential neighborhoods — is a priority of the NJTPA and vital for the continued economic growth of the region. Where possible, freight facilities (and ancillary users of heavy freight such as industry and warehousing) should be located proximate to major roadways and designated truck routes.

9. Page 92

Freight rail – The freight rail system faces capacity constraints and **issues** related ~~issues such as congestion, scheduling conflicts, limited operating speeds, and physical constraints~~ to **legacy infrastructure. Capacity constraints include the shared passenger/freight service segment of the Lehigh Line and North-South rail connectivity. Legacy infrastructure physical constraints are most evident in** the movement of national standard rail **freight** cars with Plate “F” dimensions (17 feet high and 10.5 feet wide) and loaded car weights of up to 286,000 pounds. As discussed in the implementation section, the NJTPA is supporting efforts to ~~upgrade regional rail freight~~ **address these operational and physical constraints.**

10. Page 97 – Add the local safety project completed along Main Avenue in the City of Passaic to the map of Safety Improvements and Street Smart Pedestrian Safety Campaigns.

11. Page 103, add to the end of the first paragraph: **Asbury Park in Monmouth County has a bike share program.**

12. Page 104, first bullet, add: **the Henry Hudson Trail and the Highlands Rail Trail.**

Chapter 7 – Looking Forward

1. Page 129:

Moving forward with implementing this plan will require close cooperation with partner agencies, including NJTPA subregions, NJDOT, NJ TRANSIT, the Port Authority of NY & NJ, the TMAs and with numerous interests and groups in the state, **and could include partnerships with commercial or philanthropic organizations for local initiatives.** Of particular importance, the NJTPA will continue its leadership and participation in the Together North Jersey consortium as it works to make the region more competitive, efficient, livable and resilient. As highlighted throughout this plan, the NJTPA will seek to use its investments and planning programs to support these broad themes and the strategies and

actions recommended in the Together North Jersey Regional Plan. Continued involvement with Together North Jersey will ensure that NJTPA’s transportation planning supports strengthening communities and bringing economic progress to all segments of North Jersey.

- Page 130, add to the list of plans and planning documents that will help shape how the NJTPA goes about implementing Plan 2045:

The Highlands Regional Master Plan guides implementation of the Highlands Water Protection and Planning Act of 2004.

Project Index

- Update project information to maintain consistency with corrections to the TIP:

DBNUM	Project Name	Type	DELETIONS (in strikethrough)		ADDITIONS (in bold underline)	
			Term	YOE Estimate (\$ millions)	Term	YOE Estimate (\$ millions)
N1407	County Bridge K0607, New Brunswick Road over Al’s Brook	Highway/Bridges	Near - Term	\$2.50	Near - Term	<u>\$3.00</u>
N1501	Port Newark Container Terminal (PNCT) Access Improvement and Expansion Project	Highway/Bridges	Near - Term	\$105.15	<u>Mid-Term</u>	<u>\$206.19</u>
NS9706	Rumson Road over the Shrewsbury River, CR 520	Highway/Bridges	Near - Term	\$65.50	Near - Term	<u>\$64.00</u>

2. Page 134: ~~New Jersey Meadowlands Commission~~ **New Jersey Sports and Exposition Authority**

3. Pages 134-135: Delete the following New Jersey Sports and Exposition Authority Projects as they have been completed.

~~Lyndhurst/Rutherford Shuttle (NJSEA MPD Project T2) MC09051 TDM~~

~~Meadowlands Adaptive Signal System for Traffic Reduction (MASSTR) MC09001_R
IFS~~

~~NJ Route 46 and Industrial Avenue, Teterboro (NJSEA MDTP Project I1) MC09004_R
Road Enhancement~~

~~Valley Brook Avenue and Orient Way, Lyndhurst (NJSEA MDTP Project E8)
MC09024_R Road Enhancement~~

Transit Appendix

1. Page 3: **Potential** Regional Rail Extensions of Service

2. Page 5, first bullet under Bus Rapid Transit and Bus System Improvements:

~~Route 9 Use of Shoulders by Buses – **Bus Prioritization Measures** – This project will extend the existing use of the Route 9 shoulders by buses in Old Bridge southward towards Lakewood. The shoulders are used by the buses when the highway becomes congested in peak weekday travel periods. Other critical **Critical** improvements in this corridor **may** include improved access from Route 9 to the Garden State Parkway through the elimination of the current bottleneck, as well as a combination of queue jumps and Transit Signal Prioritization at select intersections along the Route 9 corridor.~~