



JOHN W. BARTLETT, CHAIR

BOARD MEETING AGENDA

May 8, 2023

10:30 AM

Note: This meeting is being held **in-person** at NJTPA offices at One Newark Center (1085 Raymond Blvd.), 17th Floor, Newark, NJ 07102. Public comments can be made in-person or via a special Zoom meeting link which requires registration in advance at NJTPA@NJTPA.org by Friday May 5, 2023.

- A. Open Public Meetings Act Compliance
 - B. Salute to the Flag
 - C. Roll Call
 - D. Approval of Minutes
 - E. Chair's Remarks
 - F. Executive Director's Report
 - G. Presentation: Metropolitan Planning Outlook - A National Perspective – Bill Keyrouze, Executive Director, Association of Metropolitan Planning Organizations
 - H. Committee Reports/Action Items*
- Project Prioritization – Commissioner John P. Kelly, Chair
 1. Minor Amendment to the FY 2022-2025 Transportation Improvement Program to Add Federal Funding for the Portal North Bridge Project as Requested by NJ TRANSIT (Attachments H.1.a., H.1.b.)
 2. Minor Amendments to the FY 2022-2025 Transportation Improvement Program to Add Federal Funds for Two Projects in Morris County as Requested by the New Jersey Department of Transportation (Attachments H.2.a., H.2.b.)

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

- Route 80/15 Interchange Project
 - Route 80, Bridges over Howard Boulevard Project
3. Minor Amendment to the FY 2022 – 2025 Transportation Improvement Program to Transfer NJTPA Carbon Reduction Program Funds to NJ TRANSIT’s Transit Enhancements Program as Requested by the North Jersey Transportation Planning Authority and NJ TRANSIT (Attachments H.3.a., H.3.b.)
 4. Approval of Projects for the 2023 Transportation Alternatives Set-Aside Program (Attachments H.4.a., H.4.b.)
 5. Minor Amendment to the FY 2022 – 2025 Transportation Improvement Program to Add Federal Funds to the Route 7, Kearny Drainage Improvements Project as Requested by the New Jersey Department of Transportation (H.5.a., H.5.b.)
- Planning and Economic Development – Commissioner Charles Kenny, Chair
 6. Support for Pavement, Bridge, Travel Time Reliability, and Freight Performance Measure Targets Set by New Jersey Department of Transportation (Attachment H.6.a., H.6.b.)
- Freight Initiatives – Commissioner Jason Sarnoski, Chair
 - I. Public Participation – Public Participation – Members of the public who wish to comment via Zoom must register in advance at NJTPA@NJTPA.org by Friday, May 5, 2023. A link will be provided.
 - J. Time and Place of Next Meeting: The next meeting of the NJTPA will be held in-person on July 10, 2023 at 10:30 a.m. in Passaic County, location to be announced.
 - K. Adjournment



JOHN W. BARTLETT, CHAIR

Board Meeting Minutes

March 13, 2023

A. Open Public Meetings Act Compliance

Chair John W. Bartlett, Passaic County, called the meeting to order at 10:30 a.m. Beverly Morris, Central Staff, reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of this meeting was forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Daily Record*, the *Home News Tribune*, the *Jersey Journal*, *New Jersey Herald*, and *The Record*. It was posted at the Essex County Hall of Records in Newark.

B. Roll Call

Beverly Morris called the roll. Sixteen voting members were present. (Attachment 1).

C. Approval of Minutes

A motion to approve the minutes of the January 9, 2023 meeting was made by Ocean County, seconded by Union County, and carried unanimously.

D. Chairman's Remarks

Chairman Bartlett welcomed all to the NJTPA's first in-person gathering since March 2020. He said, while many things have changed since then, one thing that has not is the NJTPA's ability to conduct its essential planning work and to coordinate with its partners to fund projects that improve mobility, safety, and the environment. The Chair said much of the credit for that continuity must go to his predecessor as Chair, Kathy DeFillippo.

Chair Bartlett noted that the Board will consider approval of a new round of projects funded through the NJTPA Local Safety (LSP) and High Risk Rural Roads (HRRR) programs. He said this action puts \$188 million in federal funding to work led by eight counties—Essex, Hudson, Middlesex, Monmouth, Morris, Passaic, Somerset, and Union—as well as Jersey City. These projects will deliver much-needed upgrades to roads and intersections, enhancing safety for all travelers. Elements include new and upgraded traffic signals, modern roundabouts, turning lanes, pedestrian countdown signals, high visibility crosswalks, bike lanes, and more. He noted that

LSP/HRRR funding this year is double that of the last round of projects in 2020. The Chair thanked the subregions who participated in in the LSP/HRRR programs over the years and urged all to take full advantage of this and other NJTPA programs that leverage federal funding for local planning efforts and capital projects. He noted that there are continuing opportunities for funding through the federal Infrastructure Investment and Jobs Act (IIJA).

Chair Bartlett said in February he submitted testimony to the New Jersey Assembly Special Committee on Infrastructure and Natural Resources about enhancing this funding to the state. In terms of formula funding, he pointed out that the NJTPA is working closely with the New Jersey Department of Transportation (NJDOT) and NJ TRANSIT to identify and fund the highest priority projects. Ongoing management of this funding through the Transportation Improvement Program allows the NJTPA and its partners to be nimble and quickly seek out and program new federal funds when they become available. He said much IIJA funding is distributed through competitive grants rather than by formula and he explained in his testimony that this requires the investment of considerable staff time, expertise, and resources in developing grant applications, a complex and challenging process for many county and local governments. The NJTPA continues to provide assistance for these efforts. The Chair noted recent planning grant awards for the region under the Safe Streets and Roads for All program. During his testimony he urged the Legislature and agencies to do more to bolster the capacity of county and local governments to develop applications and pursue IIJA grants, as the legislation remains in effect for over three more years, with annual funding opportunities in all the various programs.

Andrew Swords, NJDOT, said everyone on the Board did extremely well during the pandemic, but there is really no replacement for meeting in-person. He said he appreciates NJDOT's ongoing partnership with the NJTPA, a cooperative relationship that is evident through the information and action items on the day's agenda.

Jeremy Colangelo-Bryan, NJ TRANSIT, said that, while the IIJA provided great opportunities for funding, a challenge that NJ TRANSIT and other agencies are confronting is the need for local matching funds. Chair Bartlett agreed and said he hoped the NJTPA can work creatively with the state to find ways to make it less of a barrier for a locality that could otherwise access funding. He reminded members about the ongoing updates on IIJA funding opportunities on the NJTPA [funding resources/updates website](#).

E. Executive Director's Report

NJTPA Executive Director David Behrend said one change to the traditional in-person format is that there is an opportunity for public comment via Zoom or phone, as well as in-person. Anyone wanting to comment can register in advance, but if others are viewing the meeting via livestream and would like to comment, they can email njtpa@njtpa.org as soon as possible to receive the link for commenting virtually.

Mr. Behrend said that later in the meeting the Board will consider approval of the FY 2024 Unified Planning Work Program (UPWP), which guides the work of Central Staff, the subregions, and the Transportation Management Associations for the fiscal year that will begin July 1. He noted the work program continues all mandated functions, such as developing and

implementing the long-range plan, capital programming through the Transportation Improvement Program, maintaining the various management systems, and conducting air quality conformity, among other key responsibilities.

Mr. Behrend said, the FY 2024 work program includes several new or expanded initiatives, and he named a few:

- Technical analysis and public outreach for the next Long Range Transportation Plan begins.
- A new survey of household travel will be developed by the NJTPA and the other regional Metropolitan Planning Organizations, particularly the New York Metropolitan Transportation Council in New York City.
- Freight industry forecasts will capture the significant changes in supply chains and international cargo that have happened in recent years.
- Four current subregional studies will conclude, and three new studies will begin in Hudson, Middlesex, and Warren counties.
- The NJTPA will continue to work with Rutgers Voorhees Transportation Center to organize new forums and training institutes as part of Together North Jersey.

Mr. Behrend said NJTPA staff will expand assistance to subregions in applying for IJJA grant opportunities. He said staff has also consulted on local applications and provided data and letters of support.

Mr. Behrend said consultant and staff support will be offered to subregions for developing the local safety action plans that are needed to qualify for implementation grants under the Safe Streets and Roads for All program. He noted that, in February, seven applicants in the region received planning grants. He encouraged all subregions to develop safety action plans. He said this work involves establishing local committees, analyzing safety needs and equity considerations, conducting public engagement, and gaining local adoption of the plans. For this and all other grant program activities, counties and municipalities should contact NJTPA staff about resources available to increase the chance of success in these very competitive programs.

Mr. Behrend said, beyond IJJA, the NJTPA will continue to support the subregions through a variety of ongoing programs, including yearly funding for core planning activities. He noted that, in recent years, staff has also provided technical assistance to municipalities through programs such as Planning for Emerging Centers, Complete Streets Technical Assistance, and Together North Jersey's Vibrant Places program.

Mr. Behrend said the pilot Outreach Liaisons Program will continue. With the help of Rutgers Voorhees Transportation Center, staff conducted training in January and February for the newest group of community outreach liaisons. They will serve as ambassadors on some current studies and initiatives he mentioned for the coming fiscal year, including the long-range plan and subregional studies. He said this innovative liaison program has helped the NJTPA to increase diversity, inclusion, and participation of groups that have been traditionally under-represented in transportation planning work.

Mr. Behrend noted some upcoming events:

- On March 23, NJTPA staff will join with representatives of the 10 Metropolitan Planning Organizations in New York, Connecticut, and Pennsylvania that make up the MAP Forum Multi-State Freight Working Group to sponsor a virtual workshop on offshore wind power development and the implications for regional planning and transportation. Information is on the NJTPA [web calendar](#).
- The 2023 NJ TransAction Conference will be held in Atlantic City Tuesday through Thursday April 18-20. NJTPA Board members and Central Staff will be leading and participating in several sessions. Information is at [NJTransAction.com](#).
- Also in Atlantic City, the New Jersey Association of Counties' annual conference is set for May 3-5, 2023. Details will be posted at [NJAC.org](#).

Mr. Behrend announced that the NJTPA Board Handbook is still being updated and is not yet fully updated due to a recent change in Middlesex County staff. The handbook provides essential information about the responsibilities and functioning of the agency, contact information, and historical documents. It will be distributed by email and posted on the NJTPA website.

F. Presentation

Dr. Jesse Jenkins, Assistant Professor of Mechanical and Aerospace Engineering, the Andlinger Center for Energy and the Environment, Princeton University provided an overview of the nation's transition to clean energy now underway. He said the transition is accelerating, particularly because of the Bipartisan Infrastructure Law, which already has the effect of accelerating New Jersey's initiatives to transition the state toward a cleaner energy economy, and the Inflation Reduction Act, which will increase clean energy production and drive down the cost. He said, for the first time in history, the full financial might of the federal government is aligned behind this clean energy transition.

Dr. Jenkins said the country's challenge is to reduce greenhouse gas emissions to Net Zero, where greenhouse gas emissions output equals its removal. Dr. Jenkins noted progress is being made. Since 2005-2007 when United States emissions peaked at 6.6 billion tons, there has been a decline by about 1 billion. He said the Biden administration committed the country to a global effort to cut greenhouse gas to half of peak level by 2030, and then on to Net Zero by 2050. This will require tripling the average pace of carbon reductions seen over the last decade from 2 percent to 6 percent per year, a pace that requires foresight, public policy and investment and significant efforts to overcome coordination challenges and promote moving faster, collectively.

