



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

**ANGEL G. ESTRADA, CHAIRMAN**

**BOARD MEETING AGENDA**

**March 11, 2019**

**10:00 AM**

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

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A. Open Public Meetings Act Compliance

B. Salute to the Flag

C. Roll Call

D. Approval of Minutes

E. Chairman's Remarks

F. Executive Director's Report

G. Planning for 2050 Presentation:

RPA's Fourth Plan: Priority Issues for New Jersey and the Region, Tom Wright, President,  
Regional Plan Association

H. Committee Reports/Action Items\*

• Executive Committee – Freeholder Angel G. Estrada, Chair

1. Recommendation to the Governor that Richard A. Maroko be Appointed to the Board of  
NJ TRANSIT (Attachment H.1.a. H.1.b.)

• Project Prioritization – Freeholder Kathy DeFillippo, Chair

2. Minor Amendments to the FY 2018-2021 TIP as Requested by NJDOT to Add Federal  
Funds to the Route 22 Bridge over Echo Lake Project in Union County and the Route  
33 Business, Bridge over Conrail Freehold Secondary Branch Project in Monmouth  
County (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.

- Planning and Economic Development – Freeholder John Bartlett, Chair

3. Approval of the FY 2020 Unified Planning Work Program (Attachment H.3.a., H.3.b., H.3.c., H.3.d.)

- Freight Initiatives – Freeholder Charles Kenny, Chair

- Federal Policy Update – Freeholder Matthew Holt

- I. Public Participation

- J. Time and Place of Next Meeting: The next meeting of the NJTPA will be held on May 13, 2019, 10:00 a.m. at the NJTPA, One Newark Center, 17<sup>th</sup> Floor, (1085 Raymond Blvd.), Newark, NJ 07102.

- K. Adjournment



## ANGEL G. ESTRADA, CHAIR

### Board Meeting Minutes

January 14, 2019

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Chairman Angel Estrada, Union County Freeholder, welcomed new NJTPA Board members: Somerset County Freeholder Director Brian Levine and Alternate Board members Byron Nicholas, Hudson County, and Barbara Vogel, Hunterdon County.

#### A. Open Public Meetings Act Compliance

Chairman Estrada 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. Seventeen voting members were present. (Attachment 1).

#### D. Approval of Minutes

A motion to approve the minutes of the November 19, 2018 meeting was made by Somerset County, seconded by Monmouth County and carried with 13 affirmative votes. Hudson, Hunterdon, Middlesex and Morris counties abstained.

#### E. Chairman's Remarks

Chairman Estrada said the NJTPA received preliminary feedback from the Federal Highway and Transit administrations about the recent three-day, on-site certification review of the NJTPA planning process. He said the comments indicate that the NJTPA is doing an excellent job and does not face any major issues regarding continued certification as the region's metropolitan

planning organization (MPO). He noted there is very positive feedback on planning work in several areas, including performance-based planning, public engagement, freight planning, and coordination with neighboring MPOs, among others.

The Chairman highlighted some interstate and interagency collaboration in 2018. In December, the NJTPA hosted the annual meeting of the Metropolitan Area Planning (MAP) Forum, which included representatives from MPOs in New Jersey, New York, Connecticut, and Pennsylvania, who shared information on sustainable communities planning, as well as important issues that cross MPO and state boundaries. The NJTPA worked with the New Jersey Innovation Institute and WTS to hold the Innovation Summit on Emerging Technologies last summer at NJIT, where the Commissioner of New Jersey Department of Transportation (NJDOT) was the featured speaker. In August, the NJTPA hosted the two-day Northern Air Quality and Transportation Summit on behalf of U.S. Department of Transportation and U.S. Environmental Protection Agency. Transportation planners and others from throughout the Northeast and Mid-Atlantic attended.

Chairman Estrada said the NJTPA continues to promote alternate fuel vehicles (AFV) and offers a guidebook for municipalities interested in accommodating more of them. He commended Somerset County for their commitment to electrifying their fleet and for their use of NJTPA AFV guidance materials.

The Chairman said 2018 saw Central Staff and a consultant team conclude work on the Morris Canal Greenway Corridor Study, which was the first look at how to implement a regional public greenway along the former canal route from Phillipsburg to Jersey City. He said that, late last year, the State's Regional Transportation Alternatives Program projects approved \$11.1 million for four Morris Canal Greenway projects in Jersey City, Passaic County, Sussex County, and Warren County, and the NJTPA looks forward to seeing more projects on the greenway get funded and implemented. He noted that the NJTPA continues to make walking safer on the streets of communities across the region and other parts of the state through its ongoing Street Smart NJ pedestrian safety education campaign.

The Chairman recalled that, in November, the Board approved a new Public Engagement Plan that looks to improve how the NJTPA involves the public in the planning process. The plan includes a particular emphasis on reaching traditionally underserved populations, such as the region's low-income residents and those with limited English proficiency. The plan will inform the NJTPA's future public outreach and involvement efforts.

Chairman Estrada said that, taken together, last year's accomplishments make it clear that the NJTPA is working hard to improve the three key quality-of-life factors he decided to focus on when he became Chair—environment, economy, and equity. He said he looks forward to working together with the Board to accomplish even more in 2019.

Jeremy Colangelo-Bryan, NJ TRANSIT, said Governor Murphy signed legislation regarding NJ TRANSIT in December, and there will be particular roles for the NJTPA in terms of the agency's board of directors and northern passenger advisory activities. Mr. Colangelo-Bryan noted that Lou Venech, Port Authority of New York & New Jersey (PANYNJ), is retiring, and

he has enjoyed working with him over the past several years. Mr. Venech reported that the PANYNJ Board of Commissioners has approved a new budget that maintains the momentum of capital investment in the agency's facilities and its commitment to advance the Hudson Tunnel Gateway program with their regional partners.

The Chairman also thanked Mr. Venech for his for many years of service.

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

NJTPA Executive Director Mary D. Ameen pointed out that the audio-visual system in the NJTPA conference room had recently been upgraded to meet the needs of the many visitors and meeting participants who use the room.

Ms. Ameen said the Fiscal Year 2020 Unified Planning Work Program (UPWP) is in development. The program guides the work of Central Staff, the subregions, and the Transportation Management Associations (TMAs). The draft program was presented at the December round of NJTPA committee meetings and posted online. She said one important element of the FY 2020 program is early work on the update of the Regional Transportation Plan, to be completed in fall 2021, and includes early public engagement activities and financial analysis. It will be the first plan to fully incorporate federally required performance measures and targets.

Ms. Ameen urged all to review the draft UPWP, which will be presented to the Planning and Economic Development Committee in February and to the Board for approval in March. She noted that the federally mandated single audit of the FY 2018 UPWP was completed last quarter, and the Independent Auditors Report to the Board was being distributed. She said there were no findings or questioned costs, which means the NJTPA is fulfilling all requirements and accountability standards in its use of federal funding.

Ms. Ameen spoke of some Central Staff activities since the last Board meeting. Following several Street Smart NJ pedestrian safety education campaigns last fall, staff has been working with the TMAs to prepare new campaigns for spring. In December, staff also met with representatives of the state Division of Highway Traffic Safety to better integrate Street Smart into that agency's pedestrian safety grants to local police departments. They will also look at ways to integrate FHWA's Safe Transportation for Every Pedestrian (STEP) program into planning for Street Smart and other programs. Ms. Ameen noted that the NJTPA already implements many of the solutions encouraged by STEP through the Local Safety Program and will continue to grow that effort.

