



NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.

ANGEL ESTRADA, CHAIRMAN

**AGENDA
May 14, 2018
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. Committee Reports/Action Items*
 - Project Prioritization – Freeholder Kathy DeFillippo, Chair
 1. Updated Project Prioritization Criteria for State and Local Highway and Bridge Projects (Attachments G.1.a., G.1.b.)
 2. Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add the Route 21, Newark Riverfront Pedestrian and Bicycle Access Project as Requested by the City of Newark (Attachments G.2.a., G.2.b.)
 3. Minor Amendments to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to Five Projects as Requested by NJDOT (Attachments G.3.a., G.3.b.):
 - Grove Avenue, Bridge over Port Reading RR, Middlesex County
 - Route 23, NB Bridge over Pequannock River, Passaic County
 - Route 202, Bridge over North Branch of Raritan River, Somerset County
 - CR 514 (Amwell Rd), Bridge over D&R Canal, Somerset County
 - Route 27, NB, Bridge over Former CNJRR (Abandoned), Union County
 4. Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add the Pavement Preservation NJTPA Program as Requested by NJDOT (Attachments G.4.a., G.4.b.)

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

5. Minor Amendment to the FY 2018 - 2021 Transportation Improvement Program to Add the New Providence Downtown Streetscape Project as Requested by the Borough of New Providence (Attachments G.5.a., G.5.b.)
 - Planning and Economic Development – Freeholder John Bartlett, Chair
 - Freight Initiatives – Freeholder Charles Kenny, Chair
 - Federal Policy Update – Freeholder Matthew Holt
- H. Key Discussion Issue: AARP’s Livable Communities Initiative – Stephanie Hunsinger, State Director, AARP New Jersey
- I. Public Participation
- J. Next Meeting: July 9, 2018, 10:00 a.m. at the NJTPA, One Newark Center, 17th Floor, Newark, NJ 07102.
- K. Adjournment



ANGEL ESTRADA, CHAIR

MINUTES

March 12, 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. Seventeen voting members were present. (Attachment 1).

D. Approval of Minutes

A motion to approve the minutes of the January 22, 2018 meeting was made by Ocean County, seconded by Hunterdon County and carried unanimously.

E. Chairman's Remarks

Chairman Estrada said he is honored to serve as the NJTPA Chair and thanked the Board members for entrusting him with the position. He also thanked the Board members who have agreed to serve as new committee chairs and vice chairs:

- Project Prioritization Committee: Morris County Freeholder Kathy DeFillippo, Chair, and Essex County Executive Joseph DiVincenzo, Vice Chair.
- Planning & Economic Development Committee: Passaic County Freeholder John Bartlett, Chair, and Hunterdon County Freeholder Matt Holt, Vice Chair.

- Freight Initiatives Committee: Middlesex County Freeholder Charles Kenny, Chair, and Ocean County Freeholder John Kelly, Vice Chair.

Chairman Estrada talked about some of his top priorities for his term as Chair. He said a reliable and efficient transportation system is critical to the region. It should spur economic activity and attract employers; give the workforce good access to employment opportunities; help bring about cleaner air and a healthier environment; enhance quality of life for all residents; and be safe for all travelers, regardless of age, income, disability or choice of mode.

The Chairman said the NJTPA's number one priority is transportation safety. He said the NJTPA will continue to expand the Street Smart pedestrian safety education campaign and the Local Safety Program. Street Smart covers education and enforcement, while Local Safety projects make effective and efficient use of federal funds to make safety improvements on local roads. The Chairman noted that nearly every Local Safety project has a pedestrian safety component, and the Board recently approved a slate of projects that included \$46.6 million for 11 projects with specific pedestrian safety improvements.

