



Kathryn A. DeFillippo, Chair
Mary D. Ameen, Executive Director

KATHRYN A. DeFILLIPPO, CHAIR

AGENDA
March 9, 2020
10:30 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. Chair's Remarks
 - F. Executive Director's Report
 - G. Committee Reports/Action Items*
 - Project Prioritization – Freeholder John W. Bartlett, Chair
 1. FY 2021 Freight Concept Development Program Studies (Attachment G.1.a., G.1.b.)
 2. Four Minor Amendments to the FY 2020-2023 Transportation Improvement Program as Requested by the New Jersey Department of Transportation (Attachment G.2.a, G.2.b.)
 - Planning and Economic Development – Freeholder John P. Kelly, Chair
 3. Approval of the FY 2021 Unified Planning Work Program (Attachment G.3.a., G.3.b, G.3.c., G.3.d.)
 - Freight Initiatives – Freeholder Charles Kenny, Chair

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

H. Planning for 2050 Presentation

Electric Vehicle Programs Available to Local Governments – Andrea Friedman, Supervisor,
New Jersey Department of Environmental Protection

I. Public Participation

J. Time and Place of Next Meeting: The next meeting of the NJTPA will be held on May 11,
2020, 10:30 a.m. at the NJTPA, One Newark Center (1085 Raymond Blvd.), 17th Floor,
Newark, NJ 07102.

K. Adjournment



Kathryn A. DeFillippo, Chair
Mary D. Ameen, Executive Director

ANGEL ESTRADA, CHAIR

MINUTES

January 13, 2020

A. Open Public Meetings Act Compliance

Chairman Angel Estrada, Freeholder, Union 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 Estrada led the Board of Trustees in the Pledge of Allegiance.

C. Roll Call

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

D. Approval of Minutes

A motion to approve the minutes of the November 12, 2019 meeting was made by Morris County, seconded by Passaic County and carried with 15 affirmative votes. Bergen, Ocean and Somerset counties abstained.

E. Chairman's Remarks

Chairman Estrada said this meeting marked the end of his tenure as NJTPA Chair. He said it has been a great experience working with the Board and staff over the last two years and an honor to be the first Latino to hold the seat. He said he is proud of everything that they achieved together, and thankful for the support of his fellow Board members as they tackled some big challenges in their work to improve transportation in the region. He noted that during his term the Board hired a new executive director, oversaw the staff restructuring, and underwent a successful federal

certification review that resulted in several commendations. The NJTPA Board also adopted a new Transportation Improvement Program (TIP), as well as Title VI and public engagement plans that will ensure that the agency's work is inclusive and accessible.

Chairman Estrada said that, through all the challenges, the NJTPA has played a key role in planning the transportation system, funding projects, ensuring that the transportation network is in a state of good repair, and serving as a forum for regional discussion for critical transportation issues. He said that in an era of hyper-partisanship, he is proud to say that the NJTPA's long-standing tradition of working in a truly bipartisan way continues.

The Chairman said that when he became Chair in 2018 he talked about three E's he considers critical priorities for the region: the economy, the environment, and equity. He said transportation investments made during his term were critical to the economy. Raising the Bayonne Bridge, for example, supported growth of the goods movement and the logistics industry. He commended the Port Authority of New York & New Jersey for its financial commitment to the region and its economy.

Concerning environment, Chairman Estrada said the NJTPA has approved funding for transit projects, signal optimization, and shuttles that will help improve air quality. He said he looks forward to the continuation of those efforts and the cooperation among 14 states in the Northeast and mid-Atlantic that are participating in the Transportation and Climate Initiative.

For his final E, equity, the Chairman commended the NJTPA staff for developing a Title VI Implementation Plan that establishes a framework for ensuring non-discrimination and opportunities for participation by all people in the work of the NJTPA. Among other initiatives, he said, the NJTPA has launched Up Next North Jersey, a young adult advisory group, and will develop a liaison program that will boost outreach with low-income and minority communities.

Chairman Estrada noted that safety is woven throughout the NJTPA's work. The Board has allocated \$145 million to 115 projects since the Local Safety Program began in 2004. And more than \$20 million has been allocated to 21 projects through the High Risk Rural Roads program since its inception in 2009. He said these two programs fund construction of cost-effective, high-impact safety improvements on county and local roads.

Chairman Estrada said he is particularly proud of the NJTPA's Street Smart pedestrian safety campaign, which hit a major milestone of 100 partner communities last year. He noted that the Street Smart website and social media messages were translated into Spanish for the first time, reaching a broader audience.

The Chairman encouraged all to carry on the great work being done. Chairman Estrada said many challenges remain, chief among them is building new Hudson River rail tunnels, but he is confident that the NJTPA and its partners will be able to meet these challenges.

F. Executive Director's Report

NJTPA Executive Director Mary Ameen thanked Chairman Estrada for an extraordinary two years of service. She said he has provided wise guidance on Board issues as well as the important day-to-day work of Central Staff and the subregions during a very productive and fulfilling two years.

Ms. Ameen reported on some key Central Staff activities since the last Board meeting:

- In the area of safety, Ms. Ameen said the NJTPA actively participates in the development of the next State Strategic Highway Safety Plan, led by NJDOT. The first of three stakeholder safety summits was held in November at The College of New Jersey. A second Summit is planned for January 21.
- With the NJTPA's own safety initiative, Street Smart NJ, the agency continues to reach out to law enforcement and local officials across the state. This includes presenting at a AAA Pedestrian Safety Enforcement training for Hudson County police officers and meeting with officials from Edgewater, Blairstown, Harrison, and Berkeley Heights. In addition, Fair Lawn, who first partnered with the NJTPA last year, is kicking off another safety initiative in January and many more campaigns are planned for this spring.
- The NJTPA is reviewing applications for the Local Safety and High Risk Rural Roads programs, and recommended projects will be announced shortly for consideration by the Project Prioritization Committee.
- The NJTPA continues to work with Rutgers and others in Together North Jersey (TNJ). A December TNJ workshop looked at Neighborhood Empowerment, and the next TNJ Forum is being planned for March.
- Ms. Ameen said the NJTPA continues collaboration with Sustainable Jersey to promote complete streets. NJTPA staff joined Sustainable Jersey, Rutgers Voorhees Transportation Center (VTC), and others at a very well-attended panel on this program at the League of Municipalities conference in November. She thanked Chairman Estrada for attending that session. Another round of technical assistance grants will be announced shortly.
- The NJTPA's participation in the Metropolitan Area Planning (MAP) Forum continues. In December, New York Metropolitan Transportation Council hosted the forum's annual meeting of Metropolitan Planning Organizations in New Jersey, New York, Connecticut, and Pennsylvania.
- Several key planning efforts in various stages of consultant selection will begin soon and carry into the next fiscal year. They include work to systematically evaluate regional mobility needs and strategies, as well as a study of Transportation Demand Management approaches. Consultant support will also be engaged for the financial and outreach elements of the next long-range transportation plan.

- Ms. Ameen noted that NJTPA is using its own in-house staff expertise to develop a series of background papers for the long-range transportation plan. Topics include assessing local infrastructure conditions, promoting non-motorized transportation, and responding to climate change.
- She asked Board members to review and provide comment by January 17 on the draft FY 2021 Unified Planning Work Program (UPWP), which is posted on the NJTPA website. Chapter 1 details Central Staff activities. Chapter 2 addresses subregional planning including the subregional studies program. Chapter 3 details the work of the eight Transportation Management Associations; and Chapter 4 describes other regional transportation planning activities by partner agencies. The document includes a detailed budget. The Planning and Economic Development committee will consider the work program for adoption in February, and it will go before the full Board in March.

Ms. Ameen announced a few upcoming events:

- A second summit for the state Strategic Highway Safety Plan will be held January 21 at The College of New Jersey.
- The New Jersey American Planning Association conference will take place January 23 and 24 in New Brunswick. The NJTPA will be presenting at two sessions.
- The Central Jersey Transportation Forum meeting will meet on February 4 at the Plainsboro Public Library.
- And the 11th Annual New Jersey Bike and Walk Summit will be held March 7 at Mercer County Community College.

G. Planning for 2050 Presentation - The Decade of Transformation: Economic and Demographic Disruptions

Dr. James W. Hughes, University Professor and Dean Emeritus of the Edward J Bloustein School of Planning and Public Policy, Rutgers, provided a demographic profile of New Jersey, noting key trends as we plan for the future. The state is affluent, with high incomes and high economic capacity, but has a severe cost and affordability problem, he said. Dr. Hughes said New Jersey is the most densely populated state in the nation and has a high proportion of mass transit use, even as it contends with congestion and long commutation times. He added that diversity “is in our DNA” and the state has unique environmental attributes.

Dr. Hughes said New Jersey somewhat lags the nation in terms of economic growth and is suffering a loss of population to other regions, partially made up for by an influx of foreign immigrants. He said the country is in the midst of a great generational transition as Baby Boomers age and Millennials mature. He noted the increasing diversity of the successive generations. Dr. Hughes pointed out that the current economic expansion since the last recession is the longest in history—almost 11 years—and noted that many jobs remain unfilled. “We may

be approaching the point where the region may have to be remarketed or rebranded to compete in this new era of rolling disruptions and regional shifts,” he said.