Dr. Jenkins said Princeton's Net Zero America study indicates several different pathways to achieve Net Zero and the electricity sector is the lynch pin in efforts to decarbonize the overall economy. He said, in order to consistently reduce greenhouse gas emissions as we expand energy supply, clean electricity sources must be deployed at a rapid pace. He noted that in addition to energy security and economic security, clean energy deployment delivers public health benefits, the bulk of which will come from the transportation sector. It is projected that 35,000 premature deaths can be avoided during the first decade of the Inflation Reduction Act. Dr. Jenkins said the challenge is scaling up the energy transition fast enough to take advantage of the opportunities made available through federal legislative support.

G. Committee Reports/Action Items

Project Prioritization – Commissioner John P. Kelly, Chair

Commissioner Kelly said the Committee considered nine actions at the joint committee meeting in February, five of which were on the agenda. The first is a minor amendment to the Fiscal Year 2022-2025 Transportation Improvement Program (TIP) to add the Boylan Terrace Neighborhood Pedestrian Connection Project as requested by the Borough of Bernardsville. The borough received \$1.4 million in Congressionally Directed Spending for the project.

The Commissioner said the next action item is a minor amendment to the current TIP to add the NJTPA's new Carbon Reduction Program. This program will provide funds from the Infrastructure Investment and Jobs Act for projects in the region that support the reduction of transportation-related greenhouse gas emissions. \$56 million in suballocated, urbanized funds have been specified for this purpose from FYs 2023 to 2025.

Commissioner Kelly said the third action item is a set of minor amendments to the current TIP to add funds for the Construction phase of work in FY 2023 for three projects, as requested by the New Jersey Department of Transportation. The increases are due to updated cost estimates for materials, including steel, pump station equipment, and utilities. The projects are as follows:

- \$21.5 million in federal funds will be added to the Portway, Fish House Road/Pennsylvania Avenue project in Hudson County,
- \$83 million in National Highway Performance Program funds, \$26 million from an INFRA grant, and \$7 million in state funds will be added to the Route 7, Kearny, Drainage Improvements project in Hudson and Bergen counties, and
- \$30.6 million in federal funds will be added to the Route 23, Bridge over Pequannock River/Hamburg Turnpike project in Morris and Passaic counties.

The Commissioner said the Committee also approved 19 projects for the FY 2022 LSP/HRRR programs, which support construction of cost-effective, high-impact safety improvements on the region's county and local roadways. In response to a solicitation in December 2021, the NJTPA received 15 eligible LSP applications and three for HRRR. A Technical Review Committee reviewed the applications and recommended all 18 projects for inclusion in the FY 2022 programs. In addition, the project for improving JFK Boulevard from Pavonia Avenue to St. Paul's Avenue project in Jersey City has completed a Local Concept Development study and has been recommended for inclusion in the LSP by an interagency review committee.

Commissioner Kelly said the Committee considered the Initial Financial Plan for the Route 7, Kearny Drainage Improvements Project in Hudson and Bergen counties. The estimated cost of the project is \$129 million. Construction is expected to begin in October and be completed in 2029.

The Commissioner said, also at the meeting, the Committee approved four items that require no further action. The first is a set of modifications to the current TIP to add federal funds to two projects as requested by the NJDOT. \$1.5 million will be added to the Bordentown Avenue,

Burlew Place/Kenneth Avenue and Eugene Boulevard Intersections project in Middlesex County. Due to the complexity of the project and recent price increases, the estimate for Preliminary Engineering has increased. He said the modifications also add \$1.5 million to the Route 35 Northbound, Bridge over Route 36 Northbound and Garden State Parkway Ramp G project in Monmouth County for Preliminary Engineering in FY 2023. This modification also adjusts the programmed funding and proposed schedules for later phases of work.

Commissioner Kelly said the Committee also approved the 2022 financial plan updates for three projects. The updates reflect additional funding needs due to increases in steel prices. The projects are as follows:

- The Route 72, Manahawkin Bay Bridges Project in Ocean County. The update reflects a \$6 million increase to \$348 million.
- The Route 206 project in Somerset County. This update reflects a \$7 million increase to \$495 million.
- The Route 3/Route 46, Valley Road and Notch/Rifle Camp Interchange project in Passaic County. The update reflects an \$8 million increase to \$822 million.

The Commissioner said, also at the February meeting, the Committee received an update on the development of the Project Pool, which begins the process for developing the FY 2024 TIP.

Action Item 1: Minor Amendment to the FY 2022 – 2025 Transportation Improvement Program to Add the Boylan Terrace Neighborhood Pedestrian Connection Project as Requested by the Borough of Bernardsville (Attachment 2)

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

Action Item 2: Minor Amendment to the FY 2022 – 2025 Transportation Improvement Program to Add the NJTPA Carbon Reduction Program as Requested by the North Jersey Transportation Planning Authority (Attachment 3)

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

Action Item 3: Minor Amendments to the FY 2022 – 2025 Transportation Improvement Program to Add Federal Funds to Three Projects as Requested by the New Jersey Department of Transportation (Attachment 4)

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

Action Item 4: Approval of Projects for the FY 2022 Local Safety Program and High Risk Rural Roads Program (Attachment 5)

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

Michael Manzella, Jersey City, said given the increasing crashes in the state, it is encouraging that funding for the programs has doubled. He said it will bring important improvements to the region's street networks. He asked the Board and staff to work together when considering the next round of projects to develop ways to further incentivize or prioritize selected preferred alternatives that advance dedicated multimodal facilities for all street users.

Action Item 5: Approval of the Initial Financial Plan for the Route 7, Kearny Drainage Improvements Project (Attachment 6)

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

Planning and Economic Development – Commissioner Charles Kenny, Chair

Chair Bartlett gave the Committee report for Commissioner Kenny, who could not attend the meeting. He said the Committee approved one action item at the February 21 joint meeting –the FY 2024 Unified Planning Work Program (UPWP). He said drafts of the work program and budget were distributed to the Board, RTAC, NJDOT, NJ TRANSIT, and the federal partners in December for review and comment. Since then, staff has edited task descriptions in Chapter I – Central Staff Activities; Chapter II – Subregional Pass-through Programs; and Chapter III – Transportation Management Association Program. Chapter IV – Other Regional Transportation Initiatives, includes planning studies provided by outside agencies.

The Chair said the work program budget has increased slightly since the December draft by a little more than \$20,000 to account for Central Staff direct expenses involving upgrades to the conference room to better accommodate hybrid meetings. Additionally, an adjustment to the total program budget was made to the FY 2024 Local Safety Engineering Assistance program to reflect the estimated cost of the LSP projects.

Chair Bartlett said an update of the NJTPA Long Range Transportation Plan is slated for 2025. He said this will require much work and will be the Board's opportunity to shape the priorities and directions for the region's future planning and investments. Initial plan outreach will begin in the coming year. The chair said the Planning and Economic Development Committee will provide oversight for the plan update and the committee welcomes input and participation at its meetings.

Action Item 6: Approval of the FY 2024 Unified Planning Work Program (Attachment 7)

A motion to approve the resolution was made by Morris County, seconded by the Port Authority of New York & New Jersey (PANYNJ), and carried unanimously.

Freight Initiatives – Chair, Commissioner Jason Sarnoski, Warren County

Freight Initiatives Committee Vice Chair, Commissioner Sara Sooy, Somerset County, led the Committee's February meeting. She said the meeting featured the NJTPA's annual Trucking Industry Update, and the Committee heard from two guest speakers who discussed a variety of trends in that sector. The first speaker was Darrin Roth, Vice President, Highway Policy, for the American Trucking Associations. Mr. Roth said the freight market is moving back to historical norms after a spike in demand during the pandemic, but the industry faces serious challenges. He described New Jersey and the larger northeast region as "the epicenter" for truck driver and parking shortages and said the industry also faces rising costs of fuel, insurance premiums, equipment and maintenance.

Commissioner Sooy said the second speaker was Jeff Short, American Transportation Research Institute. He reported on his organization's survey of thousands of industry executives, commercial drivers, stakeholders and others. Findings indicate that, while fuel prices and driver shortages are primary concerns, truck parking topped the list for commercial drivers. Mr. Short said his organization also looked at the age of drivers, which continues to rise. Mr. Short said 25 to 30 years ago, the largest category of drivers was 25- to 34-year-olds, which today make up less than 20 percent of drivers. Currently the largest demographic is 45- to 64-year-olds, which is not sustainable, and the industry must shift that curve by attracting younger adults.

The Commissioner said that, during the meeting, NJTPA Freight staff provided an update on studies that are underway, including the Freight Rail Grade Crossing Assessment Update and Freight Concept Development Program projects in Somerset and Morris counties. Among the member reports at the meeting, NJDOT said the Statewide Freight Plan Update has been submitted to the Federal Highway Administration, and that awards from the state's Rail Freight Assistance Program will be announced shortly. The PANYNJ reported that, although there has been a slight downturn in container traffic on both coasts, the Port of New York and New Jersey remains number one in the nation.

H) Public Participation

Neile Weissman, Complete George, said the George Washington Bridge North Walk just reopened and first impressions were good. He said the PANYNJ replaced stairs with new ramps, brought the span in compliance with Americans with Disabilities Act, and added gathering and viewing areas. He said early design drawings of the bridge indicated 15-foot-wide promenades that were never realized, and the decision to keep the span's existing paths at 7 feet wide results in an unsafe facility. He noted investments have been made by the PANYNJ and New York in widening mixed use paths on a variety of New York and New Jersey bridges. Mr. Weissman said the rapid adoption of personal mobility has immense potential to reduce congestion and cut emissions, and they require wide modern infrastructure to operate safely alongside regular bicycles and pedestrians. He said, if the PANYNJ will not make expanding the paths of the George Washington Bridge a priority, "then the state should pick up the tab" because the project would support tourism jobs, access to green space, public health, transportation equity, sustainability, and resilience.

David Peter Allen, Chair of the Senior Citizens and Disabled Residents Transportation Advisory Committee (SCDRTAC) at NJ TRANSIT, said the committee needs the support of the elected officials on the Board to help prevent restrictions on its activities through a proposed change to the New Jersey Administrative Code. He said the Committee raises issues concerning vulnerable constituents and their mobility, including fixed-route services, service issues on community transportation, accessibility for riders with disabilities, connectivity between transit modes, and funding for transit.

Andy Weiss expressed frustration with the lack of planning for NJ TRANSIT bus lanes. He said the NJTPA had at least five studies that recommended bus lanes in Hudson County, and he asked what planning solution the agency has to speed up NJ TRANSIT buses. He said current planning activities favor motorists over transit riders and pedestrians.

Chair Bartlett recognized and thanked former NJTPA Chair and Morris County Commissioner Kathy DeFillippo, who has retired from public service. He said she led the organization through the ordeal of the pandemic at a time when Board members also had to find new means to carry out their essential functions for their constituents. He said, during this difficult time, Commissioner DeFillippo moved the agency forward through the adoption of an updated long-range plan, progress on the Morris County Greenway and other trails, ongoing critical investment in roads and bridges, and continued advocacy for safety.

Mr. Behrend said he appreciates the trust she put in NJTPA staff and former NJTPA Executive Director Mary Ameen at the time. He thanked Central Staff for their commitment and for delivering everything that was needed to fulfill federal requirements without missing a single deadline. Mr. Behrend said the trust Commissioner DeFillippo placed in staff to get the job done, while she provided guidance, encouragement, and support, was always greatly appreciated. He noted that she was a very hands-on member of the Board and thanked her for the encouragement and support she gave him over the years.

Commissioner Stephen Shaw, Morris County, who replaced Commissioner DeFillippo on the Board, said she did a phenomenal job keeping the County Commissioners informed on the activities of the NJTPA. He said it has been a pleasure and honor to serve with her.

Commissioner Bette Jane Kowalski, Union County thanked Commissioner DeFillippo said she is proud to have worked with her in the time she served as Chair.