Ms. Ameen said kick-off meetings were held in two municipalities participating in the Planning for Emerging Centers program. Raritan Borough, Somerset County, is developing a Sustainable Economic Development Plan and Keyport, Monmouth County, is implementing Complete Streets measures. The program is also supporting a Complete Streets project in Hoboken, Hudson County. She said the NJTPA continues to work with Sustainable Jersey and Rutgers on Complete Streets technical assistance in nine towns. Among other activities, Walkable

Community Workshops were held this past fall in Bernardsville, Somerset County, and Glen Rock, Bergen County.

Ms. Ameen said Together North Jersey (TNJ) continues to provide valuable technical assistance and support to counties and municipalities, including pilot projects to promote the development of transit hubs in Bloomfield, Passaic, and Dunellen using volunteers from the state chapter of the American Planning Association. She announced that the full TNJ Forum will convene at the NJTPA on January 31, with a plenary session featuring state agency speakers in the morning and Task Force meetings in the afternoon. On February 6, the NJTPA will host a TNJ Training Institute workshop on green storm water infrastructure.

Ms. Ameen noted that Central Staff is working with the subregions and NJDOT to prepare an updated Transportation Improvement Program, and a solicitation of proposals is underway for the Local Concept Development (LCD) program. In January, Staff members will be participate in and make presentations at the conference of the New Jersey Chapter of the American Planning Association.

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

### **Project Prioritization – Freeholder Kathryn A. DeFillippo, Chair**

Freeholder DeFillippo said that, at the December joint meeting, the Committee recommended approval of three action items involving amendments to the current Transportation Improvement Program:

- NJDOT requested an amendment to program \$5.5 million in federal funds to the Route 4, Hackensack River Bridge Project in Bergen County for Preliminary Engineering in the current fiscal year. NJDOT will fund the Design phase of work in Fiscal Year 2021. The Committee recommended approval of this amendment.
- The Town of Kearney requested a minor amendment to add the construction-ready Kearny Riverbank Park Bike Trail Project in Hudson County to the TIP with \$1.8 million in State funding that is available through a funding agreement between the NJTPA and NJDOT. The Committee recommended approval of the amendment.
- On behalf of three counties, the NJTPA requested a set of amendments that will replace state funding with federal funding on three locally sponsored projects: a series of related improvements on County Route 537, State Route 33 Business, and Gravel Hill Road in Monmouth County; the Openaki Road Bridge project in Morris County; and the Fifth Avenue Bridge (also known as the Fair Lawn Avenue Bridge) project over the Passaic River in Bergen and Passaic counties. \$29.2 million in federal funds will be used for these projects in Federal Fiscal Years 2019 through 2021. The Committee recommended approval of this set of amendments.

The Freeholder said the Committee also approved three modifications to the current TIP, and no further action is required:

- Addition of \$12.5 million in federal funding to the statewide Pavement Preservation Program to advance several projects to construction in the current federal fiscal year. This modification also includes an additional \$15 million for the Route 24, Route 287 to Route 78 Pavement Preservation Project in various counties. These funds are available through the NJDOT Fiscal Constraint Bank.
- On behalf of Monmouth County, NJTPA requested that \$13 million in federal DEMO funding be reprogrammed to the Halls Mills Road Project in Fiscal Year 2019 due to increases in the estimated cost of construction.
- NJDOT requested an update in programmed funding for two projects whose cost estimates have increased. (1) the construction estimates for the Route 3/Route 46, Valley Road and Notch/Rifle Camp Road Interchange project in Passaic County have increased by \$8.7 million. National Highway Performance Program funds are available for this need. (2) the current construction estimate for the Route 287 Northbound, Route 202/206 to South Street project in Somerset and Morris counties has increased by \$7.8 million. Federal funds are available from the NJDOT Fiscal Constraint Bank to fully fund the project in the current federal fiscal year.

Freeholder DeFillippo said the Committee also approved the federally required annual update of the Financial Plan for the Route 3/Route 46, Valley Road and Notch/Rifle Camp Road Interchange Project. The Board approved the project's initial financial plan in 2012, and the Committee has approved annual updates each year since. This latest update reflects a total project cost of \$260 million, a \$6 million increase, mainly due to construction change orders and a design change to include a full bridge replacement for the Route 46 Bridge over Lower Notch Road. The Committee approved the financial plan update and no further action is required.

Freeholder DeFillippo said, also at the December committee meeting, NJTPA staff discussed changes in the solicitation for the Local Concept Development Program (LCD), which was issued in December with a February 12 deadline. First, movable bridges over navigable waterways are temporarily suspended from acceptance into the program. This is because four such projects already in the program are experiencing very lengthy review and approval processes by the U.S. Coast Guard and the Army Corps of Engineers. These agencies are relatively new partners on the Interagency Review Committee, and procedures for this type of project must be finalized before more can be considered for funding. Freeholder DeFillippo said NJTPA Central Staff will reevaluate the situation for the next solicitation, which is scheduled to be issued in approximately two years. Also, Staff reported that federal rules governing the use of Surface Transportation Program Block Grant funds allocated to MPOs require that all projects using these funds be located entirely in urbanized areas. As the LCD program uses these funds, the NJTPA provided the subregions with an interactive map developed by NJDOT that will allow them to determine the eligibility of their potential projects.

**Action Item 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 (Attachment 2)**

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

**Action Item 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 (Attachment 3)**

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

**Action Item 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 (Attachment 4)**

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

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

Freeholder Bartlett said that, at the December Joint Committee meeting, Central Staff updated the Committee on the development of the Fiscal Year 2020 UPWP for the fiscal year beginning July 1. He said they provided overviews of the program at RTAC and Joint Committee meetings in the fall, and the draft work program and budget are available for review on the NJTPA website. The Freeholder noted that the proposed work program includes three new subregional studies this year:

- Somerset County will identify five roadway corridors for safety audits;
- Monmouth County will examine travel demand management strategies to address traffic related to tourism and major events; and
- Hudson County will examine opportunities to expand or create new ferry services.

He said two studies from the previous program cycle will continue in 2020: the City of Jersey City Parking Management Plan, and the Paterson-Newark Transit Market Study, which is jointly sponsored by Essex County and his home county of Passaic.

The Freeholder said Central Staff updated the Committee on TNJ activities, which continue to advance strategies and actions from the 2015 regional sustainability plan, including providing technical assistance and conducting training activities through the TNJ Training Institute with the assistance of the Voorhees Transportation Center at Rutgers. He said, on December 5, the Training Institute held a Crime Prevention through Environmental Design workshop at the NJTPA. More than 100 people participated. On January 11, the Institute held a workshop on Creating a Great Shuttle Service. The NJTPA and the Voorhees Transportation Center are also

providing technical assistance to support progress on previously funded grant projects – Rutgers graduate students are designing a temporary lighting installation under the Brick Church Station to improve safety, a proposal from earlier TNJ work conducted led by the Urban Essex Corridor Coalition, and NJ TRANSIT has played an active role in this work. TNJ is also helping the non-profit New Brunswick Tomorrow to continue and expand the city’s successful Ciclovía event. Freeholder Bartlett announced that the full TNJ Forum will convene at the NJTPA on January 31 with participation by all affiliated groups.

### **Freight Initiatives – Freeholder Charles Kenny, Chair**

Freeholder Kenny reported that, at its December meeting, the Committee unanimously voted to approve the Project Intake Process for identifying and selecting freight-related projects to advance into the NJTPA’s new Freight Concept Development Program. He said this action creates a new path for implementation of many potential freight-related projects, particularly those identified in studies conducted by the NJTPA and its subregions.

