



Angel G. Estrada, Chair
Mary D. Ameen, Executive Director

ANGEL ESTRADA, CHAIRMAN

AGENDA
January 14, 2019
10:00 AM

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

A. Open Public Meetings Act Compliance

B. Salute to the Flag

C. Roll Call

D. Approval of Minutes

E. Chairman's Remarks

F. Executive Director's Report

G. Committee Reports/Action Items*

• Project Prioritization – Freeholder Kathy DeFillippo, Chair

1. Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add the Route 4, Hackensack River Bridge Project as Requested by the New Jersey Department of Transportation (Attachments G.1.a., G.1.b.)
2. Minor Amendment to the FY 2018 - 2021 Transportation Improvement Program to Add the Kearny Riverbank Park Bike Trail Project as Requested by the Town of Kearny (Attachments G.2.a., G.2.b.)
3. Minor Amendments to the FY 2018 - 2021 Transportation Improvement Program to Add Federal Funds to Three Locally Sponsored Projects as Requested by the NJTPA on Behalf of Monmouth, Morris and Passaic Counties (Attachments G.3.a., G.3.b.)

• Planning and Economic Development – Freeholder John Bartlett, Chair

• Freight Initiatives – Freeholder Charles Kenny, Chair

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

- Federal Policy Update – Freeholder Matthew Holt

- H. Planning for 2050 Presentation:
Transportation Performance Management: Investments and Outcomes – Robert Clark,
FHWA New Jersey Division Administrator
- I. Public Participation
- J. Time and Place of Next Meeting: The next meeting of the NJTPA will be held on
March 11, 2019, 10:00 a.m. at the NJTPA, One Newark Center (1085 Raymond
Blvd.), 17th Floor, Newark, NJ 07102.
- K. Adjournment



ANGEL G. ESTRADA, CHAIR

Board Meeting Minutes

November 19, 2018

A. Open Public Meetings Act Compliance

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

B. Salute to the Flag

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

C. Roll Call

Following the salute to the flag, Beverly Morris called the roll. Fifteen voting members were present. Three more arrived after the approval of minutes. (Attachment 1).

D. Approval of Minutes

A motion to approve the minutes of the September 10, 2018 meeting was made by Hunterdon County, seconded by Passaic County and carried with 14 affirmative votes. Hudson County abstained.

E. Chairman's Remarks

Chairman Estrada thanked Freeholders Matthew Holt, Hunterdon County; John Bartlett, Passaic County; Kathy DeFillippo, Morris County, and Charles Kenny, Middlesex County, for joining him for the previous week's visit by the United States Department of Transportation to conduct the NJTPA's on-site federal certification review.

The Chairman also thanked Liza Betz, Union County, Chair of the Regional Transportation Advisory Committee (RTAC) and that committee's Vice Chair, Mark Jehnke, Ocean County, for

participating. He said the Board and RTAC members explained the subregions' important role in the planning process and talked about the close working relationship between subregional staff and NJTPA Central Staff. The Chairman thanked Tara Shepard, Executive Director, Go Hunterdon, and Krishna Murthy, Executive Director, E-Z Ride, who talked about how the Transportation Management Associations (TMAs) work with NJTPA to better serve travelers throughout the state.

Chairman Estrada thanked NJTPA Executive Director Mary Ameen and the rest of the NJTPA staff for all their efforts.

The Chairman also thanked Bergen County Executive James Tedesco for participating in a Street Smart kickoff in Rutherford in October, as well as representatives from Newark and Essex County who helped launch the NJTPA's Newark Street Smart campaign.

Chairman Estrada encouraged the Board members to look for opportunities to spread the word about NJTPA efforts and to get involved in the NJTPA's various events. He invited all to the December 6 annual meeting of the Metropolitan Area Planning (MAP) Forum to be hosted by the NJTPA. The MAP Forum is a group of nine MPOs in New Jersey, New York, Pennsylvania, and Connecticut that work together to coordinate planning in the greater region and to discuss issues that go beyond their individual borders. He noted that the federal certification review team had very positive things to say about the NJTPA's coordination with neighboring MPOs, particularly through the MAP Forum.

The Chairman recognized Mike Russo, who was recently appointed to the NJTPA Board as an Alternate Trustee, representing the New Jersey Department of Transportation (NJDOT). Mr. Russo said he has worked with the NJTPA and the subregions for a number of years, and he looks forward to representing NJDOT on the Board.

F. Executive Director's Report

NJTPA Executive Director Mary D. Ameen said the certification review went extremely well, and the positive feedback from the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) showed that the NJTPA planning process is working well. She thanked the Trustees, RTAC members, and TMA representatives who participated in the review, and she acknowledged the kind words of many friends and allied organizations who spoke at the public meeting and submitted letters of support. She also thanked Central Staff and noted that the federal team was impressed with the range of their presentations and their demonstrated expertise in many areas. Ms. Ameen said the certification team also noted that many NJTPA programs can be considered national best practices that can be shared with other MPOs.