Commissioner Kelly noted that the pandemic shutdown began right after Commissioner DeFillippo became NJTPA chair but working with staff and Ms. Ameen she oversaw the continuation of meetings and flow of information to keep the agency moving forward. He thanked her for her leadership during those difficult times.

Chair Bartlett and Mr. Behrend presented Commissioner DeFillippo with a commemorative plaque in recognition of her dedicated service to the people of the region, staff, and her peers.

Commissioner DeFillippo said it was fortunate during the restrictions caused by the pandemic to have the support and activity of NJTPA staff and Board members to continue the work of the agency. She said she is proud of what they were able to accomplish during a dark time to keep people and goods moving. She thanked everyone for their efforts to keep the NJTPA moving in the right direction.

I) Time and Place of Next Meeting

Chairman Bartlett announced that the next meeting of the NJTPA will be held on Monday, May 8, 2023, 10:30 a.m., at the NJTPA offices at One Newark Center (1085 Raymond Blvd.), Newark, NJ 07102

J) Adjournment

At 12:05 p.m., a motion to adjourn was made by Ocean County, seconded by Morris County, and carried unanimously.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: March 13, 2023

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	Joseph Baladi
Essex County	David Antonio	
Hudson County	Thomas Malavasi	
Hunterdon County		Katherine Fullerton
Jersey City	Michael Manzella	
Middlesex County		Andrew Lappitt
Monmouth County	Teri O'Connor	Joseph Ettore
Morris County	Stephen Shaw John Hayes	
Newark		Raymond Concepcion Trevor Howard
Ocean County	Hon. John Kelly John Ernst	
Passaic County	Hon. John Bartlett	Andras Holzmann
Somerset County	Hon. Sara Sooy Walt Lane	
Sussex County	Tom Drabic	
Union County	Hon. Bette Jane Kowalski	
Warren County	David Dech	
Office of the Governor	Dorian Smith	
NJDOT	Andrew Swords	
NJ TRANSIT	Jeremy Colangelo-Bryan	Jim Vari
Port Authority of New York & New Jersey (PANYNJ)	Jay Shuffield	
Citizen's Representative		

Other Attendees	
Dan Callas	Avenues in Motion
David Kales	Business Administrator, South Amboy
Mark Rasimowicz	City Engineer, South Amboy
Neile Weissman	Complete George
Daniel DiPoalo	French & Parrello
Steven Tardy	French & Parrello
Bob Werkmeister	GPI

Fred Henry	Mayor, South Amboy
Jim Yeager	Michael Baker Inc.
Lu Ding	NJ Turnpike Authority
Rosemary Nivar	NJ Turnpike Authority
Various members of Central Staff	NJTPA
David Peter Allen	Senior Citizens and Disabled Residents Transportation Advisory Committee

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD THE BOYLAN TERRACE NEIGHBORHOOD
PEDESTRIAN CONNECTION PROJECT AS REQUESTED
BY THE BOROUGH OF BERNARDSVILLE**

WHEREAS, the North Jersey Transportation Planning Authority (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 2022 – 2025 Transportation Improvement Program (TIP) on September 13, 2021; 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 a project or program that uses federal funds is added to the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the Borough of Bernardsville has requested the addition of the Boylan Terrace Neighborhood Connection project (DB# N2308) to the FY 2022 – 2025 TIP; and

WHEREAS, fiscal constraint is maintained because funds are available for this project through a Federal Fiscal Year 2022 Community Project Funding/Congressionally Directed Spending grant through the Federal Highway Infrastructure Programs; 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 these actions; and

WHEREAS, the FY 2022 – 2025 TIP conforms to the performance-based planning requirements of the Infrastructure Investment and Jobs Act and its predecessor legislation; and

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

WHEREAS, no action authorized by the NJTPA shall have force or effect until 10 days (Saturdays, Sundays and public holidays excepted) after a copy of the minutes of the meeting of

Approved March 13, 2023

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 2022 – 2025 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 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD THE NJTPA CARBON REDUCTION PROGRAM AS
REQUESTED BY THE NORTH JERSEY
TRANSPORTATION PLANNING AUTHORITY**

WHEREAS, the North Jersey Transportation Planning Authority (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 2022 – 2025 Transportation Improvement Program (TIP) on September 13, 2021; 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 a project or program that uses federal funds is added to the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the NJTPA has requested the addition of the NJTPA Carbon Reduction Program (DB# N2309) to the FY 2022 – 2025 TIP; and

WHEREAS, the Infrastructure Investment and Jobs Act provides the resources for this program; 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 these actions; and

WHEREAS, the FY 2022 – 2025 TIP conforms to the performance-based planning requirements of the Infrastructure Investment and Jobs Act and its predecessor legislation; and

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

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

Approved March 13, 2023

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 2022 – 2025 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 AMENDMENTS TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDS TO THREE PROJECTS AS
REQUESTED BY THE NEW JERSEY DEPARTMENT OF
TRANSPORTATION**

WHEREAS, the North Jersey Transportation Planning Authority (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 2022 – 2025 Transportation Improvement Program (TIP) on September 13, 2021; 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 the specified threshold are added to a project or program in the TIP, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the NJDOT has requested the addition of federal funds to the Portway, Fish House Road/Pennsylvania Avenue, CR 659 project in Hudson County (DB# 97005B), to the Route 7, Kearny, Drainage Improvements project in Hudson County (DB# 93186), and to the Route 23, Bridge over Pequannock River/Hamburg Turnpike project in Morris and Passaic Counties (DB# 08347); and

WHEREAS, funds are available for these purposes; 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 2022 – 2025 TIP conforms to the performance-based planning requirements of the Infrastructure Investment and Jobs Act and its predecessor legislation; and

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

Approved March 13, 2023

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2022 – 2025 Transportation Improvement Program.

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

DRAFT RESOLUTION: APPROVAL OF PROJECTS FOR THE FY 2022 LOCAL SAFETY PROGRAM AND HIGH RISK RURAL ROADS PROGRAM

WHEREAS, the North Jersey Transportation Planning Authority (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 Local Safety Program and High Risk Rural Roads Program are supported with funds from the Federal Highway Administration's Highway Safety Improvements Program (HSIP); and

WHEREAS, the Local Safety Program (LSP) provides an opportunity for eligible applicants to apply for federal funding for the construction of safety improvements on county and eligible local roadway facilities within the region which have crash rates that exceed the NJTPA region's average for those functional classes of roadways; and

WHEREAS, High Risk Rural Roads Program (HRRRP) provides an opportunity for eligible applicants to apply for federal funding for the construction of safety improvements on roadways that are functionally classified as a rural major or minor collector or as a local rural road and have crash rates that exceed the NJTPA region's average for those functional classes of roadways; and

WHEREAS, the NJTPA sent out solicitation notifications in December 2021 inviting eligible applicants to submit for the programs; and

WHEREAS, NJTPA received fifteen (15) eligible Local Safety Program applications and three High Risk Rural Roads Program applications in the NJTPA region; and

WHEREAS, a Technical Review Committee composed of staff from NJTPA and NJDOT reviewed the applications and recommends the inclusion of all projects in the FY 2022 Local Safety and High Risk Rural Roads Programs with funding of \$160.3 million and \$20.2 million respectively; and

WHEREAS, the projects requesting design assistance will be included in the FY 2024 Local Safety Engineering Assistance Program (LSEAP); and

WHEREAS, the JFK (Kennedy) Boulevard from Pavonia Avenue to St. Paul's Avenue project has concluded the Local Concept Development Phase and has been recommended by an Interagency Review Committee to advance to the Preliminary Engineering phase using HSIP funding and will be included in the FY 2024 LSEAP; and

Approved March 13, 2023

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

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the attached list of projects for the Local Safety Program and the High Risk Rural Roads Program.

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

**DRAFT RESOLUTION: APPROVAL OF THE INITIAL FINANCIAL PLAN
FOR THE ROUTE 7, KEARNY DRAINAGE
IMPROVEMENTS PROJECT**

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

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

WHEREAS, a Financial Plan addresses the following elements:

- **Project Description:** A detailed description that presents the scope of the project. A graphic depicting the project location is recommended.
- **Cost Estimate:** The total cost and cost-to-complete for major project elements are presented in year of expenditure dollars.
- **Implementation Plan:** The project schedule is presented and the cost-to-complete is presented in annual increments in year of expenditure dollars.
- **Financing and Revenues:** Presented by funding source as annual elements available for project obligations.
- **Cash Flow:** An annualized presentation of cash income and outgo to illustrate how periodic bills will be paid.
- **Risk Identification and Mitigation Factors:** Identification of the likelihood of issues affecting project completion and sufficiency of revenues – such as cost escalation, construction schedules, and dependencies on future legislation – and strategies and actions to address these risks.
- **Phasing Plan:** Identification of fundable improvements that will address the short-term purpose and need of the project in the event there are insufficient financial resources to complete the entire project.
- **Public Private Partnership (P3):** Assessment of appropriateness of a public-private partnership to deliver the project.
- **Annual Update Cycle:** The submission dates and reporting periods should be proposed in the Initial Financial Plan and annual updated plans; and

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

Approved March 13, 2023

WHEREAS, the Route 7, Kearny Drainage Improvements project (DB# 93186) involves raising the roadway profile of Route 7 by approximately 3.5 feet; installation of steel sheeting, three pump stations, and additional inlets; modification of the approach slabs on the Route 7 Bridge over NJ TRANSIT; and electrical modifications to the Route 7 and Porete Avenue signalized intersection; and

WHEREAS, the New Jersey Department of Transportation (NJDOT) has submitted an Initial Financial Plan for the Route 7, Kearny Drainage Improvements, with total costs of approximately \$128.977 million; and

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

WHEREAS, NJTPA Central Staff has reviewed the Initial Financial Plan and has found the project to be consistent with the fiscal constraint requirements of the Long Range Transportation Plan and the FY 2022 – FY 2025 TIP as revised; 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 Initial Financial Plan for the Route 7, Kearny Drainage Improvements Project.

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

DRAFT RESOLUTION: APPROVAL OF THE FY 2024 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 2024 UPWP (July 1, 2023 to June 30, 2024) 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 2024 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 Infrastructure Investment and Jobs Act (IIJA); and

WHEREAS, any FY 2024 Compensation Plan and salary parameters will be subject to 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 2024 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.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDING FOR THE PORTAL NORTH
BRIDGE PROJECT AS REQUESTED BY NJ TRANSIT**

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 2022 – 2025 Transportation Improvement Program (TIP) on September 13, 2021; and

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU, when federal funds are added to a project above the specified threshold, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, NJ TRANSIT is requesting the addition of federal funding for the Portal North Bridge (DB NUM T538) project, to be programmed with discretionary funds from Federal Transit Administration's Capital Investment Grants program (U.S.C. Section 5309); 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 2022 TIP conforms to the MAP-21/FAST Act and Infrastructure Investment and Jobs Act performance-based planning requirements; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2022 – 2025 Transportation Improvement Program.

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

Summary of Action

Minor Amendment to the FY 2022 - 2025 Transportation Improvement Program to Add Federal Funding for the Portal North Bridge Project As Requested by NJ TRANSIT

Action: To advance the following project, NJ TRANSIT has requested amending the FY 2022 – 2025 Transportation Improvement Program (TIP) to program additional federal funds for the Portal North Bridge project.

Background: According to the *TIP Memorandum of Understanding*, when federal funds are added to a project above the specified threshold, and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following revision is for the addition of supplemental funds made available through Federal Transit Administration’s (FTA) discretionary Capital Investment Grants (CIG) program (49 U.S.C. Section 5309), which falls within the MOU guidelines to be approved as a Minor Amendment.

The revisions have been reviewed by Capital Programming staff and Hudson County. Fiscal constraint is maintained for these changes through additional resources from the FTA’s CIG program, made available under the Consolidated Appropriations Act, 2023. This project is exempt from an air quality conformity determination and do not impact the current conformity determination. Additional project information and financial revisions are detailed in the attached documents.