Freeholder Kenny said that, also at the December meeting, the Committee heard a panel of leading regional experts discuss New Jersey’s “red hot” industrial real estate market. The panel began with brief presentations by the industry experts, followed by a moderated discussion. First, they heard from Bill Waxman, Executive Vice President, CBRE, who noted that three key factors are driving the rapid growth of this market in the region: increased e-commerce; a strong retail sector; and expanded port activities. Mr. Waxman told the Committee that expansion is particularly strong in the food and beverage and third-party logistics sectors, and light manufacturing and distribution are making a comeback. Mr. Waxman said New Jersey’s location makes it a perfect place for a major role in e-commerce, and asking prices for space are being met and exceeded. He noted that state incentives have helped attract large employers to the region.

Freeholder Kenny said the Committee next heard from Matt Dolly, New Jersey Director of Research at Transwestern, who reinforced many of these ideas with statistics. He said the New Jersey industrial sector is setting new records. Currently, 7.1 million square feet of industrial real estate is under construction, and developers are expanding beyond the industrial core areas. Over the past 12 months, there has been an absorption rate of 17.1 million square feet of space, vacancy has tightened to an all-time low of 3.8 percent, and rents have increased for 13 consecutive quarters. Mr. Dolly noted that while there is increasing optimism about business conditions in New Jersey, and the market outlook is good, the sector has concerns about labor shortages in manufacturing, trucking, and construction; availability of space; and transportation logistics. Mr. Dolly said industrial real estate is still an attractive investment, and while it is possible lease and rental rates may slow down, due to lack of available space, he expects rents will continue to increase.

Freeholder Kenny said the third guest was Matt Schlindwein, President of Development and Construction at Greek Development, which recently completed a new building for a cardboard manufacturer in Middlesex County on a former brownfield site and is one of the developers at Union County’s Tremley Point. The Freeholder said Mr. Schlindwein provided some real-world examples of individual development projects built to meet customer needs in the region. They

include on-site access to national standard freight rail, and proximity to major roadway corridors and the Port. Mr. Schlindwein noted that the high demand for industrial space is causing low vacancy rates and driving new construction. He said that agreements with municipalities on Payments in Lieu of Taxes are an important factor in securing longer term leases as these arrangements provide a known cost over the 10-to-20-year life of a lease. He noted also that the strong demand for space and increasing lease rates in the region have made brownfield sites much more attractive for industrial redevelopment.

The Freeholder said that Committee member updates at the meeting included news that applications are being evaluated for the NJDOT Rail Freight Assistance Program Grant, and that the Port Authority of New York & New Jersey continues to work with Conrail and other railroads to increase lift capacity on the on-dock Express Rail system.

## **H. Presentation**

Before introducing the presentation, Chairman Estrada said that Central Staff was monitoring the ongoing effects of the partial federal shutdown for any potential impact on the work of the NJTPA. He noted that FHWA was still open for business, as it is funded by the Federal transportation trust fund, not through appropriations. At the time, other agencies the NJTPA works with, such as the Federal Transit Administration and the U.S. Coast Guard, were closed.

Robert Clark, FHWA New Jersey Division Administrator provided an overview of federal Transportation Performance Management initiative, a data-driven strategy that uses system information to make investment and policy decisions to achieve national performance goals for efficient delivery of goods and safe, reliable journeys to work, school, shopping and community activities. He explained that performance measures must be developed for seven national goal areas: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project deliver delays. State departments of transportation establish targets annually for each performance measure, and MPOs can choose to use their state established targets or develop their own.

Mr. Clark noted that, after May 20, 2019, all targets must be incorporated into all planning documents. Updates or amendments to TIPs and State TIPs must have descriptions of how a project or program contributes to the achievement of established performance targets that are identified in the long range plan or other state performance-based plans. The written narratives will be reviewed by the FHWA. The NJTPA has agreed to use targets developed by NJDOT.

## **J) Public Participation**

Neile Weissman, Complete George, said the Port Authority of New Jersey & New York's ten-year capital plan heavily weights fossil fuel-oriented activities—automotive and aviation. He said the agency would be wise to rebalance its portfolio with more emphasis on assets such as mass transit and active transportation (paths on bridges, bike share systems and bike parking at transit hubs). He said the growth in use of such assets would reduce emissions.

Roz Moscowitz-Bielski, Pleasant Valley Civic Association and West Orange Pedestrian Safety Advisory Board, cited several safety related issues along Pleasant Valley Way in West Orange and the four Route 280 interchanges there that include eight ramps. She called for an evaluation of the intersections in terms of safety upgrades that could reduce pedestrian/automobile crashes. Ms. Moscowitz-Bielski also said the Pleasant Valley Way/Eagle Rock Avenue business district needs a 25 miles per hour speed limit.

Former NJTPA Chairman, Peter Palmer, Somerset County, said truck parking should have been included in the federal performance measures presentation.

Ms. Ameen thanked Mr. Venech on behalf of the NJTPA for his many years of thoughtful and diligent service working with the NJTPA on a variety of issues and initiatives. She said the groundwork he has laid and the interregional relationships that he has helped to build will make the Trans-Hudson planning work happen much more quickly and efficiently

Mr. Venech thanked Ms. Ameen, the Chairman and Mr. Colangelo-Bryan for their kind words. He said the shared public interest in transportation is better and more consistently expressed at the NJTPA than any place else. He said he is grateful to the PANYNJ and the NJTPA for the opportunity to play a small part in that dialog for a number of years, and he appreciates the help and patience of the NJTPA staff on many issues, especially advancing priorities like the PATH Sandy program. Mr. Venech said Steve Brown will succeed him as the Alternate Trustee representing the PANYNJ.

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

Chairman Estrada announced that the next meeting of the NJTPA will be held on Monday, March 11, 2019 at 10:00 a.m., at the NJTPA offices at One Newark Center, Newark, NJ.

**L) Adjournment**

At 11:30 a.m., a motion to adjourn was made by Warren County, seconded by Morris County and carried unanimously.

## Attachment 1

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: January 14, 2019**

<b>Subregion/Agency</b>	<b>Voting Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County		Joe Baladi
Essex County	Not represented	
Hudson County	Byron Nicholas	Tom Malavasi
Hunterdon County	Barbara Vogel	
Jersey City	Barkha Patel	
Middlesex County	Hon. Charles Kenny	George Ververides Tony Gambilonghi
Monmouth County	Teri O'Connor	Joseph Ettore
Morris County	Hon. Kathy DeFillippo	Gerald Rohsler
Newark	Phillip Scott	Trevor Howard
Ocean County		John Ernst
Passaic County	Hon. John Bartlett	Mike Lysicatos
Somerset County	Hon. Brian Levine	Walt Lane Ken Wedeen Andras Holzmann
Sussex County	Tom Drabic	
Union County	Hon. Angel Estrada	Liza Betz
Warren County	Hon. Jason Sarnoski David Dech	
Governor's Office	Lauren LaRusso	
NJDOT	Eric Powers	
NJ TRANSIT	Jeremy Colangelo-Brian	
Port Authority of NY & NJ	Lou Venech	Steve Brown
Citizen's Representative	Jared Rodriguez	

<b>Other Attendees</b>	
Jack Kanarek	Dewberry
Avnish Gupta	EZ Ride
Krishna Murthy	EZ Ride
Joseph Deves	Faithful & Gould
Paul St. Onge	Gibbons PC
Tara Shepherd	goHunterdon
Bob Werkmeister	GPI

Jon Livingston	Jacobs Engineering
Mike Hall	M. Baker Intl.
Magdy Hagag	M. Maker Intl.
Bakari Lee	McManimon, Scotland & Baumann, LLC
Frank Scarantino	Mott MacDonald
Tom M.	NJTW
Peter Palmer	Somerset County
Vic Mottola	Stokes CG
Dan Callas	TransOptions
Various members of Central Staff	NJTPA

**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 reprogramed 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.