Chairman Estrada said transportation investment is critical when it comes to the economy. He said North Jersey is home to the largest port on the East Coast and a massive goods movement and logistics industry that is critical to the region's economy, and as it looks to seize the economic opportunities created by the port, the NJTPA must also be mindful of the environment. He said this includes finding ways to replace old trucks going in and out of the port in order to reduce the emissions there. For another environmental initiative, the NJTPA has worked with three municipalities – Montclair in Essex County, Secaucus in Hudson County, and Woodbridge in Middlesex County – to help them develop readiness plans for vehicle charging infrastructure and related improvements. As part of this work, the NJTPA also developed a guidebook that other municipalities can use to develop their own readiness plans

Chairman Estrada said the overall approach to transportation investment and technology must include equity. He said the Board serves all the residents of the region and works to see that everyone benefits from the transportation system and all the opportunities it provides.

Chairman Estrada then offered the floor to Mayor Ras J. Baraka, City of Newark, who expressed an interest in addressing his fellow Board members. Mayor Baraka said that Newark Penn Station is an economic engine for the region and should be upgraded and improved. He said that, in talks with Mars Wrigley Confectionery concerning opening a new headquarters in Newark, it was noted that the appearance of Newark Penn Station needs improvement. The Mayor said that the station has the potential to attract more economic activity to the area, and he asked the NJTPA to embrace that vision along with private and municipal investors.

Freeholder Matthew Holt, Hunterdon County, said he supports the Mayor's comments and focus on Newark Penn, and he pointed out that the entire New Jersey rail system serves as an economic engine, and the western part of the system needs attention as well.

F. Executive Director's Report

NJTPA Executive Director Mary K. Murphy welcomed Mayor Baraka to the NJTPA. She thanked the new Committee Chairs for taking on the extra work and responsibility. She also thanked Chairman Estrada for his engagement and close cooperation with Central Staff as the NJTPA focuses on implementing many recommendations in *Plan 2045: Connecting North Jersey*, the latest long-range transportation plan for the region.

Ms. Murphy said translating Plan 2045 into action requires marshalling and directing all staff resources through the annual Unified Planning Work Program (UPWP). The Fiscal Year (FY) 2019 UPWP, which begins July 1, includes several efforts rooted in both Plan 2045 and the Together North Jersey (TNJ) plan. These include helping subregions and municipalities realize Complete Streets and Transit Oriented Development; pursuing recommendations to improve Human Services Transportation; exploring the potential reuse of underused properties and abandoned rail rights of way; and upgrading freight facilities to accommodate growing demand.

Ms. Murphy noted some in-house initiatives in the UPWP which include: development of a sidewalk and biking facility inventory; assessment of regional transportation equity, including analysis of access to jobs and key destinations; and deployment of the PRIME system that will catalog findings and recommendations of planning studies in a searchable database.

Ms. Murphy said FY 2019 will see continued work with the TNJ partners on a range of tasks. NJTPA staff recently participated in the selection of technical assistance grants for three communities to build on efforts they began under the initial TNJ grants in 2014. This assistance will go to the City of Passaic for their Market Street business district; the Middlesex Greenway for uniform design standards; and the Urban Essex Coalition to work with the cities of Orange and East Orange on tactical urban lighting recommendations for Route 280 and NJ TRANSIT underpasses.

Ms. Murphy said the NJTPA is also participating in the selection process for three pilot studies for transit hubs in the region – one urban, one suburban and one rural. The NJTPA continues to organize workshops based on the TNJ regional plan. Upcoming sessions will cover such topics as healthy communities; repurposing small idle properties for the new economy; and overall funding opportunities.

Ms. Murphy said Street Smart campaigns have been conducted in a growing number of towns, and the NJTPA continues to approach the goal of a hundred participating communities. She thanked the staff of HART and TransOptions, the two Transportation Management Associations (TMAs) that led several local campaigns in their areas and are now providing training to others looking to participate. Ms. Murphy said NJTPA staff is assisting in these TMA training sessions and conducting outreach and training focused on law enforcement. General training workshops will be geared toward local officials, stakeholders, nonprofit organizations, volunteers and others interested in supporting Street Smart efforts.

Ms. Murphy said Central Staff has started a project with the Rutgers Center for Advanced Infrastructure and Transportation to conduct pre- and post-campaign evaluations in order to

gauge the Street Smart program's impact, and another project will review and update Street Smart messaging and branding.