Minor Amendment:

- **Portal North Bridge, Hudson County DBNUM T538**
FTA has allotted additional discretionary CIG funds in Federal Fiscal Year (FFY) 2023 to help support the Portal North Bridge Project, for which NJ TRANSIT applied for a grant. This minor amendment adds \$25.024 million of SECT 5309-7A funds for Engineering, Right-of-Way, and Construction (ERC) in FFY 2023.

Justification for Action: Approval of this minor amendment to the FY 2022 – 2025 TIP will allow the funds to be secured and the project to advance.

Staff Recommendation: Central Staff recommends approval of this action.

NJTPA

Transportation Improvement Program Fiscal Years 2022 - 2025

Routes: TRANSIT /

Mileposts: N/A

DBNUM: T538

Name: Portal North Bridge

Funding is for the design, engineering, construction and other necessary initiatives or items to complete the proposed replacement of the existing Portal North Bridge with a new high-level, two track, fixed structure bridge on a new rail alignment. The new bridge will be approximately 1,200 feet long and will have a clearance that accommodates current and forecasted maritime traffic, thereby eliminating the need for a movable span that interrupts rail operations and results in delays due to mechanical failures. This will improve reliability, allowing NJ TRANSIT to operate longer and higher capacity trains. Additionally, trains will be able to cross the bridge at 90 miles per hour, up from 60 miles per hour today.

\$373M in Amtrak funds will be applied to the Portal North Bridge (PNB) project once the funds are administered to NJ TRANSIT.

\$57M in CMAQ funds are committed to purchase up to 25 commuter rail vehicles to support the PNB project. Refer to DB T112- Rail Rolling Stock Procurement where funds for supporting all rail rolling stock purchases are listed and explained. In addition, NJ TRANSIT is committing up to \$14M in local match for the CMAQ funds (through NJTTF) to support the PNB project.

NJ Transit was awarded \$766.5M under FTA's Section 5309 Capital Investment Grants Program.

\$600M in New Jersey Economic Development Authority (NJEDA) proceeds are committed to the PNB Project. FTA has allotted an additional \$25.024 million of FY 2023 Consolidated Discretionary funds for the PNB project.

Counties: Various

Municipalities: Various

Project Type: Transit Preservation

RCIS Category: Transit Preservation

Sponsor: NJ TRANSIT

Est. Total Project Cost: (Million) \$2,362.570

TIP:

CURRENT

FY 2022 - 2025 TIP Cost: (Million) \$885.085

Unconstrained
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	ERC	SECT 5309		\$518.500			
NJTPA	ERC	SECT 5309-ARP	\$77.821				
NJTPA	ERC	STATE	\$61.246	\$45.247	\$45.243	\$137.029	\$330.919
			\$139.067	\$563.747	\$45.243	\$137.029	\$330.919

PENDING

FY 2022 - 2025 TIP Cost: (Million) \$910.109

Unconstrained
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	ERC	SECT 5309		\$518.500			
NJTPA	ERC	SECT 5309-7A		\$25.024			
NJTPA	ERC	SECT 5309-ARP	\$77.821				
NJTPA	ERC	STATE	\$61.246	\$45.247	\$45.243	\$137.029	\$330.919
			\$139.067	\$588.771	\$45.243	\$137.029	\$330.919



State of New Jersey

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

MPO: NJTPA

PROJECT: Portal North Bridge

DBNUM: T538

TRACK #: NJT-T538-3-M-2022

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: NJ TRANSIT is requesting a minor amendment to add \$25.024M of SECT 5309-7A funds for ERC in FFY 2023.

REASON FOR CHANGE:

These supplemental funds will support the Portal North Bridge project which NJ TRANSIT is applying for in a grant application.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: Fiscal constraint is maintained.

CONFORMITY:

PUBLIC INVOLVEMENT:

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
New Jersey Department of Transportation

(AFTER)

TRACK #: NJT-T538-3-M-2022	REVISION #: 3	DATE: 3/9/23 11:16:04AM
PROJECT NAME: Portal North Bridge		
DBNUM: T538	UPC:	MILEPOST(S):
COUNTY: Hudson		
MUNICIPALITY: Kearny Town	Secaucus Town	

Funding is for the design, engineering, construction and other necessary initiatives or items to complete the proposed replacement of the existing Portal North Bridge with a new high-level, two track, fixed structure bridge on a new rail alignment. The new bridge will be approximately 1,200 feet long and will have a clearance that accommodates current and forecasted maritime traffic, thereby eliminating the need for a movable span that interrupts rail operations and results in delays due to mechanical failures. This will improve reliability, allowing NJ TRANSIT to operate longer and higher capacity trains. Additionally, trains will be able to cross the bridge at 90 miles per hour, up from 60 miles per hour today.

\$373M in Amtrak funds will be applied to the Portal North Bridge (PNB) project once the funds are administered to NJ TRANSIT.

\$57M in CMAQ funds are committed to purchase up to 25 commuter rail vehicles to support the PNB project. Refer to DB T112- Rail Rolling Stock Procurement where funds for supporting all rail rolling stock purchases are listed and explained. In addition, NJ TRANSIT is committing up to \$14M in local match for the CMAQ funds (through NJTTF) to support the PNB project. NJ Transit was awarded \$766.5M under FTA's Section 5309 Capital Investment Grants Program.

\$600M in New Jersey Economic Development Authority (NJEDA) proceeds are committed to the PNB Project. FTA has allotted an additional \$25.024M of FY2023 Consolidated Discretionary funds for the PNB project.

ASSET MANAGEMENT CATEGORY: Mass Transit Assets-AMTRAK

SPONSOR: NJ TRANSIT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S19 (Exempt)

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT: 32

STRUCTURE NO.: N/A

UNOBLIGATED PRIOR YEAR FUNDING				
<i>Description</i>	<i>MPO</i>	<i>Fund</i>	<i>Year</i>	<i>Amount</i>
Portal Bridge North	NJTPA	SECT 5309	2021	\$0.000

MPO	PHAS	FUND	Amounts in Millions of Dollars									
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
NJTPA	ERC	SECT 5309	0.000	518.500	0.000	0.000	0.000					
NJTPA	ERC	SECT 5309-7A		25.024								
NJTPA	ERC	SECT 5309-ARP	77.821									
NJTPA	ERC	STATE	61.246	45.247	45.243	45.244	45.244	45.243	45.243	45.243	45.243	45.243

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDS FOR TWO PROJECTS IN
MORRIS COUNTY 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 2022 – 2025 Transportation Improvement Program (TIP) on September 13, 2021; 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 a project or program with federal funds is added to the TIP or when federal funds above a specified threshold are added to a project, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the New Jersey Department of Transportation has requested the addition of federal funds for the Route 80/15 Interchange project (DBNUM 93139) in Morris County, and Route 80, Bridges over Howard Boulevard (CR 615) project (DBNUM 15351) in Morris County; and

WHEREAS, the Infrastructure Investment and Jobs Act provides the resources for these project; 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 does not apply to these actions; and

WHEREAS, the FY 2022 TIP conforms to the MAP-21/FAST Act and Infrastructure Investment and Jobs Act performance-based planning requirements; and

WHEREAS, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of 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 2022 – 2025 Transportation Improvement Program.

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

Summary of Action

Minor Amendments to the FY 2022 - 2025 Transportation Improvement Program to Add Federal Funding for Two Projects in Morris County As Requested by NJDOT

Action: In order to advance the following projects, the New Jersey Department of Transportation (NJDOT) has requested amending the FY 2022 – 2025 Transportation Improvement Program (TIP) to program additional federal funds for two projects in Morris County: the Route 80/15 Interchange project and Route 80, Bridges over Howard Boulevard (CR 615) project.

Background: According to the TIP Memorandum of Understanding (MOU), when a project or program is added to the TIP or when federal funds are added above the specified threshold, and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following TIP revisions fall within the MOU guidelines to be approved as Minor Amendments.

The revisions have been reviewed by Capital Programming staff and Morris County. Fiscal constraint is maintained by adjusting other existing TIP projects whose schedules or costs have changed. The two projects are exempt from an air quality conformity determination and do not impact the current conformity determination. Additional project information and financial revisions are detailed in the attached documents.

Minor Amendments:

- **Route 80/15 Interchange, Morris County DBNUM 93139**
This request is to delay and increase National Highway Performance Program (NHPP) funding for Right-of-Way in the amount of \$2.8 million, from \$1.2 million in Federal Fiscal Year (FFY) 2023 to \$4 million in FFY 2025. The request also advances and increases multi-year NHPP funding for Construction by \$39.5 million, from \$105 million to \$144.5 million. These revisions are necessary for consistency with the Route 80/15 Interchange Financial Plan Update, which reflects higher construction costs due to inflation and current economic conditions.
- **Route 80, Bridges over Howard Boulevard (CR 615), Morris County DB# 15351**
This request is to increase funding for Construction in FFY 2023 by \$19.1 million, from \$44 million to \$63.1 million and to change the source of funding from NHPP funds to Bridge Formula Program (BFP) funds. This revision is necessary due to escalating costs of construction materials and utilities, the addition of retaining walls, and extended milling and resurfacing limits.

Justification for Action: Approval of this minor amendment to the FFY 2022 – 2025 TIP will allow the funds to be secured and the projects to advance.

Staff Recommendation: Central Staff recommends approval of this action.

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2022 - 2025

Routes: 80 / 15

Mileposts: Rt 80: 33.04 - 34.07, Rt 15: 1.53 - 2.95

DBNUM: 93139

Name: Rt 80/15 Interchange

This project will: provide the missing Rt. 15 Northbound/Southbound to I-80 Eastbound/Westbound ramp to reduce congestion within Wharton and to provide direct access to the interstate; improve the acceleration lane from Rt.15 to I-80 Westbound to improve its safety and operation; reconstruct the intersection of Rt. 15 & Dewey Ave. to improve its level of service; improve the weaving length between North Main St. & Ramp "K"; improve the geometry of Ramp "I" to enhance truck movements; and improve the lane width and add shoulders at the merge of Rt. 15 Northbound and I-80 Westbound to improve its operation and safety. Along with the four structures listed, Structure # 1413152 is also a part of this project

Counties: Morris

Municipalities: Wharton Boro Rockaway Twp

RCIS Category: Road Enhancement

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$148.500

TIP:

CURRENT

FY 2022 - 2025 TIP Cost: (Million) \$1.200

Unconstrained Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	ROW	NHPP		\$1.200			
NJTPA	CON	NHPP					\$105.000
				\$1.200			\$105.000

PENDING

FY 2022 - 2025 TIP Cost: (Million) \$4.000

Unconstrained Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	ROW	NHPP		\$0.000		\$4.000	
NJTPA	CON	NHPP					\$144.500
						\$4.000	\$144.500

DATE SUBMITTED: 3/16/2023



State of New Jersey

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

MPO: NJTPA

PROJECT: Rt 80/15 Interchange

DBNUM: 93139

TRACK #: N-93139-1-M-2022

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

ACTION TAKEN: Delays NHPP funding for ROW in the amount of \$1.2M from FFY 23 to FFY 25.

Increases NHPP funding for ROW in FFY 25 from \$1.2M by \$2.8M to \$4M.

Advances and increases multi-year NHPP CON funding in the amount of \$45M in FY 29, \$30M in FY 30, and \$30M in FY 31 to \$48.5M in FY 27, \$48M in FY 28, and \$48M in FY 29 for a total of \$144.5M.