**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.

**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.

March 11, 2019, Attachment H.1.

**DRAFT RESOLUTION: RECOMMENDATION TO THE GOVERNOR THAT  
RICHARD A. MAROKO BE APPOINTED TO THE BOARD  
OF 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**, on December 20, 2018, the Governor signed into law legislation that makes several changes to the Board structure of NJ TRANSIT; and

**WHEREAS**, these changes include a member of the NJ TRANSIT Board to be appointed by the Governor, with the advice and consent of the Senate, upon the recommendation of the NJTPA; and

**WHEREAS**, the legislation states that anyone recommended for this appointment shall “have experience as either a regular corporation motorbus regular route service rider or regular corporation rail passenger service or light rail service rider or have a professional background in passenger rail service, freight rail management, transportation capital planning, transportation and public transportation construction, federal transportation policy, State transportation policy, real estate investment or development, human resources management, or transportation capital finance”; and

**WHEREAS**, Richard A. Maroko, a resident of the North Jersey region, has expressed strong interest in serving on the NJ TRANSIT Board should an opportunity arise; and

**WHEREAS**, as a regular rider of NJ TRANSIT bus and rail service in the region and between the region and New York City, Mr. Maroko meets the requirements for membership on the NJ TRANSIT Board as outlined in the legislation; and

**WHEREAS**, per the legislation, this recommendation shall be for an initial one-year term on the NJ TRANSIT Board; and

**WHEREAS**, the Executive Committee of the NJTPA has endorsed Mr. Maroko for recommendation to the Governor by the full NJTPA Board of Trustees; 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 recommends to the Governor that Richard A. Maroko be appointed to the NJ TRANSIT Board, subject to the advice and consent of the New Jersey Senate.

**BE IT FURTHER RESOLVED** that a copy of this resolution is forwarded to the Office of the Governor and the Governor's Authorities Unit.

## Summary of Action

### **Recommendation to Governor Phil Murphy that Richard A. Maroko be Appointed to the Board of NJ TRANSIT**

**Action:** Endorsement of a recommendation by the NJTPA Executive Committee that Richard A. Maroko be nominated to serve as a member of the Board of NJ TRANSIT. This recommendation is subject to approval by the Governor, with the advice and consent of the New Jersey Senate.

**Background:** Under legislation signed into law by the Governor on December 20, 2018, several changes were made to the Board structure of NJ TRANSIT. This included specifying that a member of the NJ TRANSIT Board be appointed by the Governor, with the advice and consent of the Senate, upon the recommendation of the NJTPA.

NJTPA Chairman Angel Estrada and other members of the Executive Committee of the NJTPA Board of Trustees met with Richard A. Maroko on February 26, 2019 to discuss his interest in the position. As a regular transit rider from the NJTPA region, Mr. Maroko, a labor and employment attorney and adjunct university professor, qualifies under the requirements outlined in the legislation, and he has expressed a strong interest in working to improve public transit both within New Jersey and between New York and New Jersey.

Based on his interest and background, the Executive Committee endorsed Mr. Maroko as the NJTPA's recommendation for membership on the NJ TRANSIT Board. The Executive Committee seeks approval by the full Board of Trustees to forward this recommendation to the Governor, which has final approval of the appointment.

**Justification for Action:** The nomination by the NJTPA of Richard Maroko to serve as a member of the Board of NJ TRANSIT, subject to approval by the Governor, will improve the ability of the NJ TRANSIT Board to maintain, improve and expand transit service for citizens of the region, and is in keeping with the legislation signed into law by the Governor on December 20, 2018.

**Recommendation:** The Executive Committee recommends approval of this action.

March 11, 2019 - Attachment H.2.

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE  
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT  
PROGRAM AS REQUESTED BY THE NEW JERSEY  
DEPARTMENT OF TRANSPORTATION TO ADD  
FEDERAL FUNDS TO THE ROUTE 22 BRIDGE OVER  
ECHO LAKE PROJECT IN UNION COUNTY AND THE  
ROUTE 33 BUSINESS, BRIDGE OVER CONRAIL  
FREEHOLD SECONDARY BRANCH PROJECT IN  
MONMOUTH COUNTY**

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

**WHEREAS**, the NJTPA formally adopted the FY 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 22, Bridge over Echo Lake* project (DB# 14330) and the *Route 33 Business, Bridge over Conrail Freehold Secondary Branch* project (DB# 12379) be reprogrammed with federal funds; and

**WHEREAS**, fiscal constraint is maintained because funds have been made available for these projects through the use of unobligated prior year funds; 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 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 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 As Requested by NJDOT to Add Federal Funds to the Route 22 Bridge over Echo Lake project in Union County and to Add Federal Funds to the Route 33 Business, Bridge over Conrail Freehold Secondary Branch project in Monmouth County**

**Action:** In order to advance the following projects, the New Jersey Department of Transportation (NJDOT) has requested revising the FY 2018 – 2021 Transportation Improvement Program (TIP) to update programmed funding as detailed below.

**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 projects that are currently programmed with State funds. Financial information is detailed on the attached documents.

#### **Minor Amendments:**

- **Route 22, Bridge over Echo Lake, Union County DB# 14330**  
This project is part of a federal solicitation list and, therefore, Preliminary Engineering (PE) and Design must be federally funded. The Design phase will be programmed with National Highway Performance Program (NHPP) funds in Federal Fiscal Year (FFY) 2019 for \$0.450 M. Funds are available from prior year unobligated funds.
- **Route 33 Business, Bridge over Conrail Freehold Secondary Branch, Monmouth County DB# 12379**  
This project is part of a federal solicitation list and, therefore, PE and Design must be federally funded. The PE phase will be funded with NHPP funds in FFY 2019 for \$1.250 M. The Design phase will be programmed with NHPP funds in FFY 2021 for \$2.5 M. Funds are available from to prior year unobligated funds.

**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 this action.

PENDING ACTION

# NJTPA

## Transportation Improvement Program Fiscal Years 2018 - 2021

**Routes:** 22

**Mileposts:** 50.74-50.74

**DBNUM:** 14330

**Name:** Route 22, Bridge over Echo Lake

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1929.

**Counties:** Union

**Municipalities:** Mountainside Boro

**Project Type:**

**RCIS Category:** Bridges

**Sponsor:** NJDOT

**Est. Total Project Cost: (Million) \$2.877**

**TIP:**

### CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$2.110

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	DES	STATE	\$.450				
NJTPA	ROW	NHPP		\$.050			
NJTPA	CON	STATE				\$1.610	
			\$.450	\$.050		\$1.610	

### PENDING

FY 2018 - 2021 TIP Cost: (Million) \$2.110

Unconstrained  
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	DES	NHPP		\$.450			
NJTPA	ROW	NHPP		\$.050			
NJTPA	CON	STATE				\$1.610	
				\$.500		\$1.610	



# State of New Jersey

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

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MPO: **NJTPA**

PROJECT: **Route 22, Bridge over Echo Lake**

DBNUM: 14330

TRACK #: N-14330-1-M-2018

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

ACTION TAKEN: Changes \$.450M of STATE funding for DES in FFY 18 to NHPP.

Delays NHPP funding for DES in the amount of \$.450M from FFY 18 to FFY 19.

REASON FOR CHANGE:

Project is part of a federal solicitation list, therefore PE and DES must be federally funded. Funding reflects the 2019 Capital Program.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #29

CONFORMITY:

PUBLIC INVOLVEMENT:

**NJTPA**

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

**Routes:** 33 **Mileposts:** 4.300 - 4.400 **DBNUM:** 12379

**Name:** Route 33 Business, Bridge over Conrail Freehold Secondary Branch

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge.