G. Committee Reports/Action Items

Project Prioritization – Freeholder Kathryn A. DeFillippo, Chair

Chairman Estrada read the report on behalf of Freeholder DeFillippo. He said that the Committee considered 13 action items since the last Board meeting, 12 of which were on the day's agenda. The first was a request by the City of Newark to add the Broad Street Traffic Signal Optimization Project to the Transportation Improvement Program (TIP). This action would add \$1.7 million in repurposed earmark funding to the FY 2018 element of the TIP so that the project can be authorized. He said Congress made these earmarked funds available for repurposing with the 2016 Consolidated Appropriations Act. The Committee recommended approval the minor amendment.

The Chairman said the Committee also recommended approval of a minor amendment to the current TIP to transfer federal Congestion Mitigation and Air Quality (CMAQ) funds to NJ TRANSIT to support the Local Mobility Initiative Shuttle Program. The action would transfer \$2.8 million from the NJDOT Local CMAQ Initiatives line item to the NJ TRANSIT Small/Special Services Program line item to support shuttle initiatives previously endorsed by the Board.

Chairman Estrada also reported that NJDOT requested approval of a package of minor amendments that would program federal funds for 10 State projects in the TIP. Sources for this federal funding include the National Highway Performance Program (NHPP), the Surface Transportation Block Grant Program and repurposed earmark funding. He said the Committee recommended approval of the adjustments that will allow the following projects to continue to advance:

- Route 15, Bridge over Paulins Kill in Sussex County;
- Route 10, Westbound Route 287 to Jefferson Road in Morris County;
- Route 4, Grand Avenue Bridge in Bergen County;
- Route 31, Route 78/22 to Graysrock Road in Hunterdon County;
- Route 80, Taft Avenue, Pedestrian Bridge over Route 80 in Passaic County;
- Hamilton Road Bridge over Conrail Railroad in Somerset County;
- Route 46, Route 80 to Walnut Road in Warren County;
- Route 82, Rahway River Bridge in Union County;
- Route 34, County Route 537 to Washington Avenue Pavement Project in Monmouth County; and
- Route 46, Bridges over Route 17 in Bergen County.

The Chairman said the Committee also considered a modification to the FY 2018-2021 TIP to add funding to the Route 80 Eastbound, Fairfield Road to Route 19 Project in Passaic County, as requested by NJDOT. The design phase of work was not authorized in 2017 as originally programmed, and \$403,000 in NHPP funds are available for this phase of work in 2018. The Committee approved this modification, and no further action was required.

Chairman Estrada said that, also at the meeting, members of Central Staff informed the Committee that Conrail committed \$6.7 million to a regionally significant project that will add a second main track along the Passaic & Harsimus Line in Kearny. The project is designed to reduce the anticipated growth of truck traffic generated by Greenville Yard. He said the amount will fully fund the \$8.5 million project, which previously received \$1.8 million in repurposed Liberty Corridor funding. The Freeholder noted that, in keeping with the NJTPA Board's recently approved policy on including third-party revenue sources in the TIP, the president of Conrail provided a letter of funding commitment.

The Chairman noted that during the meeting, Central Staff, reported on the findings of the 2017 Federal Highway Administration audit of New Jersey's Highway Safety Improvement Program, which funds the NJTPA's very successful Local Safety Program. He said the audit found that New Jersey's Local Safety Program is in general compliance with federal requirements, and the state's investments were found to satisfy performance measure requirements. The final process review report, which was emailed to the Board and the RTAC in February, included some observations and recommendations for all the state's MPOs and NJDOT in carrying out the program.