H. Committee Reports/Action Items

Project Prioritization – Freeholder Kathy DeFillippo, Chairman

Freeholder DeFillippo reported that the Committee considered two action items at the December joint meeting. First, the committee recommended approval of a Minor Amendment to the Fiscal Year 2020 to 2023 Transportation Improvement Program (TIP) to add the North Plainfield Downtown Streetscape and Pedestrian Improvements project in Somerset County. She noted that the project has its own funding designated by Congress.

Freeholder DeFillippo said the Committee also recommended approval of a Minor Amendment to the TIP to add the Fifth Avenue/Fair Lawn Avenue Bridge over Passaic River Project in Passaic County. She said this would allow the project to advance to construction.

Action Item 1: Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add North Plainfield Downtown Streetscape and Pedestrian Improvement, Somerset County (Attachment 2)

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

Action Item 2: Minor Amendment to the FY 2020-2023 Transportation Improvement Program to Add the Fifth Avenue Bridge (aka Fair Lawn Avenue Bridge) over Passaic River, Passaic County (Attachment 3)

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

Planning and Economic Development – Freeholder John Bartlett, Chairman

Freeholder Bartlett thanked Chairman Estrada for his two great years as Chair. He reported that there were no action items at the December 9 joint meeting. The Committee received a briefing on the 2021 UPWP, which was posted online for review. The work plan will be considered at the February round of committee meetings, with Board action scheduled for March. The Freeholder noted that the work program not only supports planning by NJTPA Central Staff but also key projects and planning initiatives around the region.

Freeholder Bartlett said, like other city and county subregions, his home county of Passaic receives formula-based funding for a core set of planning functions through the UPWP. This funding supports compilation and maintenance of up-to-date data, use of GIS mapping systems, identification of project needs, and public outreach. He said, in the coming year Passaic County will also undertake one of two new studies funded competitively through the Subregional Studies

Program. This effort will focus on creating a bicycle plan for the county. He said the UPWP provides much needed support for the subregions, and he urged all to review it to see how their areas will benefit.

Freight Initiatives – Freeholder Charles Kenny, Chairman

Freight Initiatives Committee Vice Chair Freeholder John Kelly, Ocean County, congratulated the Chairman on two successful years and said he is excellent to work with.

Freeholder Kelly said that at the Committee’s December meeting Central Staff reported that port commerce continues to grow, including a dramatic increase in large ships reaching the port thanks to the raising of the Bayonne Bridge. The committee was also notified that a special conference call meeting may be held in January to consider new Freight Concept Development projects recommended for the program.

Freeholder Kelly said that, for the third year in a row, the meeting featured a moderated discussion on the New Jersey Industrial Real Estate Market, with a panel consisting of a real estate broker and two developers:

- William Waxman, Executive Vice President of the real estate firm CBRE, said 2019 was “a great year.” Ms. Waxman said that, while growing demand for space has pushed up lease rates, users have generally been willing to pay. He cautioned that the trend towards ultra-fast delivery to consumers may not be sustainable, because it leads to concerns about congestion, pollution, and waste.
- Matt Schlindwein, President of Development and Construction, Greek Development described his company’s work on 4.1 million square feet of distribution facilities at Tremley Point in Linden. He said the site, like others in the region, is attractive because one-third of the U.S. population can be reached from it in a day’s drive, and approximately 10 percent of that population can be reached in an hour.
- Jeff Milanaik, Partner, Northeast Region, Bridge Development Partners, said his company was redeveloping the Ingersoll Rand site in Phillipsburg with 4 million square feet of warehousing and distribution space. A big attraction for tenants is the availability of a labor force that is ready, willing, and able to work. His company has found it worthwhile to clean up even heavily contaminated sites because of the strong demand for industrial space in the region.

Freeholder Kelly said presentations from the panel discussion are on the NJTPA website.

I) Public Participation

Tim Sevenser, Transit Village of Mount Tabor, representing the New Jersey Association of Rail Passengers and a coalition of environmental groups, proposed a system of Solar Renewable and Energy Storage instead of the proposed new 100 MW natural gas plant planned in the Meadowlands to power the NJ TRANSIT grid. He said rail electrification based on solar power

generation has a revolutionary potential to reduce transportation greenhouse emissions. Mr. Sevenser said this clean renewable electric power is being used extensively in Europe and in India. He identified several locations where solar panels could be installed on NJ TRANSIT properties including rail station rooftops, platforms, parking lots, and rail yards.

J. Report of Nominating Committee

Chairman Estrada said the Nominating Committee consisted of Hudson County Executive Thomas DeGise, Hunterdon County Freeholder Matthew Holt 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 2020-2021 term:

Chair..... Freeholder Kathy DeFillippo, Morris County
 First Vice Chair..... Freeholder John Bartlett, Passaic County
 Second Vice Chair Freeholder John Kelly, Ocean County
 Secretary Freeholder Jason Sarnoski, Warren County

There were no additional nominations, and the nominees accepted.

A motion to elect the slate of officers was made by Sussex County, seconded by Middlesex County, and carried unanimously.

In accordance with the NJTPA bylaws, the new Chair appoints the Third Vice Chair. As her first Act, the Chair appointed Freeholder Charles Kenny, Middlesex County, who was not present but had indicated his willingness to accept the appointment prior to the meeting.

The Chair said she is honored that the Board entrusted her with the position, and she is eager to continue the great work of the NJTPA. She also said she is honored to follow in the footsteps of Freeholder Estrada and all the former chairs who served NJTPA well. She said she is always amazed at the quick responsiveness of NJTPA Central Staff to questions, problems, and concerns that constituents or counties have brought up. She thanked the staff and her peers, saying she looks forward to working with the Board and the public to improve transportation and quality of life in the region. The Chair also thanked the many persons who come frequently to Board meetings to share their ideas and provide information. She said she will share her vision for her term as Chair at the next Board meeting.

The Chair and Ms. Ameen then presented Freeholder Estrada with a commemorative plaque in recognition of his dedicated service to the people of the region, staff, and his peers.

Freeholder Estrada thanked everyone for their support and said, although he was Chair, nothing could have been accomplished without the contributions of so many individuals, including employees, elected officials, and members of the public.

K) Time and Place of Next Meeting

The Chair announced that the next meeting of the NJTPA will be held on Monday, March 9, 2020 at 10:30 a.m., at the NJTPA offices at One Newark Center, Newark, NJ.

L) Adjournment

At 11:45 a.m. a motion to adjourn was made by Ocean County, seconded by Middlesex County and carried unanimously.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: January 13, 2020

| Subregion/Agency | Voting Members/Alternates | Staff & Others |
|---------------------------|---|---|
| Bergen County | Hon. James Tedesco Peter Botsolas | |
| Essex County | Sanjeev Varghese | David Antonio |
| Hudson County | Byron Nicholas | |
| Hunterdon County | | Ken Bogen |
| Jersey City | Barkha Patel | Elias Guseman |
| Middlesex County | George Ververides | Tony Gambilonghi |
| Monmouth County | | Joseph Ettore |
| Morris County | Hon. Kathy DeFillippo Gerald Rohsler | Deena Leary |
| Newark | Phillip Scott | |
| Ocean County | Hon. John Kelly | John Ernst |
| Passaic County | Hon. John Bartlett | |
| Somerset County | Hon. Sara Sooy Walter Lane | |
| Sussex County | Tom Drabic | |
| Union County | Hon. Angel Estrada | Liza Betz |
| Warren County | Hon. Jason Sarnoski David Dech | |
| Governor's Office | Lauren LaRusso | |
| NJDOT | Andrew Swords | Jim Lewis Danielle Graves Tom Houck |
| NJ TRANSIT | Jeremy Colangelo-Bryan | |
| Port Authority of NY & NJ | Steve Brown | |
| Citizen's Representative | Jared Rodriguez | |

| Other Attendees | |
|------------------------|---------------------|
| Jim Hess | AECOM |
| Bob Werkmeister | GPI |
| Jim Yeager | Michael Baker Intl. |
| Frank Scarantino | Mott MacDonald |
| Tim Sevener | NJARP |
| Dan Callas | TransOptions |

| | |
|----------------------------------|-------|
| Various members of Central Staff | NJTPA |
| | |

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD NORTH PLAINFIELD DOWNTOWN STREETScape
AND PEDESTRIAN IMPROVEMENTS, SOMERSET
COUNTY**

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

WHEREAS, the NJTPA formally adopted the FY 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; and

WHEREAS, the NJTPA is anticipating approval of the FY 2020 – 2023 State Transportation Improvement Program (STIP), which includes the NJTPA TIP, by the United States Department of Transportation; 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 project to the TIP or 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, the New Jersey Department of Transportation on behalf of the Borough of North Plainfield is requesting the addition of a project: North Plainfield Downtown Streetscape and Pedestrian Improvements, Somerset County (DB# N1125) to be programmed with federal (DEMO FY 2010 Appropriation) funds; 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, the FY 2020 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

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

Approved January 13, 2020

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 2020 – 2023 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: MINOR AMENDMENT TO THE FY 2020 – 2023
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD THE FIFTH AVENUE BRIDGE (AKA FAIR LAWN
AVENUE BRIDGE) OVER PASSAIC RIVER, PASSAIC
COUNTY**

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

WHEREAS, the NJTPA formally adopted the FY 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; and

WHEREAS, the NJTPA is anticipating approval of the FY 2020 – 2023 State Transportation Improvement Program (STIP), which includes the NJTPA TIP, by the United States Department of Transportation; 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 project to the TIP or 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, the North Jersey Transportation Planning Authority on behalf of the County of Passaic is requesting the addition of a project: Fifth Avenue Bridge (AKA Fair Lawn Avenue Bridge) over Passaic River (DB# NS9606), Passaic County to be programmed with federal Surface Transportation Block Grant (STBGP – NY/NWK) funds; 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, the FY 2020 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

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

Approved January 13, 2020

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 2020 – 2023 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.