**Counties:** Monmouth

**Municipalities:** Freehold Twp

**Project Type:**

**RCIS Category:** Bridges

**Sponsor:** NJDOT

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

**TIP:**

***CURRENT***

**FY 2018 - 2021 TIP Cost: (Million) \$3.300**

**Unconstrained  
Information Year**

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	STATE	\$ .800				
NJTPA	DES	STATE			\$2.000		
NJTPA	ROW	STATE				\$ .500	
NJTPA	CON	NHPP					\$9.200
			\$ .800		\$2.000	\$ .500	\$9.200

***PENDING***

**FY 2018 - 2021 TIP Cost: (Million) \$4.250**

**Unconstrained  
Information Year**

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	NHPP		\$1.250			
NJTPA	DES	NHPP				\$2.500	
NJTPA	ROW	STATE				\$ .500	
NJTPA	CON	NHPP					\$9.200
				\$1.250		\$3.000	\$9.200



# State of New Jersey

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

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MPO: **NJTPA**

PROJECT: **Route 33 Business, Bridge over Conrail Freehold Secondary Branch**

DBNUM: 12379

TRACK #: N-12379-1-M-2018

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

ACTION TAKEN: Changes \$0.8M of STATE funding for PE in FFY 18 to NHPP.  
Delays NHPP funding for PE in the amount of \$.8M from FFY 18 to FFY 19.  
Increases NHPP funding for PE in FFY 19 from \$.8M by \$.45M to \$1.250M.  
Changes \$2M of STATE funding for DES in FFY 20 to NHPP.  
Delays NHPP funding for DES in the amount of \$2M from FFY 20 to FFY 21  
Increases NHPP funding for DES in FFY 21 from \$2M by \$.5M to \$2.5M.

REASON FOR CHANGE:

Project was part of a federal solicitation, meaning PE and DES must be federally authorized, therefore a TIP MOD is needed to federalize these phases. PE and DES are adjusted based on the updated cost and schedule reflected in this project's pool sheet.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #29

CONFORMITY:

PUBLIC INVOLVEMENT:

March 11, 2019 - Attachment H.3.

**DRAFT RESOLUTION: APPROVAL OF THE FY 2020 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 2020 (July 1, 2019 to June 30, 2020) UPWP 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 2020 UPWP is fully consistent with the U.S. Department of Transportation Metropolitan Transportation Planning Regulations (23 CFR part 450) which became effective May 27, 2016, as well as the “Fixing America’s Surface Transportation Act” (FAST Act); and

**WHEREAS**, any FY 2020 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 2020 Unified Planning Work Program for the region.

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

**Summary of Action**  
**Approval of the FY 2020 Unified Planning Work Program**

**Action:** Approval of the FY 2020 Unified Planning Work Program (UPWP).

**Background:** The UPWP describes all metropolitan transportation and transportation-related planning activities to be undertaken by NJTPA Central Staff, subregions, member agencies and the Transportation Management Associations (TMAs) during FY 2020 (July 1, 2019 to June 30, 2020). This document has been developed with the direct input of the Federal Highway and Transit administrations, the New Jersey Department of Transportation (NJDOT), NJ TRANSIT, the Port Authority of New York & New Jersey, the NJTPA Board of Trustees, Alternates and members of the Regional Transportation Advisory Committee (RTAC).

Pursuant to federal planning regulations, the NJTPA is required to develop an annual UPWP. The FY 2020 UPWP is guided by the planning requirements in the Fixing America's Surface Transportation Act' (FAST Act), Plan 2045: Connecting North Jersey (the NJTPA's Regional Transportation Plan) and the NJTPA Strategic Business Plan. The FY 2020 UPWP incorporates work tasks that reflect current planning priorities of the United States Department of Transportation and NJDOT.

The initial FY 2020 UPWP draft was issued in December 2018 for review. Comments received from members of the Board, subregional partners, federal sponsors and NJDOT have been reviewed and incorporated into the work program and budget where appropriate.

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

Electronic copies of the proposed FY 2020 UPWP are available on the NJTPA website at: <http://www.njtpa.org/Planning/UPWP.aspx>. Pending Board approval and federal authorization of the FY 2020 UPWP, final copies of the UPWP will be posted on the NJTPA's website for access by the NJTPA Board Members, Alternates, Regional Transportation Advisory Committee and general public. Digital or hard copies of the final UPWP will be made available upon request. A copy of the FY 2020 budget summary and comments received on the December 2018 draft are attached herewith for reference.

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

**Staff Recommendation:** Central Staff recommends approval of the FY 2020 UPWP.

## NJTPA FY 2020 UPWP Budget Summary

Expenditures - FY 2020 UPWP Program Activities	UPWP Total
<b>Central Staff Program Activities</b> <i>(Chapter I)</i>	
Personnel Expenditures <sup>1,2</sup>	\$ 9,221,942
Non-Personnel Expenditures	\$ 2,027,000
Indirect Costs <sup>3</sup>	\$ 1,912,300
<b>Subtotal: Central Staff Activities</b>	<b>\$ 13,161,242</b>
<b>Contractual\Consultant Subcontracts</b> <i>(Chapter I)</i>	
UPWP Consultant Projects	\$ 6,830,000
UPWP Subrecipient Projects	\$ 805,000
HSIP Local Safety Engineering Assistance Program	\$ 7,000,000
<b>Subtotal: Contractual\Consultant Subcontracts</b>	<b>\$ 14,635,000</b>
<b>Pass-through Programs</b> <i>(Chapters II &amp; III)</i>	
FY 2020 Subregional Transportation Planning Program	\$ 2,283,875
FY 2020 STP Supplemental Support	\$ 225,000
FY 2020 - FY 2021 Subregional Studies Program	\$ 1,527,000
FY 2020 Transportation Management Association Program	\$ 6,264,940
<b>Subtotal: Pass-through Program Subcontracts</b>	<b>\$ 10,300,815</b>
<b>Total: FY 2020 UPWP Expenses</b>	<b>\$ 38,097,057</b>
<b>Revenues - FY 2020 UPWP Funding Authorizations</b> <sup>4</sup>	
UPWP Total	
FHWA PL Funds, new funding appropriations (FFY19 STIP DB# X30A)	\$ 9,660,000
FHWA PL Funds, reprogrammed funds (released from prior task order agreements)	\$ 2,748,500
FHWA Flexed FTA Section 5303 Planning Funds (FFY19 STIP DB# X30A)	\$ 2,921,000
FHWA Surface Transportation Block Grant Program (STBGP-NJ) Funds (FFY19 STIP DB# X30A)	\$ 8,740,442
FHWA STBGP-NJ Funds for TMA Program (FFY19 STIP DB# 11383)	\$ 4,360,000
FHWA STBGP-STU Funds for TMA Program (DVRPC TMA, FFY19 STIP DB# 11383)	\$ 1,904,940
FHWA HSIP Funds for the FY20 LSEAP (FFY 20 & 21 STIP DB# 04314)	\$ 7,000,000
Local Match - Subregional Transportation Planning and Subregional Studies Programs	\$ 762,175
<b>Total: FY 2020 UPWP Revenues</b>	<b>\$ 38,097,057</b>

**Notes:**

(1) The FY20 budget assumes Salaries for 58 full-time employees, and part-time employees for central staff support. Part-time staff are counted as 0.65 FTE. The budget assumes a merit pool of 2.0% for existing PSA and non-aligned employees.