Ms. Ameen said work continues on developing the Fiscal Year (FY) 2020 Unified Planning Work Program (UPWP), which guides the transportation planning work of NJTPA Central Staff, the subregions, and the TMAs. She invited all to provide their thoughts and ideas on what the next work program should include. The draft program will be circulated in December, submitted for Planning and Economic Development Committee review in February and submitted to the Board for adoption in March. The 2020 UPWP will go into effect July 1, 2019.

Ms. Ameen said safety remains a top priority, including the Street Smart pedestrian safety campaigns, which continue statewide. In October, Street Smart activities were conducted in Newark, Rutherford, Boonton, Bayonne, and Bordentown. Ms. Ameen thanked all the Board members and their staffs who helped with these events and the TMA partners, who take an active role in promoting Street Smart. Outreach continues to local police and law enforcement organizations, who are key partners in Street Smart campaigns. She noted that staff will present at a public safety accreditation conference in Atlantic City with representatives from police departments around the state.

Ms. Ameen said an evaluation of the latest round of campaigns and an assessment of Street Smart branding and marketing are underway. Social media and digital ads at the League of Municipalities will be used to raise awareness among local officials. She announced that the Street Smart team will be exploring ways to link Street Smart with the “Safe Travel for Every Pedestrian” (STEP) initiative, which is part of the FHWA’s Every Day Counts program that identifies and promotes innovations in transportation nationwide.

Ms. Ameen announced some upcoming events that will be hosted by the NJTPA. The TNJ Training Institute will hold a workshop on Crime Prevention through Environmental Design on December 5. Two more workshops are being organized for early 2019 – Creating Successful Shuttle Services and Green Infrastructure Projects. Also, as part of the NJTPA’s Complete Streets Technical Assistance program, Walkable Community workshops are scheduled for Glen Rock on November 28 and Bernardsville on December 6.

G. Committee Reports/Action Items

Project Prioritization – Freeholder Kathryn A. DeFillippo, Chair

Chairman Estrada read the Project Prioritization Committee report on behalf of Freeholder DeFillippo. He said the Committee considered one action item at the October joint meeting. The Port Authority had requested a package of revisions to the current Transportation Improvement Program (TIP) to better utilize federal Section 5324 Disaster Recovery and Resiliency Program funds in FY 2019. The package includes one minor amendment and a series of modifications. These actions shift federal funds from the existing Trackwork Repair and Restoration program to resiliency projects and programs. Among the recipient programs is the Priority Protective Measures Program, which had previously been listed in the TIP and will be reestablished. This program ensures that the PATH system is well-prepared for future hurricanes and provides protection against flash floods and storm surges. It will receive \$11.9 million in federal funds and a \$1.3 million match from the Port Authority. Federal funds are also being shifted to the PATH Substations project, which will receive \$9 million in federal funds and \$1 million in Port Authority matching funds. The Concrete Seawall East of Harrison Car Maintenance Facility project will receive \$5 million in federal funds and \$550,000 in Port Authority matching funds. Along with these shifts of federal funds in the current fiscal year, available funds from FY 2018 will be carried forward through TIP modifications of \$30 million for the PATH Substations project and \$8 million for the Concrete Seawall Facility. Both these amounts will be partially matched with Port Authority funds.

Chairman Estrada reported that, also at the meeting, staff briefed the committees on the Freight Concept Development project.

The Chairman said that the NJTPA has begun working on the Project Pool, which becomes the basis for selecting projects for the FY 2020 TIP, which the Board will approve next year. Next steps include gathering information on the new projects in the pool, scoring the projects using NJTPA's recently updated prioritization criteria, and getting subregional input. Central Staff will also meet with NJDOT, NJ TRANSIT, FTA, FHWA and other MPOs on revenue estimates. He said the Project Prioritization Committee will be briefed on these activities at the December joint meeting.

**Action Item 1: Approval of Revisions to Four Projects for the FY 2018-2021
Transportation Improvement Program as Requested by Port Authority of New
York & New Jersey to Utilize Disaster Recovery and Resilience Program Funding
(Attachment 2)**

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

Planning and Economic Development – Freeholder John W. Bartlett, Chair

Freeholder Bartlett reported that the Committee considered two action items at the October joint meeting. The first involves approval of the NJTPA Public Engagement Plan (PEP). He thanked Board members, the RTAC and other stakeholders for their review and comments on the draft plan. The document underwent a 45-day public comment period, which included a public meeting on October 11. The NJTPA worked with Rutgers Voorhees Transportation Center to develop the new plan, which commits the agency to enhancing opportunities for public participation. It calls for innovative pilot projects including a pilot public engagement advisory committee and another pilot committee to get more and better participation from young adults. Also, the plan includes strategies for better involving underrepresented populations in transportation decision making.

The Freeholder said the next action item involves the NJTPA's support of the attainment of state safety performance measures targets for 2019. He explained that federal rules on performance management require that MPOs and state departments of transportation coordinate to set performance targets for specified measures and integrate those targets into their planning documents and processes. The NJTPA coordinated with NJDOT, the New Jersey Division of Highway Traffic Safety, and the other New Jersey MPOs to analyze trends and develop appropriate safety targets.