Attachment G.1.

DRAFT RESOLUTION: APPROVAL OF THE FY 2021 FREIGHT CONCEPT DEVELOPMENT PROGRAM STUDIES

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 region is a leading North American distribution and goods movement platform serving the local, national, and global consumer markets; and

WHEREAS, as outlined in NJTPA's long-range Regional Transportation Plan, *Plan 2045: Connecting North Jersey*, freight planning is a priority for the NJTPA, its subregions and planning partners; and

WHEREAS, over the past 10 years more than 1,000 potential freight projects have been identified in planning studies conducted in the NJTPA region; and

WHEREAS, many of these projects do not have a clear path forward toward implementation; and

WHEREAS, the NJTPA created a Freight Concept Development Program (FCDP) to provide an avenue to advance these freight projects ; and

WHEREAS, as part of this program NJTPA has developed a project intake process to identify and select projects for the FCDP and the intake process was approved by the NJTPA Freight Initiatives Committee in December 2018; and

WHEREAS, according to the project intake process the NJTPA developed a list of candidate projects for subregional consideration; and

WHEREAS, three NJTPA subregions made project requests from the list of candidate projects; and

WHEREAS, based on the results of the project intake process and subregional requests, NJTPA has selected two projects to advance into the FCDP starting in the FY2021 UPWP at a total budget not to exceed \$1,200,000.

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, Inc., hereby approves the selection of the Berkshire Valley Road Truck Circulation Project in Roxbury, Morris County and the Port Reading Secondary South Main Street Grade Crossing Elimination Project in Bound Brook, Somerset County, for the FY 2021 Freight Concept Development Program.

BE IT FURTHER RESOLVED, that copies of this resolution be forwarded to the New Jersey Department of Transportation, Federal Highway Administration, Morris County and Somerset County.

Summary of Action

Approval of the FY 2021 Freight Concept Development Program Studies

Action: Approval of the FY 2021 Freight Concept Development Program Studies.

Background: The NJTPA region is a leading North American distribution and goods movement platform serving the local, national, and global consumer markets. The region includes the largest port on the Atlantic Coast, one of the leading air cargo airports in North America, nearly 830 million square feet of industrial property, and extensive roadway and rail freight networks.

The NJTPA's long range Regional Transportation Plan, *Plan 2045: Connecting North Jersey*, recognizes that freight planning is a priority for the NJTPA, its subregions, and planning partners, and that the need for investment in the freight system is great. Over the past 10 years more than 1,000 potential freight projects have been identified in planning studies conducted in the NJTPA region. Many of these projects do not have a clear path forward toward implementation.

In response, the NJTPA created the Freight Concept Development Program (FCDP) to provide an avenue to advance some of these projects toward implementation. This program is modeled on the Local Concept Development (LCD) phase of the NJTPA's Local Capital Project Delivery (LCPD) Program..

The NJTPA has developed a project intake process to identify and select projects to move into the FCDP. The NJTPA Freight Initiatives Committee approved this process at its December 2018 meeting. As part of the intake process, the NJTPA developed a list of candidate projects for subregional consideration. Three NJTPA subregions made project requests from the candidate list. Based on the results of the project intake process and subregional requests, NJTPA Central Staff has recommended two projects to advance into the FCDP starting in the FY 2021 UPWP at a total budget not to exceed \$1.2 million.

Summary of Action Item: This action will approve the selection of the Berkshire Valley Road Truck Circulation Project in Roxbury, Morris County and the Port Reading Secondary South Main Street Grade Crossing Elimination Project in Bound Brook, Somerset County, for the FY 2021 Freight Concept Development Program.

Staff Recommendation: Central Staff recommends approval of this action.

Attachment G.2.

DRAFT RESOLUTION: FOUR MINOR AMENDMENTS TO THE FY 2020 – 2023 TRANSPORTATION IMPROVEMENT PROGRAM AS REQUESTED BY THE NEW JERSEY DEPARTMENT OF TRANSPORTATION

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

WHEREAS, the NJTPA formally adopted the FY 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; and

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU when federal funds above a specified threshold are added to a project, when federal funds are deleted from a project, or when the construction phase of work is moved out of the constrained years of the TIP, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the New Jersey Department of Transportation (NJDOT) is requesting changes to four projects as follows: increased federal funding of \$24.290 million for *Route 72, Manahawkin Bay Bridges, Contract 1A & 1B, Ocean County (DB# 11385)*; increased federal funding of \$16.750 million for *Route 206, Doctors Way to Valley Road, Somerset County (DB# 780B)*; federal funding replaced with state funding for *Route 171, Route 130 to Lincoln Avenue, Middlesex County (DB# 15363)*; and construction rescheduled on *Route 23, Route 80 and Route 46 Interchange, Passaic County and Essex County (DB# 9233B6)*; and

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

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

WHEREAS, the FY 2020 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendments to the FY 2020 – 2023 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

Four Minor Amendments to the Fiscal Year 2020 - 2023 Transportation Improvement Program as Requested by the New Jersey Department of Transportation

Action: In order to advance the following projects, the New Jersey Department of Transportation has requested amending the FY 2020 – 2023 Transportation Improvement Program (TIP) to adjust programmed federal funds.

Background: According to the *TIP Memorandum of Understanding*, a minor amendment to the TIP is required when federal funds above a specified threshold are added to a project, when federal funds are deleted from a project, or when the construction phase of work is moved out of the constrained years of the TIP, and a new air quality conformity determination is not required. A minor TIP amendment requires action by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following revisions fall into the categories above, as detailed in the descriptions below. The actions are exempt from an air quality conformity determination and do not impact the current conformity determination.

Minor Amendments:

- **Route 72, Manahawkin Bay Bridges, Contract 1A & 1B, Ocean County DB# 11385**
The updated estimate for construction costs shows an increased need of \$24.29 million. National Highway Performance Program (NHPP) funds are available for this purpose (Federal Fiscal Year [FFY] 2020, NHPP, \$55 million)
- **Route 206, Doctors Way to Valley Road, Somerset County DB#780B**
The updated estimate for construction costs shows an increased need of \$16.75 million. NHPP funds are available for this purpose (FFY 2020, NHPP, \$48.75 million)
- **Route 171, Route 130 to Lincoln Avenue, Middlesex County DB# 15363**
This project has been fully funded with STATE funds according to the 2018 Capital Program; therefore, the federal funds programmed for construction (\$3.14 million) in FFY 2021 can be removed. (NHPP funding in FFY 2021 will be reduced to zero.)
- **Route 23, Route 80 and Route 46 Interchange, Passaic County and Essex County DB# 9233B6**
Funding for Construction will be shifted one year to FY 2024. The FY 2023 Construction funding will be reprogrammed to cover the cost increases of the Route 72 Manahawkin Bay Bridges and the Route 206 Doctors Way to Valley Road projects. (FFY 2024, NHPP, \$30.400 million)

The attached documents provide further details on the projects.

Justification for Action: Approval of these minor amendments to the FY 2020 – 2023 TIP will allow the funds to be secured and the projects to advance.

Staff Recommendation: Central Staff recommends approval of these actions.

NJTPA

Transportation Improvement Program Fiscal Years 2020 - 2023

Routes: 72

Mileposts: 25.38 - 26.14
28.24 - 28.74

DBNUM: 11385

Name: Route 72, Manahawkin Bay Bridges, Contract 1A & 1B

Contract 1A will include Rt. 72 and Marsha Drive Intersection Improvements, reconstruction and widening of Rt. 72 and Marsha Drive, and reconstruction of a traffic signal. The project also includes the installation of new storm drainage systems, a detention basin, ITS improvements, highway lighting and utility relocations.

Contract 1B will include operational and safety improvements in Ship Bottom Borough, on Long Beach Island. Approx. 3000' feet of Rt. 72 (locally known as 8th and 9th Streets) and three cross roads (Barnegat Avenue, Central Avenue and Long Beach Boulevard) will be widened. Two-way traffic will be restored along Barnegat Avenue, Central Avenue and Long Beach Boulevard. Five traffic signals will be reconstructed. A new traffic signal will be installed at the intersection of 8th Street and Long Beach Boulevard. In order to reduce frequent flooding along Rt.72 and the intersections, a new storm drainage system will be installed. The project also includes the installation of bicycle and pedestrian accommodations, ITS improvements, highway lighting and utility relocations.