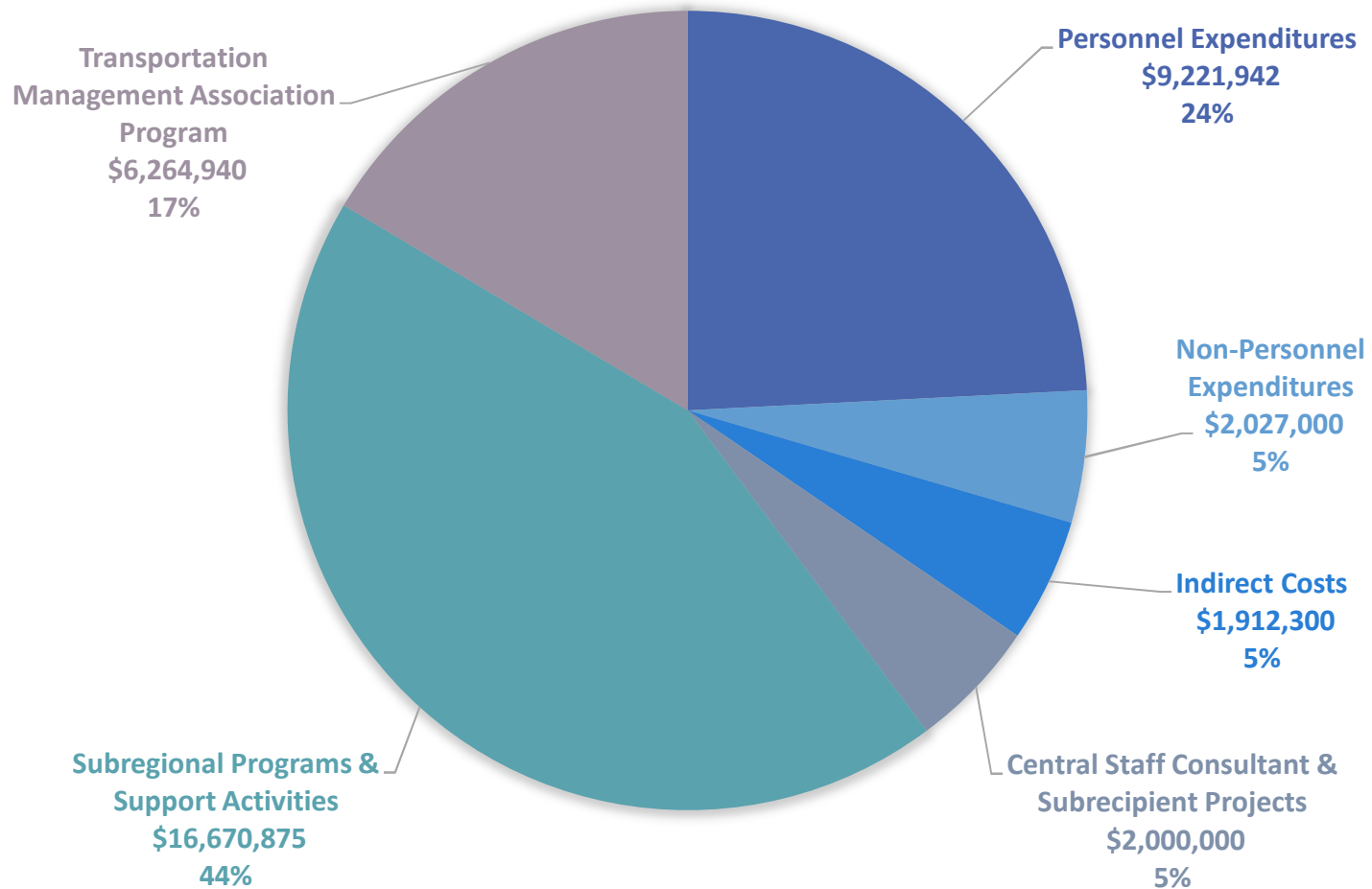
(2) Fringe Benefits budget assumes U.S. DH&HS approved FY19 fringe benefit rates; actual FY20 rates are subject to audit.

(3) The FY20 budget for NJIT's Facilities and Administration Costs assumes a fixed amount, as stated in the current NJDOT Basic Agreement with NJTPA and NJIT (Agreement No. 2016-NJIT-001), calculated from a rate based on past fiscal years' audited costs that is applied to projected FY20 total operating costs.

(4) New funding to be authorized for the FY20 program assumes FFY19 FHWA PL, FTA flexed PL funds, STBGP-NJ, and STBGP-STU funds (STIP DB Nos. X30A, and 11383), FHWA HSIP (STIP DB No. 04314), reprogrammed FHWA PL funds to be released from prior FY task order authorizations (Task Order PL-NJ-16-01), and a local match (in-kind).