Action Item 1: (Attachment 2)

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

Action Item 2: (Attachment 3)

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

The Board agreed to vote on Action Items 3-12 with a single roll call. A motion to approve the resolutions was made by Sussex County, seconded by Hunterdon County and carried unanimously. The action items are as follows:

Action Item 3: Minor Amendment to the FY 2018 - 2021 Transportation Improvement Program to Add Federal Funds to the Route 15, Bridge over Paulins Kill Project as Requested by NJDOT (Attachment 4)

Action Item 4: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Route 10, WB Route 287 to Jefferson Road Project as Requested by NJDOT (Attachment 5)

Action Item 5: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Route 4, Grand Avenue Bridge Project as Requested by NJDOT (Attachment 6)

Action Item 6: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Route 31, Route 78/22 to Graysrock Road Project as Requested by NJDOT (Attachment 7)

Action Item 7: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Route 80, Taft Avenue, Pedestrian Bridge over Route 80 Project as Requested by NJDOT (Attachment 8)

Action Item 8: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Hamilton Road, Bridge over Conrail RR Project as Requested by NJDOT (Attachment 9)

Action Item 9: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Route 46, Route 80 to Walnut Road Project as Requested by NJDOT (Attachment 10)

Action Item 10: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Route 82, Rahway River Bridge Project as Requested by NJDOT (Attachment 11)

Action Item 11: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Route 34, CR 537 to Washington Ave., Pavement Project as Requested by NJDOT (Attachments 12)

Action Item 12: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to the Route 46, Bridges over Route 17 Project as Requested by NJDOT (Attachment 13)

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

Planning and Economic Development Committee Vice Chair, Freeholder Matthew Holt, Hunterdon County, reported that the Committee recommended approval of the 2019 UPWP, which outlines all regional transportation planning and related work being done by Central Staff, the subregions, and the Transportation Management Associations (TMAs), during FY 2019, which begins July 1. He said drafts of the UPWP and budget were distributed to the Board, RTAC, NJDOT, NJ TRANSIT and the federal partners in December for review and comment. He noted that NJDOT commended the NJTPA, the subregions and the TMAs for effectively incorporating federal and state emphasis areas throughout the work program, particularly emerging technologies, public engagement efforts focused on low-income and minority communities, bicycle/pedestrian safety, Complete Streets policy, resiliency, freight planning and the Local Safety Program.

Freeholder Holt said that, based on feedback, changes to the document had been made since the initial draft was issued. First, at the request of Jersey City, the Corridor Studies and Project Planning task was expanded to include exploration of multimodal transportation options to improve access to the Jersey City waterfront, including examination of the Bergen Arches and Secaucus Junction corridors. He said it will be a coordinated interagency effort that will include Hudson County.

The Freeholder said NJDOT requested that all three of the state's MPOs continue to assist with collection of Model Inventory of Roadway Elements (MIRE) data, and NJTPA is happy to assist in this effort, adding it to the Interagency Planning Collaboration task. Also, NJ TRANSIT provided input on transit-related activities and noted work efforts where they will be actively

engaged with the NJTPA, specifically corridor studies, project planning and local mobility programs.

Freeholder Holt also reported that, in the area of freight planning, an activity for developing and monitoring freight performance measures was added to the work program, and like all of the NJTPA's performance measure work, this effort will be coordinated with other agencies. Under the Environmental and Climate Change Planning task. A new effort was added for coordinating with other agencies to address resiliency issues as well. This includes working with NJDOT and the Federal Highway Extreme Weather Pilot Program.

The Freeholder noted that the budget for training and professional development and consultant contracts was reduced.

Freeholder Holt said that, also at the Joint meeting, Central Staff alerted the Committee to two important upcoming actions items concerning federally required performance measures. The Committee will consider these items in April, and they will come before the Board in May. One will be endorsement of an agreement between the state's MPOs, NJDOT, NJ TRANSIT and the Port Authority of New York & New Jersey (PANYNJ) that documents cooperation on target setting for the performance measures. This includes the safety performance targets adopted by the Board last fall. He said the other action item involves setting targets for congestion performance measures for urbanized areas with more than 1 million people. The NJTPA region is part of two such areas —the New Jersey/Philadelphia urbanized area and the New Jersey/New York City urbanized area. The Freeholder said staff has been working with other agencies and MPOs in these areas to develop targets for two required measures: excessive delay and single-occupancy vehicle rates.

The Freeholder said that Central Staff also updated the Committee on the NJTPA's recent participation at the Future Cities competition held at Rutgers in January. The event features model cities designed and built by middle school students and includes participation by various public agencies and private firms, giving students a chance to learn from working professionals in planning and engineering.