Freeholder Bartlett said the October meeting also featured a presentation on Together North Jersey initiatives providing technical assistance to locally implement the consortium's regional plan. This includes initiatives to prepare marketing and promotional materials for the region and to develop guidebooks for planning transit hubs and evaluating community access to healthy food. Assistance is also available to follow-up on the recommendations of past TNJ-funded local planning studies.

The Freeholder said that, also at the meeting, Central Staff updated the Committee on the development of the FY 2020 UPWP, which includes further planning work on issues identified and explored through subregional or corridor studies in previous work programs. He urged all Board members to weigh in with their ideas for the FY 2020 program.

Action Item 2: Approval of the NJTPA Public Engagement Plan (Attachment 3)

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

Action Item 3: Support for 2019 Safety Performance Measure Targets Set by the New Jersey Department of Transportation in Collaboration with the NJTPA and Other Metropolitan Planning Organizations in New Jersey (Attachment 4)

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

Freight Initiatives – Freeholder Charles Kenny, Chair

Freeholder Matthew Holt, Hunterdon County, read the Freight Initiatives Committee report on behalf of Freeholder Kenny. He said that the October meeting focused on two key truck issues – the cost of congestion and truck parking. First, the committee heard from Jeffrey Short, Senior Research Associate, American Transportation Research Institute (ATRI), which is the trucking industry’s research organization. According to ATRI, New Jersey ranks fourth in the nation in total cost of congestion and second in cost per National Highway System mile. Hudson and Union counties rank fourth and fifth, respectively, among counties nationwide in cost per mile due to congestion. Mr. Short said that increased funding for congestion relief programs, more flexibility with federal driver hours-of-service regulations, and increased truck parking capacity could help to address these issues.

The Freeholder said the committee next heard from Tom Kearney, Senior Freight Specialist, Office of Technical Services, FHWA, who focused on the truck parking issue.

Mr. Kearney said there are a variety of public and private sector parking initiatives taking place at the federal, state, regional and local levels. Some states are adding new parking spaces at public facilities, as the New Jersey Turnpike has done at the Vince Lombardi service area. Unilever and Kriska Transportation Group operate Safe Haven Parking programs at their facilities, and the Meijer Distribution Center in Michigan allows drivers to stay on-site and meet hours of service rest requirements. In the area of technology, a project in the Midwest provides drivers with a seamless system to communicate parking options. Also, states and MPOs have been conducting truck parking studies. The NJTPA updated its North Jersey Truck Rest Stop inventory this year and has made that information available on-line through the Freight Activity Locator Tool. Despite these and other efforts, truck parking capacity shortages continue, and the subject remains a critical topic nationally and locally.

Freeholder Holt reported also that Scott Parker of Jacobs Engineering briefed the Committee on the development of the intake process for projects to enter into the NJTPA's new Freight Concept Development Program. Two pilot projects are currently underway – the Dover and Rockaway Rail Realignment Project in Morris County, and the Phillipsburg South Main Street Bridge Rail Clearance Project in Warren County. Jenn Grenier of W.S.P., which is part of the consultant team, briefed the Committee on some details of the methodology for identifying and scoring potential projects for consideration. Materials were distributed to the committee and to the RTAC for review and feedback. In December, the Freight Initiatives Committee will be asked to adopt the project intake process as part of the Freight Concept Development Program.

H. Federal Policy Update – Freeholder Matthew Holt

Freeholder Holt reported on some of the key points discussed during a November 14 webinar conducted by the National Association of Regional Councils (NARC) that focused on the outlook for Congress following the mid-term elections.. He said, while it's too early to be certain what the Congressional election means for federal transportation funding, there's already talk of infrastructure as a potential area for bipartisan agreement between the House, the Senate, and the President. He said Senator Mitch McConnell, House Minority Leader Nancy Pelosi, and President Trump have all made recent statements along these lines, and the Democrats have stated they will introduce a major infrastructure bill.

The Freeholder said the House Transportation and Infrastructure Committee will have new leadership, and it is virtually certain that Congressman Peter DeFazio of Oregon will take the chairmanship. The Congressman already has called for a "real" infrastructure bill with "real money" – at least \$500 billion. Freeholder Holt said there is no certainty on where the revenue for this may come from, but in the past, DeFazio has supported a gas tax increase, and Oregon also has been a leader in piloting a mileage-based user fee.

The Freeholder said Congress and the President may or may not have an appetite for raising revenue, but it's expected to be a major topic of conversation on the Hill next year along with automated vehicle regulations, which continue to evolve.

Freeholder Holt reported also that Congressman Frank Pallone of New Jersey is expected to become Chairman of the House Energy and Commerce Committee, and he has indicated a willingness to explore new approaches to regulating automated vehicles.

The Freeholder noted that New Jersey is losing one of its members of the House Committee on Transportation and Infrastructure – Frank LoBiondo is retiring from Congress. However, Congressmen Albio Sires and Donald Payne are expected to remain, which means that the NJTPA region will be well-represented on the committee. Freeholder Holt noted that, as party control has not changed in the Senate, it's expected that the leadership of key committees will remain the same.