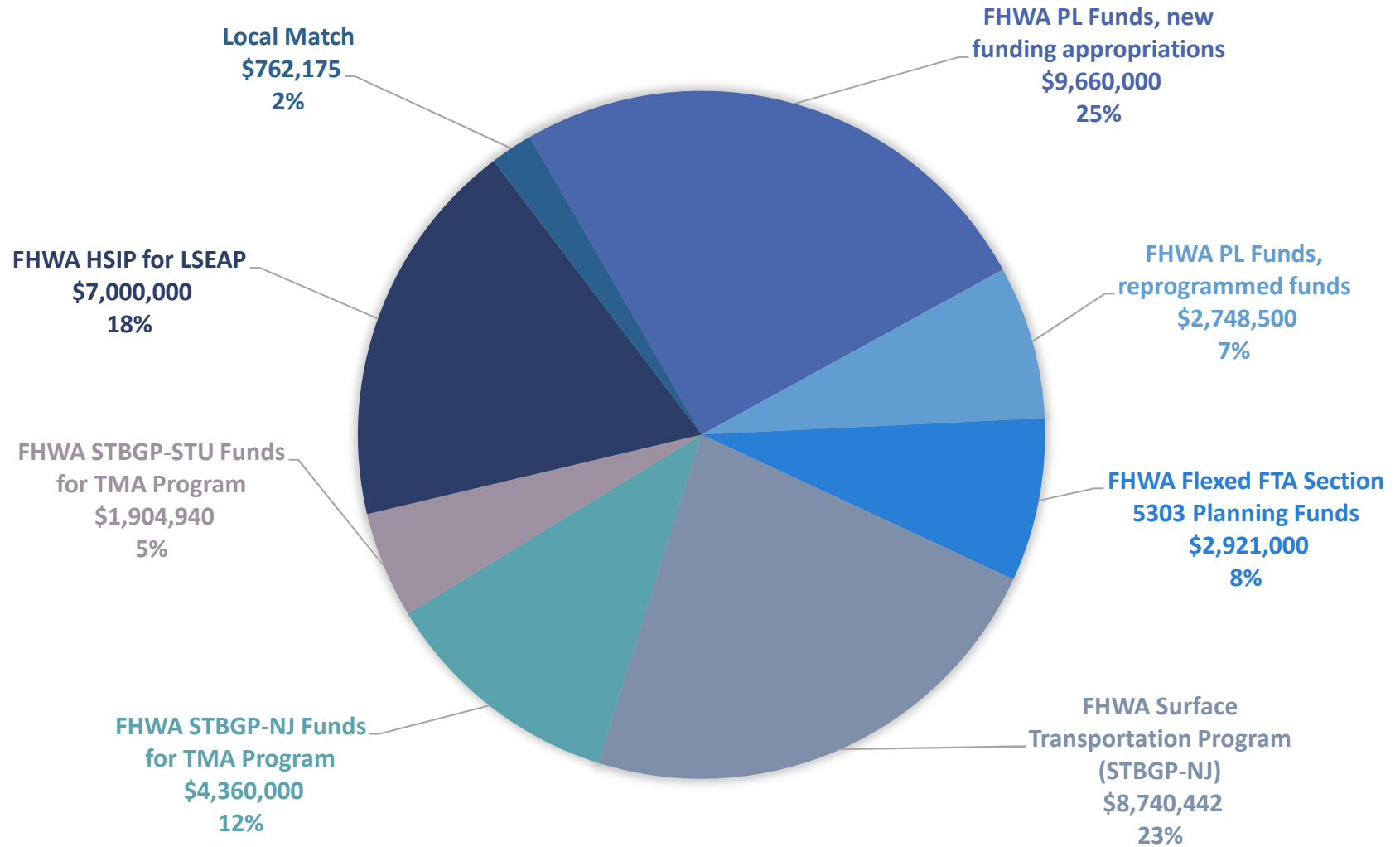
# FY 2020 UPWP BUDGET

## TOTAL EXPENDITURES \$38,097,057



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

**FY 2020 UPWP BUDGET**  
**TOTAL REVENUES \$38,097,057**



## NJTPA FY 2020 UPWP Budget New Contractual/Consultant Projects

### NEW FY 2020 UPWP Projects - Task Order PL-NJ-20-01

Task No.	Task Activity	Budget	Effective Funding Period
<b>UPWP Consultant Projects (Chapter I)</b>			
20/101-01	UPWP Grant Management System Support	\$ 650,000	7/1/19 - 6/30/21
20/202-01	Accessibility and Mobility Strategy Synthesis	\$ 350,000	7/1/19 - 6/30/21
20/306-02	Transportation Demand Management and Mobility Plan	\$ 250,000	7/1/19 - 6/30/21
20/308-01	FY 2020 Planning for Emerging Centers *	\$ 480,000	7/1/19 - 6/30/21
20/502-01	FY 2020 Local Concept Development Program *	\$ 4,800,000	7/1/19 - 6/30/22
20/601-01	Regional Transportation Plan Public Outreach	\$ 300,000	7/1/19 - 6/30/22
<b>Subtotal - UPWP Consultant Projects</b>		<b>\$ 6,830,000</b>	
<b>UPWP Subrecipient Projects (Chapter I)</b>			
20/103-01	Transportation Data Analytical Tools Phase II	\$ 100,000	7/1/19 - 6/30/20
20/204-01	Trans-Hudson Bus Survey Phase I	\$ 250,000	7/1/19 - 6/30/20
20/308-02	Complete Streets Technical Assistance Phase II *	\$ 175,000	7/1/19 - 6/30/21
20/308-03	TNJ Advancement Phase IV *	\$ 180,000	7/1/19 - 6/30/20
20/601-02	FY 2020 Innovative Public Outreach Support	\$ 100,000	7/1/19 - 6/30/20
<b>Subtotal - UPWP Subrecipient Projects</b>		<b>\$ 805,000</b>	
<b>HSIP Local Safety Engineering Assistance Program (Chapter I) <sup>1</sup></b>			
20/503-01	FY 2020 Local Safety Engineering Assistance Program *	\$ 7,000,000	7/1/19 - 12/31/22
<b>Subtotal - HSIP Local Safety Engineering Assistance Program</b>		<b>\$ 7,000,000</b>	
<b>UPWP Pass-Through Programs (Chapters II &amp; III)</b>			
20/304-01	FY 2020 Subregional Transportation Planning Program	\$ 2,283,875	7/1/19 - 6/30/20
20/304-02	FY 2020 STP Supplemental Support	\$ 225,000	7/1/19 - 6/30/20
20/305-01	FY 2020-FY 2021 Subregional Studies Program	\$ 1,527,000	7/1/19 - 6/30/21
20/306-01	FY 2020 TMA Program	\$ 6,264,940	7/1/19 - 6/30/20
<b>Subtotal - UPWP Pass-Through Programs</b>		<b>\$ 10,300,815</b>	
<b>Total</b>		<b>\$ 24,935,815</b>	

\* Subtotal Chapter I - Central Staff Subregional Support Activities \$ 12,635,000

**Notes:** (1) Funding for the HSIP FY 2020 LSEAP (Task 20/503-01) will be authorized and scheduled separate from the FY 2020 UPWP task order.



**NJTPA FY 2020 UPWP  
COMMENTS, RESPONSES AND REVISIONS  
TO THE DECEMBER 2018 DRAFT**

<b>GENERAL</b>	
<b>Comments</b>	<b>Responses/Revisions</b>
<p>Please provide the status and anticipated end date of the continuing Local Safety Engineering Assistance program from the FY 2017 Work Program. Additionally, please provide anticipated end dates for continuing projects with your next UPWP draft.</p>	<p>The project end dates for new and continuing projects have been added to the Budget Book and to the Introduction under the FY 2020 Work Program Budget section.</p>
	<p><i>Revisions:</i> Minor typos, grammatical errors, misspellings, etc. that were identified during the review of the draft UPWP have been corrected, and formatting issues and inconsistencies have addressed.</p>

<b>BUDGET BOOK</b>	
<b>Comments</b>	<b>Responses/Revisions</b>
<p>Page 3. This page shows the assumptions made regarding funding sources for the UPWP budget. One assumption is the availability of \$2,748,500 in PL funds which were released from Task Order PL-NJ -16-01. Please provide the federal agreement number for these funds so that we can verify that these funds are available.</p>	<p>A formal request for release of funds from Task Order PL-NJ -16-01 will be submitted to NJDOT, which will identify the federal agreement numbers for verification of funding availability.</p>
<p>Page 13. This page shows the multi-year consultant efforts that are ongoing from previous UPWPs. It would be very helpful if the task completion dates for each task were included in the table.</p>	<p>Project end dates for new and continuing projects have been added. Detailed monthly and bi-annual progress reports are also submitted to NJDOT to report project schedules and to indicate if the project is on track to be completed on time and within budget.</p>

<p>Page 13. According to this table, all the consultant efforts from FY 2017, FY 2018 and FY 2019 that are scheduled to be completed by June 30, 2019, are on schedule to be completed on time. Please confirm.</p>	<p>Current FY 2017, FY 2018 and FY 2019 consultant efforts that are scheduled to be completed by June 30, 2019, are currently on schedule to be completed on time. The Local Concept Development Program efforts will be completed but under budget, since several studies are currently on hold due to delays in permitting agency reviews (i.e. US Coast Guard, SHPO). The FY 2020 Local Concept Development Program will include additional funds to allow these studies to continue.</p>
<p>There appears to be an error in the funding assumptions used for the TMA Program. While the NJDOT FY2018-2027 Statewide transportation Improvement Program (STIP) shows a total of \$4,255,000 available for the TMA program, the NJTPA budget shows \$4,360,000 (see pages 3, 6, 11 and 12). Please clarify where the additional \$110,000 will come from.</p>	<p>The numbers are correct. NJTPA will be requesting a TIP modification to cover the additional required funds.</p>
	<p><b>Revision:</b> Task 20/503 Local Capital Project Delivery Program consultant support budget has been increased by \$1,300,000 to allow active local concept development studies to continue from prior fiscal year solicitations. Five studies are currently delayed and will require more time to complete than initially anticipated due to extensive delays in permitting agency reviews (US Coast Guard, SHPO).</p>

<p align="center"><b>CHAPTER I – CENTRAL STAFF ACTIVITIES</b></p>		
<p align="center"><b>Section</b></p>	<p align="center"><b>Comments</b></p>	<p align="center"><b>Responses/Revisions</b></p>
<p>General</p>	<p>NJDOT commends NJTPA for including NJDOT's and FHWA's planning priorities and emphasis areas into the work program. Of note are activities related to CV/AV technologies and impacts, as well as effectively utilizing Regional Models of Cooperation.</p>	<p>The NJTPA appreciates NJDOT's acknowledgement of our efforts.</p>
<p>General</p>	<p>NJDOT commends NJTPA for reducing the number of new consultant efforts in the UPWP since this will help ensure timely completion of all UPWP activities.</p>	<p>The NJTPA appreciates NJDOT's acknowledgement of our efforts.</p>