REASON FOR CHANGE:

CON delay and increase in line with the Rt. 80/15 Interchange Financial Management Plan. Please see the FMP for specific information on cost increase risks.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 22-31 Chart 72

CONFORMITY:

PUBLIC INVOLVEMENT:

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2022 - 2025

Routes: 80 /

Mileposts: 30.61

DBNUM: 15351

Name: Route 80, Bridges over Howard Boulevard (CR 615)

Initiated from the Bridge Management System, the Route 80 Eastbound and Route 80 Westbound structures over Howard Boulevard will be evaluated for either rehabilitation or replacement. In addition, operation improvements within the interchange will be explored, along with improvements to acceleration and deceleration lanes.

Counties: Morris

Municipalities: Mount Arlington Boro Roxbury Twp

RCIS Category: Bridges

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$64.600

TIP:

CURRENT

FY 2022 - 2025 TIP Cost: (Million) \$45.500

Unconstrained
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	ROW	NHPP	\$1.500				
NJTPA	CON	BFP		\$44.000			
			\$1.500	\$44.000			

PENDING

FY 2022 - 2025 TIP Cost: (Million) \$64.600

Unconstrained
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	ROW	NHPP	\$1.500				
NJTPA	CON	BFP		\$63.100			
NJTPA	CON	NHPP		\$0.000	\$0.000		
			\$1.500	\$63.100			



State of New Jersey

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

MPO: NJTPA

PROJECT: Route 80, Bridges over Howard Boulevard (CR 615)

DBNUM: 15351

TRACK #: N-15351-2-M-2022

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases BFP funding for CON in FFY 23 from \$44M by \$19.1M to \$63.1M

REASON FOR CHANGE:

Per the PM of the project:

Retaining Walls were added to reduce environmental impacts.

Increased utility Costs.

Increase in sign structures costs due to current steel prices.

Increase in bridge steel cost, temporary bridge overlay cost, and UHPC cost due to material inflation.

Revised pavement box for Howard Blvd, all ramps, and temporary median pavement from 15' to 25'.

Extended milling and resurfacing limits.

Mobilization is dependent on total construction cost and that bumped us up to a higher category and added \$4 Million.

Increased escalation costs.

General construction inflation since the conclusion of Preliminary Engineering.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 22-31 Chart 73

CONFORMITY:

PUBLIC INVOLVEMENT:

Attachment H.3.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
TRANSFER NJTPA CARBON REDUCTION PROGRAM
FUNDS TO NJ TRANSIT’S TRANSIT ENHANCEMENTS
PROGRAM AS REQUESTED BY THE NORTH JERSEY
TRANSPORTATION PLANNING AUTHORITY AND NJ
TRANSIT**

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 2022 – 2025 Transportation Improvement Program (TIP) on September 13, 2021; and

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU, when federal funds are added to a program line item that is not currently programmed with federal funds or when federal funds are added above the specified threshold, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, New Jersey’s New York-Newark urbanized area was allocated \$27.307 million in Carbon Reduction Program funds authorized in Federal Fiscal Years (FFY) 2022 and 2023 pursuant to the federal Infrastructure Investment and Jobs Act (Bipartisan Infrastructure Law), and these funds are currently programmed in the TIP’s program line item NJTPA Carbon Reduction Program (DBNUM N2309), in FFY 2023; and

WHEREAS, the NJTPA and NJ TRANSIT are jointly proposing to transfer federal funds from the NJTPA Carbon Reduction Program (DBNUM N2309) line item to NJ TRANSIT’s Transit Enhancements/Transportation Alternatives Program/Alternative Transit Improvements (DBNUM T210) program line item; and

WHEREAS, NJ TRANSIT is proposing using these funds for planning, engineering, right of way, and construction of the Greenway and Transitway project in partnership with New Jersey Department of Environmental Protection; and

WHEREAS, the Greenway and Transitway project will convert an approximately nine-mile former rail right of way into a recreation and alternative transportation corridor; 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 these actions; and

WHEREAS, the FY 2022 TIP conforms to the MAP-21/FAST Act and Infrastructure Investment and Jobs Act performance-based planning requirements; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2022 – 2025 Transportation Improvement Program.

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

Summary of Action

Minor Amendment to the FY 2022 – 2025 Transportation Improvement Program to Transfer NJTPA Carbon Reduction Program Funds to NJ TRANSIT's Transit Enhancement Program as Requested by the North Jersey Transportation Planning Authority and NJ TRANSIT

Action: In order to advance portions of the Essex Hudson Greenway and Transitway project (Greenway), NJTPA Central Staff and NJ TRANSIT have jointly requested amending the FY 2022 – 2025 Transportation Improvement Program (TIP) to transfer available Carbon Reduction Program funds from the NJTPA Carbon Reduction Program line to NJ TRANSIT's Transit Enhancements/ Transportation Alternatives Program/Alternative Transit Improvements program line (DBNUM T210).

Background: The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (IIJA), Pub. L. 117-58 on Nov. 15, 2021, established the Carbon Reduction Program. This program provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide emissions from on-road highway sources. The NJTPA is responsible for programming its allocation of urbanized area Carbon Reduction Program funding to projects that meet the program's requirements.

This TIP action is required to transfer these funds to advance an eligible NJ TRANSIT project in the NJTPA region that supports greenhouse gas emission reductions for the transportation system, which was jointly discussed and designated by NJTPA Central Staff and NJ TRANSIT.

NJ TRANSIT is requesting approximately \$27.307 million of Federal Fiscal Year (FFY) 2022 and FFY 2023 unobligated Carbon Reduction Program funds to support the Greenway and Transitway project proposed by the New Jersey Department of Environmental Protection (NJDEP) and NJ TRANSIT. This project will convert an approximately nine-mile former rail right of way into a recreation and alternative transportation corridor traversing two of the most densely populated counties in New Jersey – and the nation. Approximately 1.5 million people reside along the Greenway. There are currently no safe, non-motorized transportation routes in this corridor, leading to pedestrian and cyclist fatalities each year. The Greenway travels over and under 30 discrete regional roads, transportation corridors, and waterways. This funding will help establish a new level of connectivity between the Greenway communities, creating a linear network of new green spaces and a shared use path that would enable seamless walking and biking connections. This funding request directs funds to a portion of the trail that covers the area from Montclair through Newark, including all associated crossings. It is anticipated that the trail corridor will encourage improved bicycle and pedestrian access to transit and other destinations in our region.

Work includes a variety of elements crucial to realizing the opening of the Greenway. Examples of those elements include the planning, design, and construction of the trail, including stormwater design and engineering; overpass and bridge rehabilitation and reconstruction; green infrastructure design and installation; habitat connectivity; and amenities to enhance the trail

experience. These funds will help facilitate a series of projects necessary to complete an initial section of the Greenway that will benefit disadvantaged communities in the NJTPA region, including those along and adjacent to the Greenway.

Minor Amendment: According to the *TIP Memorandum of Understanding* when federal funds are added to a program line item that is not currently programmed with federal funds or when federal funds are added above the specified threshold, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The Greenway and Transitway project designated for the urbanized area Carbon Reduction Program funds is exempt from an air quality conformity determination and does not impact the current conformity determination. Fiscal constraint is maintained. The attached documents, including NJ TRANSIT's request for amendment of the TIP, provide further details on the requested programming revisions.

- **NJTPA Carbon Reduction Program, DBNUM N2309**

This program provides urbanized area funds from the IJA for local level projects in the NJTPA region that support greenhouse gas emission reductions for the transportation system. To advance the Greenway and Transitway project, \$27.307 million in FFY 2023 CR-NY/NWK funds programmed in FFY 2023 must be transferred to NJ TRANSIT for authorization, by removing them from this program and adding them to the NJ TRANSIT program line item noted below.

- **Transit Enhancements/Transportation Alternatives Program (TAP)/ Alternative Transit Improvements (ATI), DBNUM T210**

This NJ TRANSIT program line item provides funding support for the advancement of projects that enhance transit service or use. Once the CR-NY/NWK funds are transferred to NJ TRANSIT, \$27.307 million of these funds will be added into this program line item to support the Greenway and Transitway project.

Justification for Action: Approval of this minor amendment to the FY 2022 – 2025 TIP will allow the funds to be secured and the project under this program line item to advance.

Staff Recommendation: Central Staff recommends approval of this action.

NJTPA

Transportation Improvement Program Fiscal Years 2022 - 2025

Routes:

Mileposts:

DBNUM: N2309

Name: NJTPA Carbon Reduction Program

This program provides funds for projects in the NJTPA metropolitan region that support greenhouse gas emission reductions from the transportation system. Projects may include but are not limited to; planning, design, and construction of public transportation projects and improvements, community transportation and shared micro-mobility projects, transportation alternatives (including construction, planning and design of on and off-road trail facilities), the deployment of electric vehicles, and other activities that reduce carbon dioxide and other greenhouse gas emissions in the region.

Counties: Various

Municipalities: Various

Project Type: Environment/Air Quality

RCIS Category: Environment/Air Quality

Sponsor: NJTPA

Est. Total Project Cost: (Million) \$121.763

TIP:

CURRENT

FY 2022 - 2025 TIP Cost: (Million) \$56.113

Unconstrained Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	ERC	CR-ALLEN		\$.144	\$.074	\$.076	\$.486
NJTPA	ERC	CR-NY/NWK		\$27.307	\$14.064	\$14.346	\$92.303
NJTPA	ERC	CR-PGH/NWB		\$.050	\$.026	\$.026	\$.168
				\$27.501	\$14.164	\$14.448	\$92.957

PENDING

FY 2022 - 2025 TIP Cost: (Million) \$28.806

Unconstrained Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	ERC	CR-ALLEN		\$.144	\$.074	\$.076	\$.486
NJTPA	ERC	CR-NY/NWK			\$14.064	\$14.346	\$92.303
NJTPA	ERC	CR-PGH/NWB		\$.050	\$.026	\$.026	\$.168
				\$.194	\$14.164	\$14.448	\$92.957

NJTPA

Transportation Improvement Program Fiscal Years 2022 - 2025

Routes: TRANSIT /

Mileposts:

DBNUM: T210

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

Funding is provided for projects, project elements or supportive analysis that are designed to enhance mass transportation service or use, access to transit service, and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program restoration of NJ TRANSIT facilities. There will be a cash match for Section 5312 funding only. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

FY 2023 CRRSAA-NY/NWK funds are earmarked to support initiatives jointly designated by NJTPA and NJ TRANSIT, including community shuttle pilot routes, bus shelters, bike sheds, electric mini buses, new bus studies including an E-Mini-Bus Transition Support study and the NewBus Hudson study, and associated supportive activities and materials. FY 2023 CR-NY/NWK funds are used to support initiatives jointly designated by NJTPA and NJ TRANSIT to convert the Greenway, a former rail right of way, including the planning, design, engineering and construction of the recreational trail and alternate transportation corridor.