I) Key Discussion Issue: 2020 Census Updates

Linda Berk, Partnership Coordinator, U.S. Census Bureau, said preparations for the 2020 decennial census are already underway. She noted that the census results determine the allocation of \$675 billion in federal funding. She said the challenge will be to count over 330 million persons in over 140 million housing units in a complex environment of distrust of the government, mobile families, multi relational and generational households and children who live with both parents.

Ms. Berk said, first, residents will be asked to complete an online survey, then census workers will go door-to-door to collect data from those persons who did not respond to the survey. Ms. Berk stressed the importance of working with local partners such as elected officials, universities, and school districts to get the word out and encourage participation. She said the Census Bureau can provide material for any committees that are formed to assist the effort locally and also can assign census workers to participate in outreach events.

The Chairman acknowledged how challenging the effort will be, and he noted that a wrong count can impact the lives of everyone.

I. Public Participation

Tim Sevener, New Jersey Association of Railroad Passengers, recommended building a rail line along the median of Route I-287. He said there are several corporate offices along the corridor, and connections could be made with several rail lines with stations near the roadway.

Freeholder Holt pointed out that any major initiative on any of New Jersey's corridors depends on a bipartisan commitment to ensuring separate and dedicated transportation funding at the federal level.

Neile Weissman, Complete George, said that annual CitiBike trips in New York City have doubled to 16 million since 2013, and over the past five years several bike share providers have taken up operations in New York City and New Jersey. He said their success is providing additional commuting options and economic and mobility benefits. But they will require adequate infrastructure such as widening the bicycle/pedestrian path on the George Washington Bridge.

Freeholder Carl Lazzaro, Sussex County, who will be leaving the Board at the end of 2018, said it was his pleasure to serve on the Board the last two years. He pointed out the many ways in which Sussex County contributes to the state's economy and quality of life, despite the low level of transportation investment in the area. He asked the Board to remember Sussex County's mobility needs, and he thanked the NJTPA for all that it does.

K) Time and Place of Next Meeting

Chairman Estrada announced that the next meeting of the NJTPA Board will be held on Monday, January 14, 2019 at 10:00 a.m., at the NJTPA offices at One Newark Center, Newark, NJ.

L) Adjournment

At 11:20 a.m., a motion to adjourn was made by Sussex County, seconded by Union County and carried unanimously.

Attachment 1

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: November 19, 2018

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	
Essex County	Not Represented	
Hudson County		Tom Malavesi
Hunterdon County	Hon. Matthew Holt	
Jersey City	Barkha Patel	
Middlesex County		George Ververides Tony Gambilonghi
Monmouth County	Teri O'Connor (via phone)	
Morris County	Gerald Rohsler	
Newark	Phillip Scott	T. Howard
Ocean County	Hon. Virginia Haines	John Ernst
Passaic County	Hon. John Bartlett	Mike Lysicatos
Somerset County	Walt Lane	
Sussex County	Hon. Carl Lazzaro Tom Drabic	
Union County	Hon. Angel Estrada Hon. Bette Jane Kowalski	Liza Betz
Warren County	David Dech	
Governor's Office	Lauren LaRusso	
NJDOT	Mike Russo	
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Lou Venech	Steve Brown
Citizen's Representative	Jamie LeFrak Jared Rodriguez	

Other Attendees	
Vic Mottola	Stokes CG
Anna Aleynick	AECOM
Jim Yeager	Michael Baker
P. St. Onge	Gibbons
Peter Palmer	Somerset County
Neile Weissman	Complete George
Tim Sevener	NJARP

Bob Werkmeister	GPI
Jack Kanarek	Dewberry
Nat Bottigheimer	RPA
Various members of Central Staff	NJTPA

DRAFT RESOLUTION: APPROVAL OF REVISIONS TO FOUR PROJECTS FOR THE FY 2018 – 2021 TRANSPORTATION IMPROVEMENT PROGRAM AS REQUESTED BY THE PORT AUTHORITY OF NEW YORK & NEW JERSEY TO UTILIZE DISASTER RECOVERY AND RESILIENCE PROGRAM FUNDING

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

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

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

WHEREAS, the TIP may be revised any time; and

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

WHEREAS, the Port Authority of New York & New Jersey (PANYNJ) is requesting the addition of a previously programmed project (Priority Protective Measures, DB# PA1410) to be programmed with federal (Section 5324) funds; and

WHEREAS, the PANYNJ is recommending the reprogramming of Section 5324 funding for the following three projects: Priority Protective Measures (DB# PA1410), Substations (DB# PA1413) and Concrete Sea Wall East of Harrison Car Maintenance Facility (DB# PA1424); and

WHEREAS, fiscal constraint is being maintained because the PANYNJ is requesting that funds be reprogrammed from the Trackwork Repair and Restoration project (DB# PA1419) to support these efforts; 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 this action; and

WHEREAS, the FY 2018 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

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

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

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

BE IT FURTHER RESOLVED that a copy of this resolution is forwarded to the Port Authority of New York & New Jersey for submission to the Federal Transit Administration.