General	NJDOT recommends eliminating the "previous work" paragraphs in each Central Staff Activity.	This section was added per the FTA’s program guidance for MPO grants (FTA C 8100.1C), as part of its suggested outline for the UPWP ( <a href="https://www.transit.dot.gov/regulations-and-guidance/fta-circular-c-81001c">https://www.transit.dot.gov/regulations-and-guidance/fta-circular-c-81001c</a> ). It will be removed from the UPWP report as suggested by NJDOT but will be maintained in the NJTPA’s reporting system for internal task tracking purposes.
General	NJDOT recommends eliminating activities related to coordination, monitoring, and participation from <i>Products</i> , as these are not deliverables. They would be better mentioned in <i>Task Activities</i> instead. As an alternative, meeting minutes related to collaboration, coordination, and participation could be substituted in <i>Products</i> .	Several of the descriptions under <i>Task Activities</i> and <i>Products</i> have been adjusted, where possible. The NJTPA will continue to refine the <i>Task Activities</i> and <i>Products</i> in the FY 2021 UPWP.
General	NJDOT suggests consolidating space by not having Project Cost on its own page when space is available on the previous page.	The UPWP has been reformatted, where possible.
General	In the future, NJDOT suggests condensing the content under the <i>Description</i> heading in some tasks where content in <i>Task Activities</i> would suffice. This is especially apparent throughout the Systems Planning section. The <i>Description</i> heading might best be used to summarize the tasks to be completed rather than a description of each one in more detail.	The NJTPA appreciates the feedback and will take this under advisement when drafting the FY 2021 UPWP.
General	In the next UPWP draft (FY 2021), in Chapter 1 – Central Staff Activities, we would like to see Task Activities broken down between the core and new activities.	The NJTPA appreciates FHWA’s feedback and will sort the task activities as suggested in the FY 2021 UPWP.
General	We thank you for including the timeline for completion, however, it is unnecessary for those projects/ activities that are expected to be	The NJTPA appreciates FHWA’s feedback and will omit these in the FY 2021 UPWP.

	completed within the fiscal year (especially those considered core Central Staff activities).	
General	For projects anticipated to last longer than a year, please list activities and products anticipated to be accomplished in the current fiscal year from those anticipated for the rest of the project. In other words, consider developing multi-year projects in phases that fit into the annual timeline of the UPWP.	An anticipated schedule of products by fiscal year for multi-year projects will be considered for the FY 2021 UPWP.
General	In the next UPWP, we would like to see a summary table listing all the new planning studies to be carried out during the fiscal year.	A summary table of new consultant efforts is provided in the Introduction, under the FY 2020 Work Program Budget Section, Table B.
Introduction	The introduction section is missing. Please make certain it is included in the final UPWP. Additionally, we would like to see a brief discussion of planning priorities facing the area included in the introduction in the next UPWP (please see 23 CFR 450.308 (c)).	The Introduction was inadvertently omitted from the December draft and has been added to the February draft. The introduction includes federal, state and regional planning priorities, as well as highlights of the Central Staff activities which serve to address the planning emphasis areas for our region.
Task 20/102 Grants and Contracts Administration	Page 8. In the second bullet under Task Activities, NJDOT advises changing "NJDOT" to "FHWA" as they set the DBE/ESBE goal standards for MPOs.	This statement has been modified to clarify NJDOT and FHWA requirements. As subrecipients of federal funding through the NJDOT, NJTPA applies statewide DBE/ESBE participation goals.
Task 20/103 Interagency Planning Collaboration	On page 11, under description, please correct the fiscal year. FY 2019 is listed instead of FY 2020.	This edit has been made.
Task 20/201 Performance Based Planning and Programming Integration	Page 17. The last sentence of the third paragraph under Description says that NJTPA will work with NJDOT to "institutionalize an updated, coordinated approach to developing and vetting problems statements. "NJDOT's efforts in this area have concluded for this time being, therefore this statement can be removed.	This sentence was clarified to recognize and make use of NJDOT's efforts.

Task 20/305 Subregional Studies Program	Page 50. In the second task under Task Activities, NJDOT recommends changing the completion date to June 30, 2021, as this is a two-year effort.	This edit has been made.
Task 20/308 Livable Communities Planning	Page 61. The Task Activities and Products sections are very similar in this task. Consider eliminating Products altogether here, as well as in other tasks without hard deliverables or products.	The <i>Products</i> have been modified in this task. The NJTPA will continue to refine <i>Task Activity Products</i> in the FY 2021 UPWP tasks.
Task 20/501 TIP Development and Management	Pages 77-78. A description of the entire TIP process is not necessary, although a summary of the NJTPA's role in it would be helpful.	The description has been updated as suggested.
Task 20/502 Local Capital Project Delivery Program	Page 81. NJDOT recommends eliminating project phase descriptions since they are not necessary.	The description has been updated as suggested.
Task 20/701 Information Systems Support and Development	We commend NJTPA on looking to develop a Continuity of Operations Plan (COOP) (page 108). We see this as an essential activity.	The NJTPA appreciates FHWA's acknowledgement of our efforts and concurs this is essential.

<b>CHAPTER II – SUBREGIONAL PASS-THROUGH PROGRAMS</b>		
<b>SUBREGIONAL TRANSPORTATION PLANNING (STP) PROGRAM</b>		
<b>Section</b>	<b>Comments</b>	<b>Responses/Revisions</b>
General	In the future, NJDOT suggests consolidating core activities for the STP Program into a single document for all subregions to adhere to rather than within each one's work program. This would significantly reduce the number of pages in this section.	The NJTPA acknowledges this suggestion and will consider revising Chapter II in the FY 2021 UPWP.
General	NJDOT commends NJTPA for directly including federal planning priorities in the STP Program.	The NJTPA appreciates NJDOT's acknowledgement of our efforts.
General	A series of typos were noted.	These have been addressed, with the exception of the suggestion to change the word "collaborative" to "collaboration" in section 2.1. The word "collaborative" was changed to "collaborate."

	In Chapter 2 – page 5, you mention a budget of \$225,000 as supplemental support for the STP program. Please explain where this additional funding is coming from.	The revenue source is identified in the Expenditures and Revenue Matrix that is included in the Budget Book, on page 6. A reference to the budget line description (FY 2020 STP Supplemental Support) has been added in Chapter II.
Jersey City, Somerset County and Warren County STP Work Programs	NJDOT commends Jersey City, as well as Somerset and Warren counties, for referencing electric vehicles/charging stations in their work programs.	The NJTPA appreciates NJDOT's acknowledgement of subregional efforts.
Hudson County STP Work Program	Page 47. In "STP Work Program Assigned Staff," ensure there is a replacement for Megan Massey.	A revised staffing plan has been included.

<b>CHAPTER III – TMA PROGRAM</b>		
<b>Section</b>	<b>Comments</b>	<b>Responses/Revisions</b>
General	There are several miscellaneous typos that NJDOT commented on last year that remain in the work program.	These typos reappeared because the TMAs submit their work programs on-line, and the corrections were made in a consolidated, final Word document last year. They have been addressed for the FY 2020 UPWP and staff will work with the TMAs so that these errors are not reintroduced in FY 2021.
Program Description	Page 1. FHWA's Surface Transportation Program has now been renamed the Surface Transportation Block Grant program. Also, the funding labels have changed to "STBGP-NJ" and "STBGP-STU." NJDOT recommends making these changes.	These edits have been made.