Counties: Ocean

Municipalities: Stafford Twp Barnegat Twp Ship Bottom Boro

Project Type:

RCIS Category: Bridges

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$39.005

TIP:

CURRENT

FY 2020 - 2023 TIP Cost: (Million) \$30.710

Unconstrained Information Year

| MPO | PHASE | SOURCE | 2020 | 2021 | 2022 | 2023 | 2024-2029 |
|-------|-------|--------|----------|------|------|------|-----------|
| NJTPA | CON | NHPP | \$30.710 | | | | |
| | | | \$30.710 | | | | |

PENDING

FY 2020 - 2023 TIP Cost: (Million) \$55.000

Unconstrained Information Year

| MPO | PHASE | SOURCE | 2020 | 2021 | 2022 | 2023 | 2024-2029 |
|-------|-------|--------|----------|------|------|------|-----------|
| NJTPA | CON | NHPP | \$55.000 | | | | |
| | | | \$55.000 | | | | |



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Route 72, Manahawkin Bay Bridges, Contract 1A & 1B**

DBNUM: 11385

TRACK #: N-11385-1-M-2020

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases NHPP funding for CON in FFY 20 from \$30.710M by \$24.290M to \$55.000M.

REASON FOR CHANGE:

Updated CON estimate received from the PM at the 1/8/20 mini-pool sheet meeting.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 20-29 FC Chart 2

CONFORMITY:

PUBLIC INVOLVEMENT:

NJTPA

Transportation Improvement Program Fiscal Years 2020 - 2023

Routes: 206

Mileposts: 66.36-67.5

DBNUM: 780B

Name: Route 206, Doctors Way to Valley Road

This project, a breakout of "Route 206, Old Somerville Road to Brown Avenue (15N)" (Southern section), will provide congestion relief, and operational and safety improvements. The project will include widening from two lanes to four lanes, revision of three existing traffic signals and replacement of the bridge over Royce Brook. This project will be bicycle/pedestrian compatible.

Counties: Somerset

Municipalities: Hillsborough Twp

Project Type:

RCIS Category: Road Expansion

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$52.713

TIP:

CURRENT

FY 2020 - 2023 TIP Cost: (Million) \$32.000

Unconstrained
Information Year

| MPO | PHASE | SOURCE | 2020 | 2021 | 2022 | 2023 | 2024-2029 |
|-------|-------|--------|----------|------|------|------|-----------|
| NJTPA | CON | NHPP | \$32.000 | | | | |
| | | | \$32.000 | | | | |

PENDING

FY 2020 - 2023 TIP Cost: (Million) \$48.750

Unconstrained
Information Year

| MPO | PHASE | SOURCE | 2020 | 2021 | 2022 | 2023 | 2024-2029 |
|-------|-------|--------|----------|------|------|------|-----------|
| NJTPA | CON | NHPP | \$48.750 | | | | |
| | | | \$48.750 | | | | |



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Route 206, Doctors Way to Valley Road**

DBNUM: 780B

TRACK #: N-780B-1-M-2020

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases NHPP funding for CON in FFY 20 from \$32M by \$16.750M to \$48.750M.

REASON FOR CHANGE:

Updated CON estimate received from the PM at the 1/8/20 mini-pool sheet meeting.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 20-29 FC Chart 2

CONFORMITY:

PUBLIC INVOLVEMENT:

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2020 - 2023

Routes: 171

Mileposts: 0.0-1.3

DBNUM: 15363

Name: Route 171, Route 130 to Lincoln Avenue

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

Counties: Middlesex

Municipalities: North Brunswick Twp

Project Type:

RCIS Category: Road Preservation

Sponsor: NJDOT

Est. Total Project Cost: (Million)

TIP:

CURRENT

FY 2020 - 2023 TIP Cost: (Million) \$3.140

Unconstrained
Information Year

| MPO | PHASE | SOURCE | 2020 | 2021 | 2022 | 2023 | 2024-2029 |
|-------|-------|--------|------|---------|------|------|-----------|
| NJTPA | CON | NHPP | | \$3.140 | | | |
| | | | | \$3.140 | | | |

PENDING

FY 2020 - 2023 TIP Cost: (Million) \$0.000

Unconstrained
Information Year

| MPO | PHASE | SOURCE | 2020 | 2021 | 2022 | 2023 | 2024-2029 |
|-------|-------|--------|------|---------|------|------|-----------|
| NJTPA | CON | NHPP | | \$0.000 | | | |
| | | | | | | | |



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Route 171, Route 130 to Lincoln Avenue**

DBNUM: 15363

TRACK #: N-15363-1-M-2020

TYPE OF PROJECT CHANGE:

ACTION TAKEN: Removes \$3.140M of NHPP CON in FY 21.

REASON FOR CHANGE:

This project had \$2.543M of STATE funds appropriated for CON in the 2018 Capital Program. CON will be authorized using the available STATE funds, therefore the federally programmed CON can be removed.

CON information confirmed with the PM at the 1/8/20 mini-pool sheet meeting.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 20-29 Chart 2

CONFORMITY:

PUBLIC INVOLVEMENT:

NJTPA

Transportation Improvement Program Fiscal Years 2020 - 2023

Routes: 23 / 80

Mileposts: 23: 5.1-5.7; 80: 52.8-53.75

DBNUM: 9233B6

Name: Route 23, Route 80 and Route 46 Interchange

The purpose of this project is to provide greater mobility, reduce congestion and enhance safety through simplicity of movement through the interchange. The improvements include a new ramp (NW-E) providing a direct connection from Rt 23 Southbound to I-80 Westbound. Three new bridges are anticipated to facilitate the construction of the new ramp. A connection allowing travel from I-80 Eastbound to Rt 23 Northbound and Southbound and Rt 46 Westbound via a new ramp connection. Adjustments to the lane configuration on the I-80 between Rt 23 and the bridge over the Passaic River to improve lane continuity will be made, and modifications to the existing exit and entry ramps on I-80 to improve the merge and diverge with the mainline roadway. A number of retaining walls are anticipated in conjunction with the bridge and ramp construction.

Counties: Passaic Essex

Municipalities: Wayne Twp Fairfield Twp

Project Type: Congestion Relief

RCIS Category: Road Enhancement

Sponsor: NJDOT

Est. Total Project Cost: (Million)

TIP:

CURRENT

FY 2020 - 2023 TIP Cost: (Million) \$35.800

Unconstrained Information Year

| MPO | PHASE | SOURCE | 2020 | 2021 | 2022 | 2023 | 2024-2029 |
|-------|-------|--------|------|---------|---------|----------|-----------|
| NJTPA | DES | NHPP | | \$3.400 | | | |
| NJTPA | ROW | STATE | | | \$.500 | | |
| NJTPA | UTI | NHPP | | | \$1.500 | | |
| NJTPA | CON | NHPP | | | | \$30.400 | |
| | | | | \$3.400 | \$2.000 | \$30.400 | |

PENDING

FY 2020 - 2023 TIP Cost: (Million) \$5.400

Unconstrained Information Year

| MPO | PHASE | SOURCE | 2020 | 2021 | 2022 | 2023 | 2024-2029 |
|-------|-------|--------|------|---------|---------|------|-----------|
| NJTPA | DES | NHPP | | \$3.400 | | | |
| NJTPA | ROW | STATE | | | \$.500 | | |
| NJTPA | UTI | NHPP | | | \$1.500 | | |
| NJTPA | CON | NHPP | | | | | \$30.400 |
| | | | | \$3.400 | \$2.000 | | \$30.400 |



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Route 23, Route 80 and Route 46 Interchange**

DBNUM: 9233B6

TRACK #: N-9233B6-1-M-2020

TYPE OF PROJECT CHANGE: Project Phase Slippage

ACTION TAKEN: Delays NHPP funding for CON in the amount of \$30.4M from FFY 23 to FFY 24.

REASON FOR CHANGE:

CON will be delayed out of the first 4-years of the STIP, which will contribute to the overall 4-year fiscal constraint for the cost increases and additions of the projects that are a part of NJTPA FY 20-29 FC Chart 2.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 20-29 FC Chart 2

CONFORMITY:

PUBLIC INVOLVEMENT:

Attachment G.3.

DRAFT RESOLUTION: APPROVAL OF THE FY 2021 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 2021 UPWP (July 1, 2020 to June 30, 2021) 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 2021 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 2021 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 2021 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 2021 Unified Planning Work Program

Action: Approval of the FY 2021 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 2021 (July 1, 2020 to June 30, 2021). 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 2021 UPWP is guided by the NJTPA's strategic directions and the planning requirements in the Fixing America's Surface Transportation Act' (FAST Act), and Plan 2045: Connecting North Jersey (the NJTPA's Long Range Transportation Plan). The FY 2021 UPWP incorporates work tasks that reflect current planning priorities of the United States Department of Transportation and NJDOT.

The initial FY 2021 UPWP draft was issued in December 2019 for review. Comments received from members of the Board, subregional partners, federal sponsors and NJDOT 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 2021 UPWP are available on the NJTPA website at: <http://www.njtpa.org/upwp.aspx>. Pending Board approval and federal authorization of the FY 2021 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.

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 2021 UPWP.