DRAFT RESOLUTION: APPROVAL OF THE NJTPA PUBLIC ENGAGEMENT PLAN

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

WHEREAS, the NJTPA, pursuant to 23 U.S.C. 450.322, is responsible for the development and implementation of a formal document that describes its public engagement objectives and how it involves the region's residents and other interested parties in the NJTPA's various programs, projects and plans; and

WHEREAS, federal regulations call for early and continuing public involvement throughout the planning and programmatic process, with reasonable opportunity for public comment; and

WHEREAS, the input and participation of the public is critical to transportation planning and investment in decision-making and to development of Regional Transportation Plans, Transportation Improvement Programs, Air Quality Conformity Determinations, and other key planning products; and

WHEREAS, the NJTPA's current Public Participation Plan was approved in 2007 and last amended in 2012; and

WHEREAS, this Public Engagement Plan has been developed to more effectively meet the NJTPA's responsibilities for public notification, involvement, and participation through a variety of activities, outreach efforts, social media, and other communication modes; and

WHEREAS, this Public Engagement Plan accurately reflects the comprehensive, innovative and nationally recognized public outreach efforts implemented for Plan 2045 and the Together North Jersey Plan; and

WHEREAS, consistent with the NJTPA's public engagement procedures, the NJTPA has distributed the draft Plan regionally and provided opportunities for the public to review and provide input and comments during a 45-day public comment period; and

WHEREAS, the NJTPA's Public Engagement Plan fully meets the goals and requirements as set forth in the Federal Metropolitan Planning Regulations and the Fixing America's Surface Transportation Act (FAST ACT); and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the NJTPA's draft Public Engagement Plan and its appendices.

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

DRAFT RESOLUTION: SUPPORT FOR 2019 SAFETY PERFORMANCE MEASURE TARGETS SET BY THE NEW JERSEY DEPARTMENT OF TRANSPORTATION IN COLLABORATION WITH THE NJTPA AND OTHER METROPOLITAN PLANNING ORGANIZATIONS IN NEW JERSEY

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

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

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

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

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

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

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

WHEREAS, 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 Regional Transportation Plan and TIP; and

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

NOW, THEREFORE, BE IT RESOLVED, that the NJTPA hereby supports the 2019 statewide targets for each of the safety performance measures set by NJDOT from the National Performance Management Measures: Highway Safety Improvement Program (HSIP); Final Rule (23 CFR 490); and

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

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

Attachment G.1.
January 14, 2019

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM TO ADD FEDERAL FUNDS TO THE ROUTE 4,
HACKENSACK RIVER BRIDGE 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 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; and

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU the addition of a federal funds to a project where State funds are currently programmed and the change does not require a new air quality conformity determination constitutes a minor amendment; and

WHEREAS, the NJDOT is requesting that the Route 4, Hackensack River Bridge project (DB# 02346) be reprogrammed with federal funds; and

WHEREAS, fiscal constraint is maintained because funds have been made available for this project through the use of the NJTPA sub allocated funds (DB# N063); 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 2018 – 2021 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

WHEREAS, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of this action, and

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

meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

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

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

Summary of Action

Minor Amendment to the FY 2018 - 2021 Transportation Improvement Program to Add Federal Funds to the Route 4, Hackensack River Bridge project as Requested by New Jersey Department of Transportation

Action: In order to advance the following project, the New Jersey Department of Transportation (NJDOT) has requested that the programmed funding be amended in the FY 2018 – 2021 Transportation Improvement Program (TIP) to include federal funding in FY 2019.

Background: According to the *TIP Memorandum of Understanding* when a project is added to the TIP or when federal funds are added to a project where none are currently programmed, and a new air quality conformity determination is not required, the change constitutes a minor amendment and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. This amendment is for the federalization of two phases of work that are currently programmed with state funds. Financial information is detailed on the attached documents.

Minor Amendment:

- **Route 4, Hackensack River Bridge, Bergen County DB# 02346**
This project is included in a federally funded contract covering multiple projects. Both the Preliminary Engineering (PE) and Design (DES) phases of work must be reprogrammed with federal funds. The NJTPA has agreed to utilize funds from its federal sub-allocation (as programmed in DB# N063) for PE in Federal Fiscal Year (FFY) 2019. NJDOT will provide the additional funds needed in FFY 2021, according to their fiscal constraint chart. (\$5.5 million, STBGP-NJ)
- **NJTPA, Future Projects, DB# N063**
The NJTPA agreed to utilize funds from this line item to fund the Preliminary Engineering phase of work in FFY 2019 for the Route 4, Hackensack River Bridge project (DB# 02346). (\$5.5 million, STBGP-NJ)

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

Staff Recommendation: Central Staff recommends approval of this action.

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: 4

Mileposts: 5.70 - 6.10

DBNUM: 02346

Name: Route 4, Hackensack River Bridge

Initiated from the Bridge Management System, this project will rehabilitate/replace this structurally deficient and functionally obsolete bridge, built in 1931.