Action Item 13: Approval of the FY 2019 Unified Planning Work Program (Attachment 14)

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

Freight Initiatives – Freeholder Charles Kenny, Chair

Freeholder Kenny reported that, at its February meeting, the Committee heard three presentations that focused on accommodating truck movements in dense urban settings and in communities implementing Complete Streets and Smart Growth policies.

The Freeholder said that, first, the Committee was joined by Axel Carrión of UPS who briefed them on the company's approach to the challenges associated with e-commerce deliveries. He

noted that internet sales increased 16 percent in 2017 and were responsible for 49 percent of overall growth in retail sales. Mr. Carrión said this high demand means that UPS drivers are facing more challenges in terms of congestion, competition for curb space, servicing high-rise buildings, local restrictions on trucks, and other issues. Mr. Carrión discussed some ways UPS is working with municipalities to address these challenges through both low-tech and high-tech innovations. In some U.S. cities, the company has launched three-wheeled cycles called E-Trikes that are mounted with large boxes to hold deliveries. These vehicles have easier access than trucks to many urban areas and a low environmental impact. UPS also uses a variety of alternatives where customers can pick up packages, including delivery lockers, local business partners and alternate locations for customers who cannot be on hand to receive a package. On the high-tech side, UPS maximizes driver efficiency through the Orion Route Navigation System, which uses hundreds of thousands of calculations every second to configure the most optimal delivery routes.

Freeholder Kenny said Alison Conway, Associate Professor of Civil Engineering at The City College of New York discussed the college's work with the New York City Department of Transportation to develop a guidebook for incorporating trucks into Complete Street programs. She said that the City's streetscape is rapidly changing to accommodate pedestrians, cyclists, and buses in ways that reduce lane and curbside capacity for goods movement. At the same time, e-commerce is increasing demand for shipments to residential neighborhoods. Dr. Conway said the guidebook will serve as an educational tool, providing engineering solutions for accommodating trucks, such as modifying corner curbs to provide adequate turning space, and more. The final guidebook, which will include education modules for schools and agencies, will be published in the spring.

The Freeholder said Chris Lamm, of Cambridge Systematics, introduced another guidebook for integrating freight into downtowns and other Smart Growth environments. Published by the National Cooperative Highway Research Program, the guide offers best practices for designing places and streets, managing parking and loading zones, and promoting safe and efficient logistics. Mr. Lamm pointed out that freight supports community livability in terms of manufacturing, warehousing and distribution, construction, retail, restaurants, institutions, direct-to-consumer delivery, and waste management.

Freeholder Kenny said that all three of these speakers stressed the importance of coordination across all sectors and organizations – municipal, regional, state and federal, as well as private entities and communities – to find better ways to address goods movement, which is playing an ever increasing role in the economy and quality of life.

The Freeholder said, also at the meeting, the Committee heard from NJDOT that the Department received 77 applications totaling \$152 million for the \$30 million available in the new Local Freight Impact Fund program. NJDOT's Local Aid Office will conduct fieldwork and analysis on the applications.

Freeholder Kenny said the Committee learned from the PANYNJ that a rule change by the New York City Department of Transportation has eased permitting requirements for overweight containers moved by trucks crossing the Goethals Bridge between New Jersey and the Howland

Hook Marine Terminal in Staten Island. The Freeholder said the PANYNJ also reported that work will begin on the Tier 2 Environmental Impact Statement for the Cross Harbor Freight Movement project.

H. Federal Policy Update – Freeholder Matthew Holt

Freeholder Holt reported that, in February, the President’s administration released a new infrastructure proposal that focused on encouraging private investment; emphasizing greater funding from the state and local level; providing block grants to states for projects in rural areas; and streamlining project approvals and reducing regulation. The proposal seeks to generate \$1.5 trillion in total transportation investment, with \$200 billion in direct federal funding. The Freeholder noted no legislation to advance the initiatives in the proposal had been put forward in the House or Senate, and the reception to the proposal appeared to be somewhat lukewarm.