Counties: Various

Municipalities: Various

Project Type: Transit Enhancement

RCIS Category: Transit Enhancement

Sponsor: NJ TRANSIT

Est. Total Project Cost: (Million) \$884.932

TIP:

CURRENT

FY 2022 - 2025 TIP Cost: (Million) \$273.273

Unconstrained Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	ERC	CRRSAA-NY/NWK		\$19.145			
NJTPA	ERC	SECT 5307	\$7.004		\$.566	\$10.990	\$24.395
NJTPA	ERC	SECT 5337	\$15.167				
NJTPA	ERC	SECT 5339	\$16.338	\$17.163	\$14.558	\$14.558	\$87.346
NJTPA	ERC	STATE		\$59.490	\$54.921	\$39.174	\$468.410
NJTPA	ERC	STP-TE	\$2.100	\$.700	\$.700	\$.700	\$4.200
			\$40.609	\$96.498	\$70.745	\$65.421	\$584.351

PENDING

FY 2022 - 2025 TIP Cost: (Million) \$300.580

Unconstrained Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	ERC	CR-NY/NWK		\$27.307			
NJTPA	ERC	CRRSAA-NY/NWK		\$19.145			
NJTPA	ERC	SECT 5307	\$7.004		\$.566	\$10.990	\$24.395
NJTPA	ERC	SECT 5337	\$15.167				
NJTPA	ERC	SECT 5339	\$16.338	\$17.163	\$14.558	\$14.558	\$87.346
NJTPA	ERC	STATE		\$59.490	\$54.921	\$39.174	\$468.410
NJTPA	ERC	STP-TE	\$2.100	\$.700	\$.700	\$.700	\$4.200
			\$40.609	\$123.805	\$70.745	\$65.421	\$584.351

Philip D. Murphy, Governor
Sheila Y. Oliver, Lieutenant Governor
Diane Gutierrez-Scaccetti, Commissioner
Kevin S. Corbett, President & CEO

NJTRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

March 30, 2023

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

Re: Request for Amendment of the FY2022-25 Transportation Improvement Program
T210 (Transit Enhancements/Transp. Altern. Prog/Altern. Transit Improv.)
Essex-Hudson Greenway & Transitway

Dear Mr. Behrend:

On behalf of NJ TRANSIT, I am submitting for your approval a request for an amendment to NJTPA's FY 2022-2025 Transportation Improvement Program (TIP). The amendment will add FY 2023 Carbon Reduction CR-NY/NWK funds in the amount of \$27,307,000 to program T210 (Transit Enhancements/Transp. Altern. Prog/Altern. Transit Improv.) to support the advancement of the Essex-Hudson Greenway & Transitway.

NJ TRANSIT is requesting FFY 2022 and FFY 2023 unobligated Carbon Reduction Program funds to support the Essex-Hudson Greenway & Transitway, an eligible transportation project in the NJTPA region. The funds will be used to support various activities associated with the development of the Greenway & Transitway, including planning, design, right of way, construction and related activities. This project seeks to redevelop the former Boonton Line rail right of way, converting it to an approximately nine-mile recreational trail and transportation corridor running between Montclair and Secaucus, traversing two of the most densely populated counties in New Jersey – and in the nation. The Greenway will be designed in coordination with the proposed Transitway along the former rail right of way and related available rail corridors, as described in the Boonton Line-Orange Branch Feasibility Assessment.

NJ TRANSIT investigated the feasibility of re-establishing transit service on currently unused portions of the former Boonton Line and Orange Branch rail corridors and options for these corridors (the "Transitway"). The Transitway would deliver a higher speed service using a dedicated right of way that runs in parallel to Route 3 and I-280, and could support fast and reliable travel. A future feasibility analysis will include a market assessment and service planning as well as development of bus infrastructure and/or light rail concepts within some or all portions of the rights-of-way, and connections to the existing transportation network. A pre-feasibility assessment was completed and recommends considering the use of buses in this uniquely situated corridor. Potential for expansion, and consideration of light rail for some portions may be considered.

Work on the Greenway & Transitway will be done in coordination with these efforts and will include planning, design, and construction of the trail, including stormwater design and engineering; overpass and bridge rehabilitation and reconstruction; green infrastructure design and installation, habitat connectivity; and amenities to enhance the trail experience. This funding may be used in coordination with additional resources available to NJDEP to perform master planning, stakeholder engagement, stormwater management studies, development of remediation strategies, and other design activities. This funding may also be used to investigate and develop strategies to address the various water crossings and bridges along the former rail corridor right of way.

We are excited to advance this important project within the NJTPA region. Please let us know if you require additional information or have any questions. Thank you for your support and assistance advancing this TIP amendment.

Sincerely,

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

Louis Millan

Sr. Program Director – Capital Planning

Copy to: J. Perlman, NJTPA
E. Johnson, NJTPA
A. Ludwig, NJTPA
J. Colangelo-Bryan, NJ TRANSIT
M. Albrecht, NJ TRANSIT
L. DiGiovanni, NJ TRANSIT
J. Gray, NJ TRANSIT
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B. Quinde, NJ TRANSIT
M. Tuozzolo, NJ TRANSIT
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NJTRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

March 30, 2023

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

Re: Request for Amendment of the FY2022-25 Transportation Improvement Program
T210 (Transit Enhancements/Transp. Altern. Prog/Altern. Transit Improv.)
Essex-Hudson Greenway & Transitway

Dear Mr. Behrend:

On behalf of NJ TRANSIT, I am submitting for your approval a request for an amendment to NJTPA's FY 2022-2025 Transportation Improvement Program (TIP). The amendment will add FY 2023 Carbon Reduction CR-NY/NWK funds in the amount of \$27,307,000 to program T210 (Transit Enhancements/Transp. Altern. Prog/Altern. Transit Improv.) to support the advancement of the Essex-Hudson Greenway & Transitway.

NJ TRANSIT is requesting FFY 2022 and FFY 2023 unobligated Carbon Reduction Program funds to support the Essex-Hudson Greenway & Transitway, an eligible transportation project in the NJTPA region. The funds will be used to support various activities associated with the development of the Greenway & Transitway, including planning, design, right of way, construction and related activities. This project seeks to redevelop the former Boonton Line rail right of way, converting it to an approximately nine-mile recreational trail and transportation corridor running between Montclair and Secaucus, traversing two of the most densely populated counties in New Jersey – and in the nation. The Greenway will be designed in coordination with the proposed Transitway along the former rail right of way and related available rail corridors, as described in the Boonton Line-Orange Branch Feasibility Assessment.

NJ TRANSIT investigated the feasibility of re-establishing transit service on currently unused portions of the former Boonton Line and Orange Branch rail corridors and options for these corridors (the "Transitway"). The Transitway would deliver a higher speed service using a dedicated right of way that runs in parallel to Route 3 and I-280, and could support fast and reliable travel. A future feasibility analysis will include a market assessment and service planning as well as development of bus infrastructure and/or light rail concepts within some or all portions of the rights-of-way, and connections to the existing transportation network. A pre-feasibility assessment was completed and recommends considering the use of buses in this uniquely situated corridor. Potential for expansion, and consideration of light rail for some portions may be considered.

Work on the Greenway & Transitway will be done in coordination with these efforts and will include planning, design, and construction of the trail, including stormwater design and engineering; overpass and bridge rehabilitation and reconstruction; green infrastructure design and installation, habitat connectivity; and amenities to enhance the trail experience. This funding may be used in coordination with additional resources available to NJDEP to perform master planning, stakeholder engagement, stormwater management studies, development of remediation strategies, and other design activities. This funding may also be used to investigate and develop strategies to address the various water crossings and bridges along the former rail corridor right of way.

We are excited to advance this important project within the NJTPA region. Please let us know if you require additional information or have any questions. Thank you for your support and assistance advancing this TIP amendment.

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Louis Millan

Sr. Program Director – Capital Planning

Copy to: J. Perlman, NJTPA
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T. Walker, NJ TRANSIT
S. Young, NJ TRANSIT

Attachment H.4.

**DRAFT RESOLUTION: APPROVAL OF PROJECTS FOR THE 2023
TRANSPORTATION ALTERNATIVES SET-ASIDE
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 Transportation Alternatives (TA) Set-Aside program is supported with a set-aside of funds under the Surface Transportation Block Grant Program (STBGP) under federal surface transportation legislation; and

WHEREAS, the TA Set-Aside program provides an opportunity for eligible applicants to apply for federal funding for the construction of community based “non-traditional” projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal system; and

WHEREAS, the New Jersey Department of Transportation (NJDOT) sent out solicitation notifications in May 2022 inviting eligible applicants to submit for the program; and

WHEREAS, NJDOT received 68 eligible TA Set-aside applications in the NJTPA region; and

WHEREAS, a Technical Review Committee (TRC) comprised of NJTPA Central Staff, the NJDOT Division of Local Aid, Division of Traffic Engineering and Safety and the Bureau of Environmental Program Resources reviewed the applications; and

WHEREAS, within the NJTPA region, a total of \$35.8 million has been designated to fund the top-scoring TA Set-Aside candidate projects; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the attached list of projects for the Transportation Alternatives Set-Aside Program.

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

Summary of Action

Approval of Projects for the 2023 Transportation Alternatives Set-Aside Program

Action: Approval of projects for the 2023 Transportation Alternatives Set-Aside program.

Background: This program is funded through a set-aside of the Federal-aid Highway Program.

TA Set-Aside provides an opportunity for eligible entities to apply for federal funding for construction of community based “non-traditional” projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal system.

The New Jersey Department of Transportation (NJDOT) sent out solicitation notifications for the 2023 TA Set-aside program funding opportunity in May 2022. A total of 68 eligible TA Set-Aside applications were received for projects in the NJTPA region. A Technical Review Committee (TRC) comprised of NJTPA Central Staff, NJDOT Division of Local Aid, Division of Traffic Engineering and Safety and the Bureau of Environmental Program Resources reviewed the applications.

Within the NJTPA region, the top-scoring projects were funded with a total of \$35.8 million.

Justification for Action: The TRC is recommending approval of the attached list of 32 TA Set-Aside projects (total \$35.8 million).

Staff Recommendation: Central Staff recommends approval of this action.

FY 2023 Transportation Alternatives Set-Aside Program Project List for the NJTPA Region

Grant Recipient	County	Municipality	Project Name	Type of Improvement	Recommended Amount
Passaic City	Passaic County	Passaic City	Hamilton Avenue and State Street Improvements Project	Bikeway	\$454,000.00
High Bridge Borough	Hunterdon County	High Bridge Borough	Streetscaping and Sidewalk Replacement	Quality of Life	\$520,000.00
Hudson County	Hudson County	Jersey City	Hackensack Riverwalk	Bikeway	\$760,000.00
County of Union	Union County	Kenilworth Borough, Roselle Park Borough	Rahway Valley Rails-to-Trails Project	Bikeway	\$1,500,000.00
Monmouth County	Monmouth County	Long Branch City	CR 57 (Ocean Boulevard) between Passey Gardens & SR 36 Joline Avenue, Long Branch, Monmouth County	Bikeway	\$1,480,000.00
Summit City	Union County	Summit City	Summit Park Line Project - Phase II	Quality of Life	\$1,110,000.00
Passaic County	Passaic County	Paterson City	Spruce Street Phase II	Pedestrian Safety	\$1,327,000.00
Phillipsburg Town	Warren County	Phillipsburg Town	Riverfront Heritage Trail Phase 1	Bikeway	\$1,368,000.00
Hackensack City	Bergen County	Hackensack City	Anderson Street City Streetscape Improvements Project (from Union Street to Linden Street)	Quality of Life	\$1,305,000.00
East Orange City	Essex County	East Orange City	East Orange Trail Project	Pedestrian Safety	\$1,322,000.00

Essex County	Essex County	Orange City Township, West Orange Township	Main Street Corridor Streetscape Project	Pedestrian Safety	\$1,472,000.00
Hoboken City	Hudson County	Hoboken City	Willow Avenue - Vision Zero Improvements	Pedestrian Safety	\$1,389,000.00
Carteret Borough	Middlesex County	Carteret Borough	Carteret Waterfront Multi-Use Pathway Project	Quality of Life	\$1,500,000.00
Edgewater Borough	Bergen County	Edgewater Borough	Grand Cove Drainage Improvement Project	Quality of Life	\$763,000.00
Berkeley Heights Township	Union County	Berkeley Heights Township	Sherman Avenue Transit Access Project	Bikeway	\$1,275,000.00
Elizabeth City	Union County	Elizabeth City	City of Elizabeth - Elizabeth Avenue Streetscape - Phase 4	Pedestrian Safety	\$780,000.00
Fairview Borough	Bergen County	Fairview Borough	Anderson and Fairview Avenue Restoration Project Phase IV	Quality of Life	\$1,264,000.00
Palisades Park Borough	Bergen County	Palisades Park Borough	Broad Avenue Improvements Project	Pedestrian Safety	\$1,407,000.00
Montclair Township	Essex County	Montclair Township	Glenridge Avenue Cycle Track - Phase 2	Bikeway	\$997,000.00
Orange City Township	Essex County	Orange City Township	Scotland Road Gateway Beautification Project	Quality of Life	\$1,488,000.00
Bayonne City	Hudson County	Bayonne City	South Cove Pedestrian Bridge Project	Pedestrian Safety	\$1,500,000.00
Plainsboro Township	Middlesex County	Plainsboro Township	Schalk's Crossing Road Multi-Use Pathway	Bikeway	\$1,272,000.00
Chatham Township	Morris County	Chatham Township	Southern Boulevard to Green Village Connector Trail	Pedestrian Safety	\$1,246,000.00