Counties: Bergen

Municipalities: Hackensack City Teaneck Twp

Project Type: Bridge Preservation

RCIS Category: Bridges

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$78.500

TIP:

CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$10.000

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	STATE		\$5.500			
NJTPA	DES	STATE				\$4.500	
NJTPA	ROW	NHPP					\$.100
NJTPA	CON	NHPP					\$73.700
				\$5.500		\$4.500	\$73.800

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$10.000

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	STBGP-NJ		\$5.500			
NJTPA	DES	NHPP				\$4.500	
NJTPA	ROW	NHPP					\$.100
NJTPA	CON	NHPP					\$73.700
				\$5.500		\$4.500	\$73.800



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Route 4, Hackensack River Bridge**

DBNUM: 02346

TRACK #: N-02346-1-M-2018

TYPE OF PROJECT CHANGE: Change of funding source

ACTION TAKEN: Changes \$5.5M of STATE funding for PE in FFY 19 to STBGP-NJ.
Changes \$4.5M of STATE funding for DES in FFY 21 to NHPP.

REASON FOR CHANGE:

This project was part of a federal solicitation list, therefore both PE and DES must be federally funded.

As for the use of STBGP-NJ funds for PE, from the office of Local Programs and Project Development: "NJTPA has reviewed NJDOT's request and recommends the Route 4, Hackensack River Bridge project be funded in FY 2019 using NJTPA's sub-allocated funds for \$5.5 million for the PE phase as requested only for FY 2019."

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #26

CONFORMITY:

PUBLIC INVOLVEMENT:

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: Mileposts: N/A DBNUM: N063

Name: NJTPA, Future Projects

This program provides funding for unanticipated project needs associated with the design, right-of-way or construction of NJTPA selected local projects.

Counties: Various **Municipalities:** Various

Project Type: Local Aid **RCIS Category:** Other

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

TIP:

CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$312.439

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	ERC	STATE	\$86.200				
NJTPA	ERC	STBGP-NJ	\$2.675	\$65.717	\$77.600	\$80.248	\$529.239
			\$88.875	\$65.717	\$77.600	\$80.248	\$529.239

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$306.939

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	ERC	STATE	\$86.200				
NJTPA	ERC	STBGP-NJ	\$2.675	\$60.217	\$77.600	\$80.248	\$529.239
			\$88.875	\$60.217	\$77.600	\$80.248	\$529.239



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **NJTPA, Future Projects**

DBNUM: N063

TRACK #: N-N063-3-M-2018

TYPE OF PROJECT CHANGE: Project Cost decrease

ACTION TAKEN: Reduces STBGP-NJ funding for ERC in FFY 19 from \$68.717 by \$5.5M to \$63.217M. (Please note that a previous modification reduced the 2019 funds from \$68.717 to \$65.717 but was not recorded. This action includes correcting for that error) The corrected total for 2019 funds is \$60.217

REASON FOR CHANGE:

Funds to be used for the PE phase of Route 4, Hackensack River Bridge.

Per the office of Local Programs and Project Development at NJTPA: "NJTPA has reviewed NJDOT's request and recommends the Route 4, Hackensack River Bridge project be funded in FY 2019 using NJTPA's sub-allocated funds for \$5.5 million for the PE phase as requested only for FY 2019."

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #26

CONFORMITY:

PUBLIC INVOLVEMENT:

Attachment G.2.
January 14, 2019

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM TO ADD THE KEARNY RIVERBANK PARK
BIKE TRAIL PROJECT AS REQUESTED BY THE TOWN
OF KEARNY**

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

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

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU the addition of a project that is not listed in the current TIP and does not require a new air quality conformity determination constitutes a minor amendment; and

WHEREAS, the Town of Kearny is requesting that the Kearny Riverbank Bike Trail project (DB# 08440) be added to the TIP; and

WHEREAS, fiscal constraint is maintained because State – NJTPA funds have been made available 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 2018 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

WHEREAS, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of this action, and

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

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

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

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

Summary of Action

Minor Amendment to the FY 2018 - 2021 Transportation Improvement Program to Add the Kearny Riverbank Park Bike Trail Project as Requested by the Town of Kearny

Action: In order to advance the following project, the Town of Kearny has requested that it be amended into the FY 2018 – 2021 Transportation Improvement Program (TIP).

Background: According to the *TIP Memorandum of Understanding* when a project is added to the current TIP, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. This amendment is for the addition of \$1.82 million in Federal Fiscal Year (FFY) 2019. These State funds were made available specifically for this project by an agreement between NJDOT and the NJTPA. The Town of Kearny has stated that the project is ready to advance into the TIP for the construction phase of work.

Minor Amendment:

- **Kearny Riverbank Bike Trail, Hudson County DB# 08440**
This project has advanced through Design and is ready for the Construction phase of work. Funds have been made available by the NJTPA through a funding agreement with the State of New Jersey. (\$1.82 million in FFY 2019)

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

Staff Recommendation: Central Staff recommends approval of this action.

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: Mileposts: N/A DBNUM: 08440

Name: Riverbank Park Bike Trail

The purpose of the project is to improve the area of the Riverbank Park trail along Passaic Avenue from Bergen Avenue to the Belleville Turnpike.