NJTPA FY 2021 UPWP Budget Summary

| Expenditures - FY 2021 UPWP Program Activities | UPWP Total |
|--|----------------------|
| Central Staff Program Activities (Chapter I) | |
| Personnel Expenditures ^{1,2} | \$ 9,380,260 |
| Non-Personnel Expenditures | \$ 2,099,500 |
| Indirect Costs ³ | \$ 1,951,559 |
| Subtotal: Central Staff Activities | \$ 13,431,319 |
| Contractual\Consultant Subcontracts (Chapter I) | |
| UPWP Consultant Projects | \$ 3,220,000 |
| UPWP Subrecipient Projects | \$ 630,000 |
| HSIP Local Safety Engineering Assistance Program | \$ 7,800,000 |
| Subtotal: Contractual\Consultant Subcontracts | \$ 11,650,000 |
| Pass-through Programs (Chapters II & III) | |
| FY 2021 Subregional Transportation Planning Program | \$ 2,283,875 |
| FY 2021 STP Supplemental Support | \$ 225,000 |
| FY 2021- FY 2022 Subregional Studies Program | \$ 555,000 |
| FY 2021 Transportation Management Association Program | \$ 6,404,940 |
| Subtotal: Pass-through Program Subcontracts | \$ 9,468,815 |
| Total: FY 2021 UPWP Expenses | \$ 34,550,134 |

| Revenues - FY 2021 UPWP Funding Authorizations ⁴ | UPWP Total |
|--|----------------------|
| FHWA PL Funds, new funding appropriations (FFY20 STIP DB# X30A) | \$ 9,836,891 |
| FHWA PL Funds, reprogrammed funds (released from prior task order agreements) | \$ 3,928,275 |
| FHWA Flexed FTA Section 5303 Planning Funds (FFY20 STIP DB# X30A) | \$ 3,031,969 |
| FHWA Surface Transportation Block Grant Program (STBGP-NY/NWK) Funds (FFY20 STIP DB# X30A) | \$ 2,980,284 |
| FHWA STBGP-NY/NWK Funds for TMA Program (FFY20 STIP DB# 11383) | \$ 4,450,000 |
| FHWA STBGP-PHILA Funds for TMA Program (DVRPC TMA, FFY20 STIP DB# 11383) | \$ 1,954,940 |
| FHWA HSIP Funds for the FY21 LSEAP (FFY 21 & 22 STIP DB# 04314) | \$ 7,800,000 |
| Local Match - Subregional Transportation Planning and Subregional Studies Programs | \$ 567,775 |
| Total: FY 2021 UPWP Revenues | \$ 34,550,134 |

Notes:

(1) The FY20 and FY21 budgets assumed the Salaries of 58 positions full time Central Staff employees. The FY21 budget assumes a merit pool of 2%, including retro payments to be made to PSA contract staff for FY20 merit increases pending contract settlement.

(2) Fringe Benefits budget assumes U.S. DH&HS approved FY20 fringe benefit rates; actual FY21 rates are subject to audit.

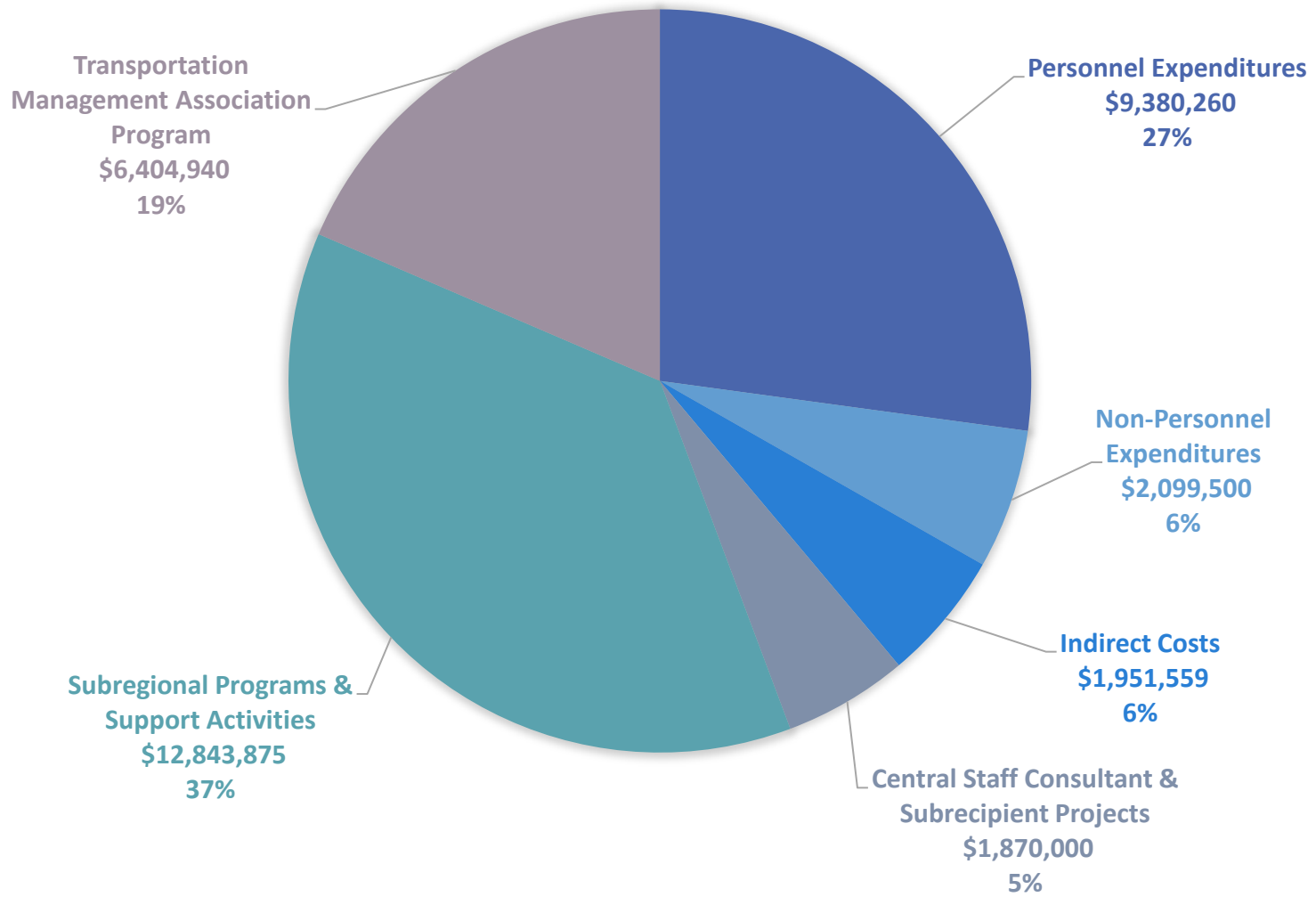
(3) The FY21 budget for NJIT's Facilities and Administration Costs assumes a fixed amount, as stated in the current NJDOT Basic Agreement with NJTPA and NJIT (Agreement No. 2016-NJIT-001), calculated from a rate based on past fiscal years' audited costs that is applied to projected FY21 total operating costs.

(4) New funding to be authorized for the FY21 program assumes FFY20 FHWA PL, FTA flexed PL funds, STBGP-NY/NWK, and STBGP-PHILA funds (STIP DB Nos. X30A, and 11383), FHWA HSIP (STIP DB No. 04314), reprogrammed FHWA PL funds to be released from prior FY task order authorizations (Task Orders PL-NJ-16-01 and PL-NJ-17-01), and a local match (in-kind).

(5) For details of the central staff budget expenses, and consultant and subrecipient subcontracts, see pages 10, 11 and 12.