Freeholder Holt said that the National Association of Regional Councils held a meeting in Washington D.C. in February, and NJTPA staff heard from representatives of various MPOs and regional councils across the country, and the need for a strong federal partner was a common theme.

The Freeholder noted the news stories regarding the Administration’s reluctance to support the Gateway Program, including the much-needed Hudson River tunnels and Portal Bridge replacement. In February, the Federal Transit Administration downgraded the rating of the Portal Bridge replacement project from medium-high to medium-low, and gave the Hudson River tunnels project the same rating.

Freeholder Holt said the Hudson River Tunnel, Portal Bridge and the full Gateway program are critically important for the regional and national economies. He encouraged any Board members who may be talking to their representatives in Congress to urge them to show continued support for this important work and to ask the Administration to reconsider its position.

The Freeholder reported also that USDOT announced the latest round of TIGER grants, and it included \$18.26 million to NJDOT for bridge and ramp replacement on Route 3 near the North Bergen Park and Ride. On behalf of the Board, he thanked USDOT for supporting this important and regionally significant project.

I) Public Participation

Neile Weissman, Complete George, said by 2026 it is likely that the region will face the need to supplement trans-Hudson commuting capacity for the duration of the Hudson Tunnel project. He said adding two 10-foot paths to the existing two 7-foot paths on the George Washington Bridge would create capacity to safely support 4,000 cycling commuters per hour, in addition to pedestrians. He said cycling infrastructure is a low-cost means to expand transit capacity.

Bette Jane Kowalski, Vice Chair of Union County Board of Chosen Freeholders and NJTPA Board Alternate, said she fully supports Mayor Baraka’s request for improving Newark Penn Station. She said, as a member of the Raritan Valley Rail Coalition, she knows that

improvements to the station will make a much better experience for Raritan Valley line riders as well as riders on the many other train lines that stop there. She said she will ask her colleagues to support the Mayor's request, and she believes that, with support for the Governor's budget, efforts to increase revenues, and appeals to the federal sponsors, the region has a good chance of achieving rail improvements that would benefit all.

Roz Moskowitz-Bielski, Pleasant Valley Civic Association, which is dedicated to the safety and beautification of the Pleasant Valley Way corridor in West Orange, thanked the NJTPA for the various educational seminars and workshops it holds on topics such as Complete Streets and road diets. Ms. Moskowitz-Bielski reported that there was a recent pedestrian fatality on the road, which she said is used by 3,000 school children. She said Pleasant Valley Way became a very fast four-lane arterial with the advent of Route 280, and a connection from the highway to Verona and West Caldwell would alleviate some of the traffic pressure on the road, which is Exit Seven off the highway. Ms. Moskowitz-Bielski called for coordinated action by local, county and state level governments to address the issue.

Former NJTPA Chairman, Freeholder Peter Palmer, Somerset County said there is nothing more important to the entire economy of North Jersey than the ability to get back and forth across the Hudson River.

County Executive Thomas DeGise, commended Freeholder Palmer for his contributions to the NJTPA. He noted Freeholder Palmer's deep knowledge, especially in the area of freight, and his ability to work with others to bring about productive solutions. The County Executive thanked the Freeholder for his leadership and guidance and wished him a fine retirement. Freeholder Palmer thanked the County Executive, also a former NJTPA Chairman, for his own service.

J) Time and Place of Next Meeting

Chairman Estrada announced that the next meeting of the NJTPA will be held on Monday, May 14, 2018 at 10:00 a.m., at the NJTPA offices at One Newark Center, Newark, NJ.