North Arlington Borough	Bergen County	North Arlington Borough	Ridge Road Streetscape Phase III	Quality of Life	\$949,000.00
West Orange Township	Essex County	West Orange Township	Washington Street Corridor Improvement Project: Phase II	Quality of Life	\$707,000.00
Middletown Township	Monmouth County	Middletown Township	Campbell's Junction Improvements Project	Pedestrian Safety	\$1,500,000.00
Seaside Heights Borough	Ocean County	Seaside Heights Borough	Central Avenue Safety Improvements	Pedestrian Safety	\$824,000.00
Newton Town	Sussex County	Newton Town	Memory Park Connector Boardwalk	Pedestrian Safety	\$749,000.00
Sussex Borough	Sussex County	Sussex Borough	Route 23 South Streetscape	Quality of Life	\$644,000.00
Old Bridge Township	Middlesex County	Old Bridge Township	Cottrell Farm Park Pedestrian Safety Improvements Project	Pedestrian Safety	\$1,399,000.00
Washington Township	Morris County	Washington Township	Non-Motorized Connectivity Improvements	Pedestrian Safety	\$808,000.00
Bergenfield Borough	Bergen County	Bergenfield Borough	Twin Borough Park Improvements Phase 2	Quality of Life	\$724,000.00
				Total Funding	\$35,803,000.00

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDS TO THE ROUTE 7, KEARNY
DRAINAGE IMPROVEMENTS PROJECT 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 2022 – 2025 Transportation Improvement Program (TIP) on September 13, 2021; 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 a project or program with federal funds is added to the TIP or when federal funds above a specified threshold are added to a project, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the New Jersey Department of Transportation has requested the addition of federal funds to the *Route 7, Kearny Drainage Improvements project (DB# 93186)* in Bergen and Hudson counties, and

WHEREAS, the Infrastructure Investment and Jobs Act provides the resources for this project; 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 2022 TIP conforms to the MAP-21/FAST Act and Infrastructure Investment and Jobs Act performance-based planning requirements; and

WHEREAS, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of 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 2022 – 2025 Transportation Improvement Program.

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

Summary of Action

Minor Amendment to the FY 2022 – 2025 Transportation Improvement Program to Add Federal Funds to the Route 7, Kearny Drainage Improvements Project as Requested by the New Jersey Department of Transportation

Action: In order to advance the following project, the New Jersey Department of Transportation (NJDOT) has requested amending the FY 2022 – 2025 Transportation Improvement Program (TIP) by updating programmed funding as detailed below.

Background: According to the *TIP Memorandum of Understanding*, when funds are added above the specified threshold and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the Board of Trustees. The requested funding revision detailed below is within that threshold.

The revision has been reviewed by Capital Programming staff and Bergen and Hudson counties. Fiscal constraint is maintained for this change through funds available from prior year unobligated balances. This project is exempt from an air quality conformity determination and does not impact the current conformity determination. Additional project and funding information are provided in the attached documents.

Minor Amendment:

- **Route 7, Kearny, Drainage Improvements, Bergen and Hudson Counties DB# 93186**
This request is for the addition of \$16.191 million in National Highway Performance Program (NHPP) funds for Construction in Federal Fiscal Year 2023, increasing the total amount of NHPP funds from \$82.027 million to \$98.218 million and increasing the total program amount for Construction to \$131.218 million. This revision is being made due to the resolution of Final Design Submission comments and bids received in 2023, which resulted in quantity increases, the incorporation of various new items, change in scope and cost increases in the utility work, and escalating costs of structural items.

Justification for Action: Approval of this revision to the FY 2022 – 2025 TIP will allow the funds to be secured and the referenced project to advance.

Staff Recommendation: Central Staff recommends approval of this action.

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2022 - 2025

Routes: 7 /

Mileposts: 1.5 - 3.8

DBNUM: 93186

Name: Route 7, Kearny, Drainage Improvements

This section of Route 7 is generally uncurbed and frequently flooded due to low elevation and lack of sufficient highway drainage system. Roadway runoff is collected through inlets or sheet flow, discharging directly into the marshlands. During moderate and heavy storms, in addition to high tide, the runoff overflows the banks onto the roadway and adjacent properties. This causes the highway to be closed and traffic is detoured. This project will provide highway drainage system improvements including; pumping stations, raising road profile and sheet piling to prevent tidal water to flood the roadway.

Counties: Hudson Bergen

Municipalities: Kearny Town North Arlington

RCIS Category: Road Preservation

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$145.186

TIP:

CURRENT

FY 2022 - 2025 TIP Cost: (Million) \$115.027

Unconstrained
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	CON	INFRA		\$26.000			
NJTPA	CON	NHPP		\$82.027			
NJTPA	CON	STATE		\$7.000			
				\$115.027			

PENDING

FY 2022 - 2025 TIP Cost: (Million) \$131.218

Unconstrained
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	CON	INFRA		\$26.000			
NJTPA	CON	NHPP		\$98.218			
NJTPA	CON	STATE		\$7.000			
				\$131.218			



State of New Jersey

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

MPO: NJTPA

PROJECT: Route 7, Kearny, Drainage Improvements

DBNUM: 93186

TRACK #: N-93186-3-M-2022

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases NHPP funding for CON in FFY 23 from \$82.027M by \$16.191M to \$98.218M.
Increase total CON programming from \$115.027M by \$16.191M to \$131.218M

REASON FOR CHANGE:

Please see detailed reasoning attached (in attachments section)

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 22-31 Chart 79

CONFORMITY:

PUBLIC INVOLVEMENT:

Route 7, Kearny Drainage Improvements

Summary of Cost Estimate Increases

The New Jersey Department of Transportation (NJDOT) is currently in the Plans, Specifications, and Estimate (PS&E) stage for the Route 7 Kearny, Drainage Improvements project. At the Final Design Submission, the Financial Management Plan stated the project total cost without contingencies and escalation was **\$82,506,956**. At the PSE&E submission, the Financial Management Plan stated the project total cost without contingencies and escalation is **\$93,122,939**. The narrative below will review the project cost increases.

- *New Roadway Items: \$333,000*

To resolve FDS comments, new roadway items were added to the project. The new items added to the contract included a Force Account for railroad permits and licenses, Snow Removal and additional construction identification signs.

- *New Earthwork and Pavement Items: \$1,784,060*

To resolve Geotechnical comments, new earthwork items and pavement items were added to the project. Primarily, the new items added to the contract address settlement at existing undisturbed locations that will be impacted by proposed project improvements including pump stations and roadway realignment. The new earthwork, monitoring and pavement items provides material for backfill, surcharge and settlement monitoring.

- *Increased Excavation Cost: \$1,887,610*

Additionally addressing the Geotechnical comments noted above, the excavation and disposal quantities increased for removal of unsuitable soil at Pump Station 3.

- *New Roadway Support and Stabilization Items: \$2,572,790*

To resolve Geotechnical Comments, new roadway support and stabilization items were added to the project. The new items address the risk of settlement of proposed improvements including drainage structures and structures within the pump stations. This includes placement of new permanent and temporary sheeting, timber and steel piles, and concrete footings.

- *Increased Utility Costs: \$719,780*

To resolve Geotechnical Comments and revisions to utility company schemes for accommodation, the scope of utility work increased. Resolution of Geotechnical Comments required adding water main supports for relocations outside of the roadway. Water main supports required placement of timber piles and concrete footings. PSE&G revisions increased the quantity of proposed 12" gas main and electric underground facilities including 9-5" PVC Duct banks, 2-5" PVC Risers, and Manholes.

- *Increased Structure Costs: \$2,777,560*

As a result of bids received in 2023, unit costs for structure items were increased.

- *Increased Cost and New Items to Proposed Signal, ITS and Landscaping: \$1,102,341*

Resolution of FDS comments required quantity revisions and incorporation of new items.

Attachment H.6.

DRAFT RESOLUTION: SUPPORT FOR PAVEMENT, BRIDGE, TRAVEL TIME RELIABILITY, AND FREIGHT PERFORMANCE MEASURE TARGETS SET BY THE NEW JERSEY DEPARTMENT OF TRANSPORTATION (NJDOT)

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

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

WHEREAS, the Federal Highway Administration (FHWA) rules on performance management requires that MPOs and State departments of transportation coordinate on setting performance targets for National Highway System (NHS) infrastructure condition, NHS system performance, and freight performance measures; and

WHEREAS, the FHWA has established six national performance measures for NHS infrastructure condition: 1) percent of the Interstate pavement lane-miles in good condition, 2) percent of the Interstate pavement lane-miles in poor condition, 3) percent of the non-Interstate NHS pavement lane-miles in good condition, and 4) percent of the non-Interstate NHS pavement lane-miles in poor condition, 5) percent of the NHS bridges (by deck area) in good condition, and 6) percent of the NHS bridges (by deck area) in poor condition; and

WHEREAS, the FHWA has established two national performance measures for NHS system performance: 1) percent of person-miles traveled with reliable travel times on the Interstate system, and 2) percent of person-miles traveled with reliable travel times on the non-Interstate NHS; and

WHEREAS, the FHWA has established one national performance measure for freight: the truck travel time reliability index on the Interstate system; and

WHEREAS, based on the FHWA final rule on metropolitan planning, MPOs must establish targets for the infrastructure condition, system performance, and freight measures within 180 days of state departments of transportations (DOTs) setting statewide targets; and

WHEREAS, the NJTPA coordinated with NJDOT and the other MPOs in New Jersey on analyzing trends and developing appropriate statewide targets for these measures; and

WHEREAS, NJDOT reported final targets to FHWA in the web-based Performance Management Form due on December 16, 2022, which was transmitted to NJTPA on January 31, 2023; and

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

WHEREAS, the statewide targets appropriately reflect and will serve as suitable benchmarks for the planning goals and desired outcomes for the projects and programs of the NJTPA Long Range Transportation Plan and Transportation Improvement Program; 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 NJTPA hereby supports the NJDOT statewide targets for the NHS infrastructure condition, NHS system performance, and freight performance measures; and

BE IT FURTHER RESOLVED, that the NJTPA will program investments that support the achievement of these performance targets; and

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

Summary of Action

Support for Pavement, Bridge, Travel Time Reliability, and Freight Performance Measure Targets Set by the New Jersey Department of Transportation (NJDOT)

Action: Support for statewide targets for nine national performance measures covering the areas of National Highway System (NHS) infrastructure condition (NHS bridges and pavement), system performance (travel time reliability), and freight (truck travel time reliability). The NJTPA will program projects that will help the state meet these targets.

Background: Among other national performance measures, the Federal Highway Administration (FHWA) established standard performance measures for the condition of NHS pavement and bridges, travel time reliability, and freight. These measures support the National Highway Performance Program (NHPP) and National Highway Freight Program (NHFP).

For each of the national performance measures, states and MPOs are required to collaborate closely on: collecting data, reporting performance to FHWA, and setting short term (generally 2- and 4-year) targets for their jurisdictions. These targets are to support agency performance-based planning and programming and to be included in documents such as the Long Range Transportation Plan and Transportation Improvement Program.