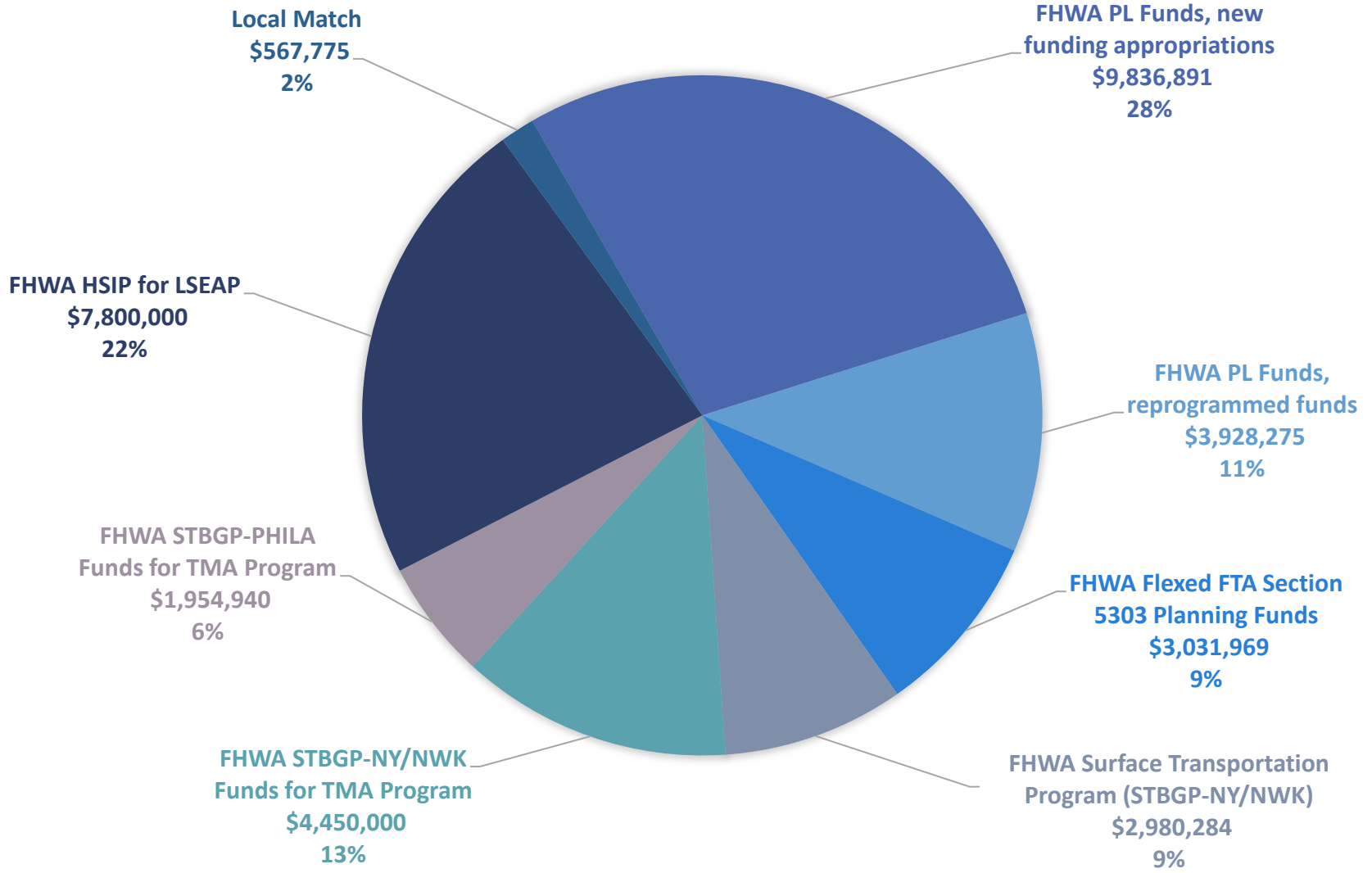
NJTPA FY 2021 UPWP BUDGET

TOTAL EXPENDITURES \$34,550,134



Note: Subregional Support Activities include select Central Staff subregional support projects outlined in Chapter I

**NJTPA FY 2021 UPWP BUDGET
TOTAL REVENUES \$34,550,134**



NJTPA FY 2021 UPWP Budget New Contractual/Consultant Projects

NEW FY 2021 UPWP Projects - Task Order PL-NJ-21-01

| Task No. | Task Activity | Budget | Effective Funding Period |
|--|---|----------------------|--------------------------|
| UPWP Consultant Projects (Chapter I) | | | |
| 21/205-01 | Air Quality Conformity Analysis and GHG Inventory | \$ 475,000 | 7/1/20 - 6/30/23 |
| 21/301-01 | Financial Element of the Long Range Transportation Plan | \$ 195,000 | 7/1/20 - 6/30/22 |
| 21/401-01 | FY 2021 Freight Concept Development* | \$ 1,200,000 | 7/1/20 - 6/30/23 |
| 21/602-02 | FY 2021 Consultant Assistance with Studies/Analysis* | \$ 600,000 | 7/1/20 - 6/30/22 |
| 21/602-03 | Pedestrian Counts in NJTPA Region | \$ 250,000 | 7/1/20 - 6/30/22 |
| 21/802-01 | FY 2021 UPWP Management System Support Services | \$ 500,000 | 7/1/20 - 6/30/22 |
| Subtotal - UPWP Consultant Projects | | \$ 3,220,000 | |
| UPWP Subrecipient Projects (Chapter I) | | | |
| 21/202-01 | Trans-Hudson Bus Survey Phase II | \$ 250,000 | 7/1/20 - 6/30/21 |
| 21/207-01 | FY 2021 Transportation Data Analytical Tools | \$ 100,000 | 7/1/20 - 6/30/21 |
| 21/307-01 | FY 2021 TNJ Advancement* | \$ 180,000 | 7/1/20 - 6/30/21 |
| 21/701-01 | FY 2021 Innovative Public Outreach | \$ 100,000 | 7/1/20 - 6/30/21 |
| Subtotal - UPWP Subrecipient Projects | | \$ 630,000 | |
| HSIP Local Safety Engineering Assistance Program (Chapter I) ¹ | | | |
| 21/602-01 | FY 2021 Local Safety Engineering Assistance Program * | \$ 7,800,000 | 10/1/23-12/31/26 |
| Subtotal - HSIP Local Safety Engineering Assistance Program | | \$ 7,800,000 | |
| UPWP Pass-Through Programs (Chapters II & III) | | | |
| 21/304-01 | FY 2021 Subregional Transportation Planning Program | \$ 2,283,875 | 7/1/20 - 6/30/21 |
| 21/304-02 | FY 2021 STP Supplemental Support | \$ 225,000 | 7/1/20 - 6/30/21 |
| 21/304-03 | FY 2021-FY 2022 Subregional Studies Program | \$ 555,000 | 7/1/20 - 6/30/22 |
| 21/305-01 | FY 2021 TMA Program | \$ 6,404,940 | 7/1/20 - 6/30/21 |
| Subtotal - UPWP Pass-Through Programs | | \$ 9,468,815 | |
| Total | | \$ 21,118,815 | |

* Subtotal Chapter I - Central Staff Subregional Support Activities \$ 9,780,000

Notes: (1) Funding for the HSIP FY 2021 LSEAP (Task 21/602-01) will be authorized and scheduled separate from the FY 2021 UPWP task order and in two phases: PE and FD. Budget and schedule shown are for the PE phase of work only.



**NJTPA FY 2021 UPWP
COMMENTS, RESPONSES AND REVISIONS
TO THE DECEMBER 2019 DRAFT**

| GENERAL | |
|--|--|
| Comments | Responses/Revisions |
| <p>Typos, formatting and grammatical corrections: The draft UPWP still has a lot of spelling errors, missing words, and abbreviations that have not been spelled out. Plan 2050 has been referred to incorrectly more than once. This plan will not be ready until FY 22 for use. Regional Plan for Sustainable Development has also been referred to incorrectly. Some of the divisions and groups have also been named incorrectly such as the NJDOT Division of Capital Investment Strategies (CIS). The links in the draft are not accessible. Hopefully the final version of the UPWP will have live links.</p> | <p>These comments are being addressed.</p> |
| <p>Miscellaneous typos, formatting and grammatical corrections: Throughout the UPWP, there are misspelled words, comma splices, missing words, and run-on sentences. A thorough review by a proofreader will greatly benefit the quality of the final document.</p> | <p>These comments are being addressed.</p> |

| BUDGET BOOK | |
|--|---|
| Comments | Responses/Revisions |
| <p>Page 1. The second paragraph states that the budget includes “retro payments to be made to PSA contract staff for FY20 merit increases pending contract settlement.” Has this been approved by the NJ Governor’s Authorities Unit?</p> | <p>As the NJTPA is hosted by NJIT, should the university and the PSA come to a contract agreement, the NJTPA would be obligated to cover the cost of retroactive pay to members of the bargaining unit for FY 2020. This matter has been raised with the Governor’s Authorities Unit, which is aware of the NJTPA’s obligation.</p> |
| <p>Page 3. The summary of the FY 2021 budget includes an assumption of \$3,937,645 in released funds from FY 2016 and FY 2017. According to NJDOT’s financial management system, the total amount of those released funds is \$3,928,275.45. Please adjust the budget accordingly.</p> | <p>The budget has been adjusted as advised.</p> |

| | |
|---|--|
| Page 6. This budget summary also includes the assumption of \$3,937,645 in released funds which should be adjusted to \$3,928,275.45. | The budget has been adjusted as advised. |
| Page 10. Under Direct Labor-Fringe Benefits, there is a notation regarding the approved rates from FY19 as 49.1% and 7.9%. However, last year's UPWP identified approved rates from FY19 as 51.6% and 8.1%. Please clarify. | Fringe benefit rates are updated annually. Given the timing of UPWP development each year, NJIT's fringe benefit rates for the next fiscal year have not been approved yet and are subject to subsequent audit. Therefore, the budget assumes the current rates until new rates are approved by a cognizant agency (in this case the U.S. Department of Health and Human Services). New rates are typically approved and supporting documentation provided to NJDOT before or with the first invoice submission. The FY19 rates cited in the comment are pre-audit and were later adjusted to those used in this draft UPWP. |
| Page 13 and Page 15. Both of these tables have information on multi-year (continuing) projects from previous task orders. In order to ascertain all the pertinent information, the tables must be read side-by-side. One helpful improvement would be to list the projects in the same order on each table and use the same phrases to describe each project. | These tables have been combined into one table. |
| | Revision: Task 21/201 – Performance Measures and Data's subrecipient effort, Trans-Hudson Bus Survey - Phase II, has been moved to Task 21/202 – Modeling and Forecasting. |
| | Revision: Task 21/205 – Air Quality Planning and Conformity Analysis and Task 21/206 GIS, Data Resources and Planning Tools budget for Personnel Expenditures has been updated. Correction made to allocation of time and effort for Central Staff. |