Counties: Hudson

Municipalities: Kearny Town

Project Type:

RCIS Category: Bike/Ped

Sponsor: Kearny Town

Est. Total Project Cost: (Million)

TIP:

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$1.820

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	CON	STATE-NJTPA		\$1.820			
				\$1.820			

DATE SUBMITTED: 11/12/2018



TOWN OF KEARNY

HUDSON COUNTY, NEW JERSEY

402 Kearny Avenue
Kearny, New Jersey 07032

Alberto G. Santos
Mayor

Tel: (201) 955-7979
Fax: (201) 998-6069

November 1, 2018

Ms. Mary Ameen
Executive Director, NJTPA
One Newark Center
17TH Floor, Newark NJ 07102

Re: Kearny Riverbank Park Bike Trail Project

Dear Ms. Ameen:

The Town of Kearny is hereby formerly requesting funding in the amount of \$1,819,781.52 for the construction of the Kearny Riverbank Bike Trail Project. With the recent completion of the design phase, the Town is committed to providing our community with this much needed bike/pedestrian trail.

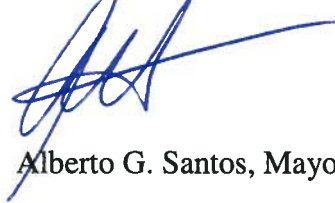
I realize that the design phase took longer than expected; however, the construction of the project will begin as soon as the designs are approved and the funding is obligated by the NJTPA. Technical details and status provided below should serve as key indicators that the Town is serious about this project and expects to see this project come to completion as early as 2019. We will use our best efforts to complete the project in 2019.

The current status of the project is that plans and specifications prepared by Mott MacDonald have been completed and submitted to NJDOT Local Aid – District 2 Office for review. With respect to permitting, the NJDEP permitting process has been completed with the issuance of the approved NJDEP Coastal Zone General Permit 13 (Permit Number 0907-10-0001.2; CZM 150001). NJDEP also provided determination that a Tidelands Lease Agreement will not be required for the project. The project has also been reviewed by Hudson County and easement agreements have been formerly executed between the Town of Kearny and Hudson County for the project work located within the County's Right-of-Way. The only outstanding permit to be attained is the Soil Erosion and Sediment Control Permit currently being prepared for submission in the next few weeks to the Hudson Essex Passaic Soil Conservation District. Based on the typical 30 day review period this approval should be issued December 2018.

As the project proceeds through NJDOT Local Aid Review, Public Bidding and Construction the Town of Kearny will provide monthly project status reports to the NJTPA and NJDOT and an updated project schedule for bidding and construction of the proposed work.

The Town of Kearny is dedicated to providing high quality recreation opportunities for our residents and highly motivated to see this project completed in 2019. Please feel free to contact myself or the Town Administrator, Robert Smith, 201-246-1418 if you have any questions.

Very truly yours,

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

Alberto G. Santos, Mayor

Attachment G.3.
January 14, 2019

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2018 – 2021
TRANSPORTATION IMPROVEMENT PROGRAM
TO ADD FEDERAL FUNDS TO THREE LOCALLY
SPONSORED PROJECTS AS REQUESTED BY THE
NJTPA ON BEHALF OF MONMOUTH, MORRIS AND
PASSAIC COUNTIES**

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

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

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU the addition of a federal funds to a project where State funds are currently programmed and the change does not require a new air quality conformity determination constitutes a minor amendment; and

WHEREAS, the following three projects can advance with federal funds: County Route 537 Corridor, Section A, NJ Rt 33 Business and Gravel Hill Road, *Monmouth County* (DB# NS0403); Openaki Road Bridge, *Morris County* (DB# NS9802); and Fifth Avenue Bridge (AKA Fair Lawn Avenue Bridge) over Passaic River, *Bergen and Passaic Counties* (DB# NS9606); and

WHEREAS, fiscal constraint is maintained because funds are available for these needs through the use of the NJTPA sub allocated funds from NJTPA, Future Projects (DB# N063); 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 2018 – 2021 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

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

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

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

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

Summary of Action

Minor Amendments to the FY 2018 - 2021 Transportation Improvement Program to Add Federal Funds to Three Locally Sponsored Projects as Requested by the NJTPA on behalf of Monmouth, Morris and Passaic Counties

Action: In order to advance the following projects, the NJTPA on behalf of the counties of Monmouth, Morris and Passaic, has requested that programmed funding be amended in the FY 2018 – 2021 Transportation Improvement Program (TIP) with federal funding in FY 2019.

Background: According to the *TIP Memorandum of Understanding* when federal funds are added to a project that is currently programmed with State funds, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. These amendments are for the federalization of three projects that are currently programmed with State funds. Financial information is detailed on the attached documents.