The NHS infrastructure condition measures are:

- Percent of the Interstate pavement lane-miles in good condition
- Percent of the Interstate pavement lane-miles in poor condition
- Percent of the non-Interstate NHS pavement lane-miles in good condition
- Percent of the non-Interstate NHS pavement lane-miles in poor condition
- Percent of the NHS bridges (by deck area) in good condition
- Percent of the NHS bridges (by deck area) in poor condition

The NHS system performance measures are:

- Percent of person-miles traveled with reliable travel times on the Interstate system
- Percent of person-miles traveled with reliable travel times on the non-Interstate NHS

The freight performance measure is:

- Truck travel time reliability index on the Interstate system

NJDOT, NJTPA, and the other two New Jersey MPOs (DVRPC and SJTPO) worked together to identify and agree upon statewide targets for these measures. The partner agencies considered the overall goals (state of good repair and a system with reliable travel times for both people and goods), historical trends and projected impacts of upcoming projects, and uncertainties about the data and project completion. These short-term targets will serve as useful benchmarks toward achieving longer-term agency goals.

These targets are for the second four-year performance period since the performance measure requirements have been in effect, covering the calendar years 2022 through 2025.

Pavement Condition

The four pavement condition performance measures assess the percentage of the entire NHS (by lane-mile) in both “good” and “poor” condition. The performance measures are broken out into separate values for the Interstate and non-Interstate NHS. Note that the NHS includes roads owned and maintained by a variety of entities, including NJDOT (~60% of centerline miles), various transportation authorities and commissions (~15%), counties (~20%), and municipalities (<5%).

NJDOT measures the condition of pavement using various metrics, including ride quality, rutting, cracking, and faulting. Road segments are characterized as either “good,” “fair,” or “poor” using FHWA criteria.

During the first four-year performance period (2018-2021), the condition of the NHS (both Interstate and non-Interstate) improved throughout New Jersey. From 2019 to 2021, the percentage of the Interstate system in good condition increased from 62.1% to 75.7%, while the percentage in poor condition decreased from 1.8% to 0.1%. For the non-Interstate NHS, the percentage in good condition increased from 33.0% to 41.6%, while the percentage in poor condition decreased from 10.7% to 4.8%.

NJDOT pavement subject matter experts analyzed current (2021) and historical pavement condition using these measures. Forecasts using the NJDOT pavement management system were also examined, taking into account pavement projects anticipated in the near term (assuming increased spending from the Infrastructure Investment and Jobs Act (IIJA)). Additional risk factors were also identified including inflation, supply chain issues, and labor markets, each of which could negatively impact the delivery of planned infrastructure programs. This analysis led to the following table of baseline and 2- and 4-year targets for each measure:

<i>Measure</i>	Baseline (2021)	2-year target (2023)	4-year target (2025)
% Interstate lane-mi in good condition	75.7%	75.7%	77.0%
% Interstate lane-mi in poor condition	0.1%	0.1%	0.1%
% non-Interstate NHS lane-miles in good condition	41.6%	41.6%	43.0%
% non-Interstate NHS lane-miles in poor condition	4.8%	4.8%	4.0%

The targets for the 2022-2025 performance period demonstrate New Jersey’s commitment to sustain the improvements that have been made, continuing to maintain its infrastructure in a state of good repair.

The 2-year targets were set based on a steady state projection from the 2021 baseline. The reduced number of planned projects on the Interstate network in the next fiscal year indicated a potential dip in the percentage of lane miles in the good category for the 2-year performance report, and the analysis on the non-Interstate NHS pavement condition also indicated a slight dip in the near-term. However, it is anticipated that increased funding from the IIJA will allow the NJDOT to develop additional pavement projects and maintain both the Interstate and non-Interstate pavement at its current baseline level for the mid performance period.

The 4-year targets are aspirational and represent NJDOT’s goal for the condition of the NHS at the end of the 4-year performance period. NJDOT will work to allocate the funding necessary to achieve these targets.

Bridge Condition

The two bridge condition performance measures assess the percentage of NHS bridges (by deck area) in both “good” and “poor” condition. Note that NHS bridges include all bridges and culverts greater than 20 feet wide on NHS facilities, including on- and off-ramps connected to the NHS. Bridges that cross state borders are included in their entirety. NHS bridges are owned and maintained by a variety of entities, including NJDOT (~50% by deck area); transportation authorities and commissions (~40%); and counties, municipalities, NJ TRANSIT, various other agencies, and private owners (~10%).

The bridge condition performance measures are calculated by summing the deck area of bridges in “good” and “poor” condition, and dividing by the total deck area of all NHS bridges. It is important to note that a rating of “poor” does not necessarily mean that the bridge is unsafe.

During the first four-year performance period (2018-2021), the condition of the NHS bridges fluctuated throughout New Jersey. The percentage in good condition decreased slightly from 22.1% in 2019 to 21.3% in 2021, and the percentage in poor condition also decreased slightly from 6.8% to 6.6% over the same time period.

NJDOT bridge subject matter experts analyzed current (2021) and historical bridge condition using these measures, along with forecasts from the NJDOT bridge management system, incorporating programmed bridge improvements anticipated in the current STIP. This analysis led to the following table of baseline and 2- and 4-year targets for each measure:

<i>Measure</i>	Baseline (2021)	2-year target (2023)	4-year target (2025)
% NHS bridge deck area in good condition	21.3%	21.3%	23.0%
% NHS bridge deck area in poor condition	6.6%	6.6%	6.0%

NJDOT has observed a slow downward trend in the deck area of state-maintained bridges classified as good due to aging bridges. Despite an enhanced commitment to bridge preservation, NJDOT does not expect the preservation program to outpace deterioration on bridges classified as good during the 2-year timeframe. However, due to completion of major projects statewide, there will be an increase in the percentage of good bridges from the baseline in the fourth year. In addition, based on information collected by NJDOT, for NHS bridges not maintained by NJDOT, some increase in the deck area classified as good is expected over the full performance period. On net, NJDOT projects an increase in deck area from baseline on NHS bridges in good condition.

NJDOT projects the net percent poor condition to decrease, despite the fact that aging infrastructure results in more bridges being classified as poor. NJDOT steadily rehabilitates

bridges in poor condition and future improvements should slowly offset deterioration of bridges from fair to poor. For the non-NJDOT owners, the NHS percent poor is expected to decrease over the next four years. Accordingly, NJDOT set a 2-year target for percent poor at the baseline level, but a 4-year target as decreasing (reflective of improved condition).

System Performance

The two system performance measures address the reliability (or variability) of travel times on road segments experienced by travelers. The measures are the percentage of person-miles traveled (PMT) on the Interstate with reliable travel times, and the percentage of PMT on the non-Interstate NHS with reliable travel times.

Travel time reliability is assessed using the National Performance Management Research Data Set (NPMRDS). The measure assesses how travel times vary throughout the year, with attention to various time periods: weekday mornings, middays, and evenings, along with weekends. If very frequently (one out of five days), travel times on a roadway are more than 50% longer than usual (median times), the roadway is considered unreliable. The reliability performance measure for Interstates is the percentage of person-miles traveled (PMT) on Interstate segments considered to be reliable. The performance measure for non-Interstate NHS roadways is calculated similarly.

These performance measures were calculated with the assistance of the NPMRDS Analytics Suite, created and maintained by the University of Maryland Center for Advanced Transportation Technology Laboratory (UMD CATTLab), following FHWA guidance. The NJDOT Complete Team (consisting of planning and operations staff from NJDOT, the three New Jersey MPOs, NJ TRANSIT, PANYNJ, NJ Turnpike Authority, and FHWA-NJ) had several meetings to discuss the underlying data, calculation tools and methods, baseline results, and target-setting approaches. Long term policies of all the agencies support improvements to reliability.

During the first four-year performance period (2018-2021), travel time reliability on the NHS improved drastically. From 2019 to 2021, the percentage of person-miles with reliable travel times on the Interstate increased from 80.6% to 94.0%, and from 86.2% to 92.2% on the non-Interstate NHS.

However, traffic patterns in calendar years 2020 and 2021 were significantly affected by the COVID-19 pandemic. The reliability numbers became unusually high, because fewer people were on the road. While setting the targets for future years, more emphasis was given to the trends based on pre-pandemic performance while keeping in mind the possible effects of lasting changes on traffic trends and patterns. The Complete Team identified the following table of baseline and 2- and 4-year targets for each measure:

<i>Measure</i>	Baseline (2021)	2-year target (2023)	4-year target (2025)
% PMT on Interstates with reliable travel times	94.0%	82.0%	83.0%
% PMT on non-Interstate NHS with reliable travel times	92.2%	85.0%	86.0%

Factors considered by the Complete Team in setting these targets included: the trends of VMT change from the past years; projects in the STIP that may improve reliability; major STIP projects that will be in construction phase during the next 4 years, which may worsen reliability; uncertainties such as future changes in data; and possible future impacts of COVID-19 on travel patterns. NJDOT, in coordination with Complete Team members, will revisit the 4-year targets in two years as allowed by FHWA.

Freight

The national performance measure for freight is the truck travel time reliability (TTTR) Index. TTTR compares rare but significant long travel times (those occurring at least 1 out of 20 days) with usual (median) travel times. The ratio is averaged for all Interstate road segments in the state, weighted by distance to calculate the TTTR Index. Unlike the travel time reliability measures, there is no threshold that determines whether a segment is reliable or unreliable for trucks. The TTTR can be thought of as the extra-time factor that is needed to allow an on-time arrival 19 out of 20 times, when compared to the median travel time.

Truck travel time reliability is also assessed using the NPMRDS, but uses travel times specifically reported from trucks (where available). TTTR is taken to be the largest ratio across all time periods: weekday mornings, middays, and evenings; weekend days; and all overnights.

As with the travel time reliability measures, the truck travel time reliability performance measure was calculated using the UMD CATTLab NPMRDS Analytics Suite tool, following FHWA guidance. The NJDOT Complete Team (consisting planning and operations staff from NJDOT, the three NJ MPOs, NJ TRANSIT, PANYNJ, NJ Turnpike Authority, and FHWA-NJ) had several meetings to discuss the underlying data, calculation tools and methods, baseline results, and target-setting approaches.

During the first four-year performance period (2018-2021), truck travel time reliability on the Interstate improved drastically. The average TTTR decreased from 1.89 in 2019 to 1.56 in 2021. As with overall travel time reliability, the improvement in truck travel time reliability during 2020 and 2021 was primarily a result of pandemic travel patterns.

The identified targets are shown in the table below.

<i>Measure</i>	Baseline (2021)	2-year target (2023)	4-year target (2025)
Truck Travel Time Reliability (TTTR) Index	1.56	1.90	1.90

TTTR increased in 2021 compared to levels in 2020, but not to pre-pandemic levels. Comparing conditions in spring 2022 (when the target-setting analysis was conducted) to the previous year revealed that the TTTR had grown by approximately 0.1 to 0.5. Assuming that growth would continue through the end of 2022, and then through the next two years yields a 2-year target of 1.90. Considering likely long-term growth in e-commerce along with a policy to improve reliability, a 4-year target was established at 1.90.

Justification for Action: Federal regulations require the NJTPA to either support the statewide targets for these performance measures, or establish quantitative targets specific to the region. These statewide targets were collaboratively developed by NJDOT, NJTPA, and other stakeholders. The targets were developed by examining various data sources and trends, along with established, consistent policies of all partner agencies. Given these factors, it is appropriate for the NJTPA to support the New Jersey statewide targets by agreeing to plan and program projects that help the state meet its targets.

Staff Recommendation: Central Staff recommends approval of this action.