| CHAPTER I – CENTRAL STAFF ACTIVITIES | | |
|---|--|---|
| Section | Comments | Responses/Revisions |
| General | NJDOT commends the NJTPA for its efforts to streamline Chapter I and for implementing suggestions NJDOT has made in prior UPWP comment periods. The new format is much clearer. The summary, activities, and products for each task are much easier to follow. | The NJTPA appreciates NJDOT's acknowledgement of our efforts. |

| | | |
|--------------|--|---|
| General | Throughout the chapter, there are several references to both the upcoming long range plan update and Plan 2045. However, the acronyms and descriptions used in reference to both (MTP, RTP, LRP, LRTP) are inconsistent. NJDOT recommends that acronyms and descriptions are clearly defined. Consistency will help readers understand which document is being referenced. | The UPWP has been corrected and inconsistencies with references to the Long Range Transportation Plan (LRTP) have been addressed. |
| General | Capital Programming: FHWA would like to recommend more coordination between the Capital Programming tasks and the Regional Planning and Systems Planning tasks besides the Long- Range Transportation Plan. Some of the Regional Planning tasks have mentioned coordination with Capital Programming tasks but corresponding coordination has not been mentioned by Capital Programming tasks (see bullet 13). Another example is mention of subregional studies as a precursor to local concept development in Chapter II. But there is no mention of coordinating with the SSP program in the Capital Programming tasks. | Coordination with Regional Planning and Systems Planning activities has been added to Capital Programming. |
| General | FHWA Cert Review Recommendations: FHWA would like to recommend that NJTPA clearly mentions, in their UPWP tasks, how the agency is addressing federal cert review recommendations. From the current UPWP task write-ups it is not very clear how the recommendations will be met in the upcoming years. | A table has been added to Appendix A with a list of the recommendations resulting from the federal certification review. In addition to indicating which recommendations have already been addressed or will be addressed in FY 2020, the table includes references to the UPWP task activities that will be addressing the remaining recommendations in FY 2021. |
| Introduction | Page I-6. Under <i>Planning Priorities and Goals</i> , “FTA” should be removed as they did not issue emphasis areas or priorities for FY 2021. There should also be a reference to NJDOT’s planning priorities which are not mentioned within this section. | This change has been made and a subsection on NJDOT’s planning priorities has been added. |
| Introduction | This is a section of Chapter 1. So, may be use a different word beside ‘section’ to indicate its sub-sections such as ‘part’ or just use the numbers. | Section numbers have been eliminated. Sections and subsections now have different title formats. |

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| Introduction | Section 2: Chapter Summaries: The new central staff activities are not well explained in this section. Hence, please consider adding a page number to each them so that the reader can refer to the detailed write-up immediately. | UPWP task numbers have been added to the activities highlighted in the introduction. |
| Introduction | FY2021 Work Program Budget: It would be better to number this part of the 'Introduction' section like the others. | Section numbers have been eliminated. |
| Introduction | Section 3: Planning Priorities and Goals: This section very well includes the federal planning priorities and requirements. However, it should also include the state's planning goals and priorities since the state considers local conditions and challenges while formulating them. | A section on NJDOT's planning priorities has been added. |
| Task 21/102 Grants and Contracts Administration | Please add the name of the staff member responsible for this task. | This has been updated. |
| Task 21/201 Performance Measures and Data | In the description section of this task, it may be a good idea to mention MAP-21 and FAST Act as this task is primarily trying to meet the requirements of these federal regulations. | The first sentence in the task description has been modified to add “, and are required by federal legislation, initially in MAP-21 and continued in the FAST Act.” |
| Task 21/201 Performance Measures and Data | The Trans-Hudson Bus Survey consultant effort is not fitting well with this task. This task is primarily about system performance measures and data collection associated with it. It may be more appropriate to shift this effort to 21/202 which is about travel patterns. | This consultant effort has been moved from Task 21/201 to 21/202. |
| Task 21/202 Modeling and Forecasting | Page 13: Revise the task activity to read: “Define and perform analysis on the impacts of transportation issues with “deep uncertainty” on travel behavior (e.g., automated vehicle and sea level rise impacts) using the Exploratory Modeling and Analysis Tool (EMAT) (June 2021).” | The potential items of analysis using EMAT were changed to include “climate change” (climate change being more inclusive than “sea level rise”) |
| Task 21/204 Performance Based Advancement | Pages 17-18. Within Task 21/204: Performance Based Advancement, NJDOT recommends that the NJTPA | This has been updated. This activity is more appropriately housed within Task 21/206 GIS, |

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| | include an additional bullet under <i>Continuing Long-Term Core Task Activities</i> on assisting with NJDOT data collection for MIRE. Guidance for this is provided within NJDOT’s planning priorities letter. | Data Resources, and Planning Tools. A bullet was added accordingly. |
| Task 21/204: Performance Based Advancement | A new SPR work program is created by NJDOT every year and so NJTPA staff will be reviewing and commenting on it every year. Hence, not sure how this is a short-term activity. | This has been updated. The activity referenced was relocated to <i>Continuing Long-Term Core Task Activities</i> . |
| Task 21/204: Performance Based Advancement | Please clearly explain the new activities. For instance, provide some examples regarding what kind of strategies the new activity will analyze in terms of effectiveness. Also, what does ‘annual data report’ mean and how is this a new activity and not an update of the existing PRIME tool. | The language was clarified – approaches to assessing strategy effectiveness are to be developed in FY 2021, anticipating a consultant-supported effort for the following year. |
| Task 21/204 Performance Based Advancement | Page 18. Under <i>Products</i> , CPC is not mentioned elsewhere within the task, so it should be spelled out as “Capital Program Committee.” | This has been updated. |
| Task 21/204 Performance Based Advancement | Page 18. In the last bullet under <i>Continuing Long-Term Core Task Activities</i> , the last sentence should be reworded so that “Capital Program Screening Committee” is no longer in parentheses but also allows the addition of the acronym in parentheses after it. | The reference to “Capital Program Screening Committee” was clarified. |
| Task 21/205 Air Quality Planning and Conformity Analysis | Page 20. Under <i>Continuing Long-Term Core Task Activities</i> , there are bullets missing for four activities. In addition, under the third “bullet,” “TCAM” should be spelled out with the acronym following in parentheses as it is not previously mentioned. | This has been updated. Bullet marks added. TCAM spelled out. |

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| Task 21/205 Air Quality Planning and Conformity Analysis | Page 21. The first bullet on the page does not clearly describe the activity for the “Transportation funding Alternative Database and Application” in the context of working toward a deliverable or goal. Is the NJTPA developing this tool or is it an existing tool that will be used to carry out the conformity analysis? In addition, the timeline for completion is also missing from this bullet. | The text has been revised to reflect that this is a new database for use in the TCAM program. If there is more appropriate funding available for projects, a search of the database should find other funding sources. This can also be used by other departments. |
| Task 21/205 Air Quality Planning and Conformity Analysis | Page 22: Revise the product description to read: “Document the technical process and the network modeling output and summarize emissions by pollutant, corridor, and transportation mode for appropriate time periods.” | The revision has been made. However, it now reads “county” rather than corridor “and transportation mode.” |
| Task 21/206 GIS, Data Resources and Planning Tools | Page 24. In the first bullet under <i>Continuing Short-Term Activities and Timelines for Completion</i> , “Expo” should be expanded to “Planning Tools Expo.” | This has been updated. |
| Task 21/206 GIS, Data Resources and Planning Tools | Page 24: Revise the task activity to read: “Develop and maintain data inventory of Title VI and environmental justice variables such as concentrations of poverty, low income and minority areas, people with disabilities, limited English proficiency and disproportionate adverse environmental impacts on communities, mobility barriers, climate risk impacts on critical transportation corridors, lack of access to opportunity and other socioeconomic distress components.” | The task description has been updated to include climate change impacts on environmental justice communities such as flooding and other climate risks. |
| Task 21/206 GIS Data, Resources and Planning tools | Please include a couple of sentences in the description section about ArcGIS Hub before including it in the product section | The task description has been updated to note “ArcGIS Hub is an easy-to-configure community engagement platform that organizes people, data, and tools through information-driven initiatives.” |
| Task 21/206 GIS Data, Resources and Planning tools | NJTPA has several tools that include GIS data. FHWA would like to suggest more involvement of this task with the maintenance and update of those tools than currently mentioned in the FY 2021 UPWP. | This is being addressed. GIS is fully integrated into many efforts and NJTPA in the data and technology area, as well as planning tool development. |