Minor Amendments:

- **County Route 537 Corridor, Section A, NJ Rt 33 Business and Gravel Hill Road, Monmouth County DB# NS0403**
The Design phase of work is able to advance in Federal Fiscal Year (FFY) 2019 with \$4.2 million in federal funds. This includes an increased cost estimate. Funds are available for this need from the NJTPA, Future Projects line item (DB# N063).
- **Openaki Road Bridge, Morris County DB# NS9802**
The Design phase of work is able to advance in FFY 2019 with federal funds. The Right of Way phase of work will be programmed into FFY 2020 with federal funds. The Construction phase of work will be programmed into FFY 2021 with federal funds. Funds are available for this need from the NJTPA, Future Projects line item (DB# N063).
- **Fifth Avenue Bridge (AKA Fair Lawn Avenue Bridge) over Passaic River, Bergen and Passaic Counties DB# NS9606**
The Construction phase of work is able to advance in FFY 2019 with \$17.5 million in federal funds. Funds are available for this need from the NJTPA, Future Projects line item (DB# N063).
- **NJTPA, Future Projects, DB# N063**
STPBGP-NJ funds are available in this line item for the needs addressed above.

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

Staff Recommendation: Central Staff recommends approval of these actions.

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: CR 537

Mileposts: 48.93 - 51.56

DBNUM: NS0403

Name: County Route 537 Corridor, Section A, NJ Rt. 33 Business and Gravel Hill Road

CR 537 serves regional travel between Burlington, Ocean and Monmouth Counties. This roadway also serves as a link between rapidly developing areas of Mercer and Ocean Counties to recreational and commercial activities within Monmouth County. As a result, traffic volumes along this corridor have significantly increased, resulting in high congestion along this section of CR 537. As a result of the local concept development, the county will be performing spot improvements along CR 537 from Sentinel Road and Trotters Way.

Counties: Monmouth

Municipalities: Freehold Boro Freehold Twp

Project Type: Local Aid

RCIS Category: Road Enhancement

Sponsor: Monmouth County

Est. Total Project Cost: (Million) \$31.867

TIP:

CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$10.000

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	DES	STATE-NJTPA		\$3.000			
NJTPA	ROW	STATE-NJTPA			\$7.000		
NJTPA	CON	STATE-NJTPA					\$20.700
				\$3.000	\$7.000		\$20.700

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$11.200

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	DES	STBGP-NJ		\$4.200			
NJTPA	ROW	STATE-NJTPA			\$7.000		
NJTPA	CON	STATE-NJTPA					\$20.700
				\$4.200	\$7.000		\$20.700

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: Mileposts: N/A DBNUM: NS9802

Name: Openaki Road Bridge

Openaki Road bridge over the Den Brook in Denville Township was built in 1924 and is now structurally deficient and functionally obsolete despite efforts by the county to save the structure. The existing bridge is a single-span thru truss with a wood plank deck. The bridge has narrow roadway width and low inventory and operating ratings. The county plans to widen the roadway to 32' consisting of high-strength weathering steel stringers with a composite reinforced concrete deck slab.

Counties: Morris **Municipalities:** Denville Twp
Project Type: Bridge Preservation **RCIS Category:** Bridges
Sponsor: Morris County **Est. Total Project Cost: (Million) \$7.736**

TIP:

CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$7.500

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	DES	STATE-NJTPA		\$1.000			
NJTPA	ROW	STATE-NJTPA		\$0.500			
NJTPA	CON	STATE-NJTPA			\$6.000		
				\$1.500	\$6.000		

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$7.500

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	DES	STBGP-NJ		\$1.000			
NJTPA	ROW	STBGP-NJ			\$0.500		
NJTPA	CON	STBGP-NJ				\$6.000	
				\$1.000	\$0.500	\$6.000	

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: Mileposts: N/A DBNUM: NS9606

Name: Fifth Avenue Bridge (AKA Fair Lawn Avenue Bridge) over Passaic River

The Fifth Avenue Bridge crosses the Passaic River and connects Rt. 20 in Paterson to River Road in Fair Lawn. Fifth Avenue Bridge is in very poor condition with a deteriorating substructure, section loss in the superstructure, and inadequate geometry. It is height and weight restricted, requiring trucks to detour around it. The bridge is eligible for the National Register of Historic Places. The County is proposing to replace the existing bridge with a new slightly wider bridge at the same location.

Counties: Bergen Passaic **Municipalities:** Fair Lawn Boro Paterson City

Project Type: Bridge Preservation **RCIS Category:** Bridges

Sponsor: Passaic County **Est. Total Project Cost: (Million) \$18.971**

TIP:

CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$17.500

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	CON	STATE-NJTPA	\$17.500				
			\$17.500				

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$17.500

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	CON	STBGP-NJ		\$17.500			
				\$17.500			

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: Mileposts: N/A DBNUM: N063

Name: NJTPA, Future Projects

This program provides funding for unanticipated project needs associated with the design, right-of-way or construction of NJTPA selected local projects.

Counties: Various **Municipalities:** Various

Project Type: Local Aid **RCIS Category:** Other

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

TIP:

CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$306.939

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	ERC	STATE	\$86.200				
NJTPA	ERC	STBGP-NJ	\$2.675	\$60.217	\$77.600	\$80.248	\$529.239
			\$88.875	\$60.217	\$77.600	\$80.248	\$529.239

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$263.011

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	ERC	STATE	\$86.200				
NJTPA	ERC	STBGP-NJ	\$2.675	\$22.788	\$77.100	\$74.248	\$529.239
			\$88.875	\$22.788	\$77.100	\$74.248	\$529.239