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| <p>Task 21/207 Transportation Technology For Planning and Operations</p> | <p>Page 26. NJDOT commends NJTPA for including the development of a white paper on Connected/Autonomous Vehicles in the context of the NJTPA's regional characteristics. This directly relates to FHWA's request for MPOs to include these technologies in the planning process.</p> | <p>The NJTPA appreciates NJDOT's acknowledgement of our efforts. NJTPA continues to follow and integrate new transportation technologies into the planning process. This includes an upcoming symposium on transportation technologies.</p> |
| <p>21/207 Transportation Technology For Planning and Operations</p> | <p>Page 26: Revise the task activity to read: "Develop a GIS based tool to identify traffic signal locations and isolate areas and corridors where intelligent traffic signal optimization or de-signalization via implementation of modern roundabouts can best improve air quality, safety and provide congestion relief by June 2021. This will be a spatial database in ESRI file geodatabase."</p> | <p>The suggestion to incorporate the identification of locations for potential roundabouts into the proposed traffic signal inventory tool is beyond the current scope of this task. The tool is intended to be used for intelligent traffic signal corridor planning. NJTPA has other programs promoting the modern roundabout project development. It is also a strategy used in NJTPA's CMP program.</p> |
| <p>Task 21/302 Planning Studies</p> | <p>Page 33. NJDOT commends NJTPA for conducting work related to the completion of trail networks and Title VI compliance.</p> | <p>The NJTPA appreciates NJDOT's acknowledgement of our efforts.</p> |
| <p>Task 21/302 Planning Studies</p> | <p>Page 33: Revise the task activity to read: "Develop multimodal, multi-agency planning study work plans that address regional needs, such as a study to explore the congestion mitigation, development and placemaking opportunities along the Bergen Arches, West Shore Railroad/River Subdivision and Secaucus Junction corridors. Participate in studies led by subregions, Central Staff or other partner agencies."</p> | <p>Suggested changes have been made, with the exception of adding "West Shore Railroad/River Subdivision." The West Shore Railroad/River Subdivision is an active CSX freight rail corridor and there is not at present a clear need for such a potential study.</p> |
| <p>Task 21/302 Planning Studies</p> | <p>Under 'Continuing Long Term Core Activities' it is mentioned that planning recommendations will be included in PRIME and the NJDOT Study and Development Program. Please provide examples and be specific about what type of plans this task will deal with as similar type of language is present in task 21/204 and in Chapter II under Subregional Studies Program</p> | <p>Study recommendations resulting from Task 21/302 and the Subregional Studies Program are entered as data into PRIME. Examples of studies entered to date include the Morris Canal Greenway Study (conducted under Task 302) and the John F. Kennedy Boulevard Corridor Study (a Hudson County Subregional Study). Task 21/204 develops and supports the PRIME infrastructure and helps to identify results for further advancement. Language under both tasks has been clarified to reflect their roles.</p> |

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| Task 21/302 Planning Studies and Task 21/602 Local Safety Programs | Task 21/302 mentions that collaboration effort will take place with task 21/602. But there is no mention of such kind of a collaboration effort in task 21/602. In task 21/602, please specify how regional planning staff will be included in ‘Gap analysis for trail/roadway crossings’ and ‘Pedestrian Counts’ projects. | Revisions were made to reflect that Regional Planning and Local Programs are working together on the gap analysis of trail/roadway crossings throughout the NJTPA region as an in-house effort. Staff from both groups will use mapping resources to ID road crossings of trails, as well as readily available in-house resources to develop a list of typical safety features at trail crossings. The pedestrian counts project is a consultant effort and will be led by Local Programs. |
| Task 21/302 Planning Studies | Add Under New Task Activities Page 34: “Identify opportunities to increase passenger capacity at existing transportation facilities via innovative approaches like passenger rail through-running at facilities currently operating as terminals (e.g. New York Penn Station, Hoboken Terminal, etc.).” | The requested change was not made because, as part of existing tasks, NJTPA continues to explore innovative approaches, in coordination with NJ TRANSIT and other partners. This includes, among other activities, coordination on NJ TRANSIT’s recently-initiated Trans Hudson Network Strategy Study. |
| Task 21/303 Safety Planning | Page 36. It is not clear on this page that the SHSP is being led by the state. NJDOT advises that references should be made to the “State’s Strategic Highway Safety Plan (SHSP).” In addition, NJDOT recommends referencing the plan’s “Toward Zero Deaths” policy instead of simply “Zero Deaths.” | NJDOT’s role in the SHSP has been clarified as suggested, and the reference to the “Towards Zero Deaths” policy included. |
| Task 21/303 Safety Planning | Page 37: Revise products to read: “Technical expertise for subregional partners, other MPOs and agencies on Vision Zero, Towards Zero Deaths and related “zero death” initiatives and identify reasonable targets and timelines to achieve zero deaths.” | Products have been revised as recommended. |
| Task 21/305 Mobility Programs | Page 41. The first reference to the “CHSTP” should be spelled out. | This has been updated. |
| Task 21/306 Environmental and Climate Change Programs | Page 44: Revise products to read: “Update to the regional Greenhouse Gas Inventory including per capita GHG emissions on major transportation corridors or between employment and population centers.” | This revision has not been made, as the GHG Inventory tool is not appropriate for corridor-level analyses. The NJTPA will work with our planning partners such as NJDEP to explore methods to capture GHG emissions on major transportation corridors. The EPA MOVES model used to estimate GHG emissions is not designed to yield emissions along major transportation corridors. |

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| Task 21/401 Freight Planning and Coordination | In the 'Description' section, please consider reducing the background information on freight transportation system within the NJTPA region. In the same section, there is mention of updating the Regional Plan for Sustainable Development which is incorrect. Please check with regional planning staff and include the correct information | This has been updated. The description has been updated to focus on key statistics on freight activity in the NJTPA area. The reference to "Regional Plan for Sustainable Development." has been deleted. |
| Task 21/401 Freight Planning and Coordination | Page 52. In the second bullet under Continuing Short-Term Task Activities and Timelines for Completion, it is unclear what "the NJTPA Truck Parking information" refers to. Is this a tool, a database, or something else? Please clarify. | This has been changed to "the NJTPA Truck Parking Study update.". The "information" referred to is databases on current truck parking supply and demand. |
| Task 21/602 Local Safety Programs | Add Under New Task Activities Page 67: "Develop an inventory of signalized intersections eligible for effective designalization and redesign with emphasis on roundabouts." | Local safety projects enter the program by annual solicitation. The subregions are encouraged to select projects from one of the top 25 crash locations on the network screening lists prepared by NJDOT. Roundabouts projects currently in the program are in response to NJDOT's pilot roundabout program (FY 16-17) and the department's open call for roundabouts outside of the solicitation cycle. As NJTPA already has an active safety program it was appropriate to include the roundabout projects into the active program. Further advancement of the roundabout projects is needed before embarking on this proposed inventory effort. |
| Task 21/602 Local Safety Programs | Page 67. Several of the bullets under New Task Activities and Timelines for Completion include steps for completion of the two activities mentioned on this page (gap analysis and pedestrian counts). Including these steps seems unnecessary since none of the other UPWP tasks in Chapter 1 include similar steps for activity completion. | This has been updated. The additional steps have been removed. |
| Task 21/603 Transportation Alternatives and Safe Routes To School | Page 72. The Safe Routes to School acronym should be shown as "SRTS" instead of "SR2S" in order to be consistent with NJDOT. | This has been updated. |
| Task 21/702 Committee Support | Page 80. In the first bullet under Continuing Long-Term Core Task Activities, NJDOT advises NJTPA to avoid using the word "citizens," substituting "residents" or "the public" instead. | This has been updated. |

CHAPTER II – SUBREGIONAL PASS-THROUGH PROGRAMS

SUBREGIONAL TRANSPORTATION PLANNING (STP) PROGRAM

| Section | Comments | Responses/Revisions |
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| General | NJDOT commends NJTPA for a more streamlined presentation of Chapter II. Eliminating elective activities within each subregional program and instead including them only in the <i>Subregional Core STP Program Products/Outcomes and Activities</i> section is a great improvement. Including only <i>Products/Outcomes</i> in the <i>Core Products</i> section of each subregional program effectively communicates expectations while also streamlining the document. | The NJTPA appreciates NJDOT's acknowledgement of our efforts. |
| General | Subregional Pass-Through Programs: FHWA commends NJTPA for streamlining this chapter. However, there is still a lot of room for improvement especially in the STP section as many of the subregions are involved in the same type of activities. Please consider eliminating the repetitions in the write-up of this section. | The NJTPA appreciates NJDOT's acknowledgement of our efforts. At the recommendation of NJDOT, the FY 2021 STP work program was reduced by approximately 60 pages from the FY 2020 work program. Staff will continue its effort to streamline future UPWPs. |
| General | The initial paragraph of each subregional work program mistakenly references Bergen County. These paragraphs must be revised to show the name of each subregion within their respective work programs. | These edits have been made. |
| General | NJDOT commends those subregions that will conduct elective activities related to resiliency, trail networks and greenway initiatives, complete streets, electric vehicles, and safety. | The NJTPA appreciates NJDOT's acknowledgement of subregional efforts. |
| Passaic County | Page 117. NJDOT commends Passaic County for emphasizing interagency coordination with the On3 development, as the Department is not yet fully aware of the impacts of this development. NJDOT also commends Passaic County for incorporating ITS improvements into their work program. | The NJTPA appreciates NJDOT's acknowledgement of subregional efforts. |
| Union County | Page 147. NJDOT encourages Union County to undertake additional elective activities within their work program. | Our subregions provide meaningful input into our planning process through their core and elective work programs. We will work with Union County to include more electives in their work program in future UPWPs. |