K) Adjournment

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

Attachment 1

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: March 12, 2018

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	Joseph Baladi
Essex County		David Antonio
Hudson County	Hon. Thomas DeGise Megan Massey	
Hunterdon County	Hon. Matthew Holt	
Jersey City	Hon. Marcos Vigil	Barkha Patel
Middlesex County	Hon. Charles Kenny	George Ververides Tony Gambilonghi
Monmouth County	Hon. Teri O'Connor	Joseph Ettore
Morris County	Hon. Kathy DeFillippo (via phone) Gerald Rohsler	
Newark	Hon. Ras Baraka Phillip Scott	Uzoma Anukwe Kimberly Singleton
Ocean County	Hon. John Kelly John Ernst	
Passaic County	Hon. John Bartlett	Mike Lysicatos
Somerset County	Hon. Mark Caliguire Walt Lane	Andras Holzmann
Sussex County	Hon. Carl F. Lazzaro Tom Drabic	
Union County	Hon. Angel Estrada Hon. Bette Jane Kowalski	
Warren County	David Dech	
Governor's Office	Craig Ambrose (via phone)	
NJDOT	Gary Brune	Eric Powers
NJ TRANSIT	Lou Millan	
Port Authority of NY & NJ		Steve Brown
Citizen's Representative	Jamie LeFrak Jared Rodriguez	

Other Attendees	
Anna Aleynick	AECOM
Rosary Morelli	Citizen of West Orange
Neile Weissman	Complete George
Jack Kanarek	Dewberry

Ali Vaez	Dewberry
Dave Kuhn	GPI
Bob Werkmeister	GPI
Tara Shepherd	HART/TMAC
Gene Little	KS Engineers
Chris Jakway	Louis Berger
Tahmina Malik	Louis Berger
Leslie London	McManimon, Scotland & Baumann, LLC
Frank Scarantino	Mott MacDonald
Roz Moskowitz Bielsky	Pleasant Valley Civic Assoc.
Ty Dickerson	STV Inc.
Dan Callas	TransOptions
Various members of Central Staff	NJTPA

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM TO ADD THE NEWARK BROAD STREET
TRAFFIC SIGNAL OPTIMIZATION PROJECT AS
REQUESTED BY THE CITY OF NEWARK**

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 federally funded 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 City of Newark is requesting that the Newark Broad Street Traffic Signal Optimization project (DB# N1808) be added to the TIP; and

WHEREAS, fiscal constraint is maintained because funds have been made available for this project through the Consolidated Appropriations Act of FY 2016 (from congressionally designated DEMO ID# NJ169); 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, 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 New Jersey Department of Transportation for submission to the Federal Highway Administration.

**DRAFT RESOLUTION: APPROVAL OF A MINOR AMENDMENT TO THE
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM TO TRANSFER FEDERAL FUNDS TO NJ
TRANSIT TO SUPPORT THE LOCAL MOBILITY
INITIATIVE SHUTTLE 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 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 federal funds to a line item where none are currently programmed constitutes a minor amendment; and

WHEREAS, based on a solicitation and in coordination with NJ TRANSIT, the NJTPA Board approved eight local mobility initiative shuttle projects; and

WHEREAS, the funds are programmed in the NJDOT Local CMAQ Initiatives line item (DB# X065) and must be transferred to the NJ TRANSIT Small/Special Services line item (DB# T120) in order to be authorized for use; and

WHEREAS, fiscal constraint is maintained because funds have been programmed for this purpose; 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, 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 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 FEDERAL FUNDS TO THE ROUTE
15, BRIDGE OVER PAULINS KILL PROJECT AS
REQUESTED BY NJDOT**

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

WHEREAS, 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 at any time; and

WHEREAS, according to the MOU the addition of federal funds to a project where none are currently programmed constitutes a minor amendment; and

WHEREAS, NJDOT is requesting that the Route 15, Bridge over Paulins Kill project (DB# 09319) be programmed with repurposed DEMO funds and federal National Highway Performance Program (NHPP) funds; and

WHEREAS, fiscal constraint is maintained because funds have been made available for this project through the Consolidated Appropriations Act of FY 2016 (from congressionally designated DEMO ID# NJ209) and NHPP funds are available according to the fiscal constraint chart; 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, 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 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 FEDERAL FUNDS TO THE ROUTE 10, WB ROUTE
287 TO JEFFERSON ROAD PROJECT AS REQUESTED BY
NJDOT**

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

WHEREAS, 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 at any time; and

WHEREAS, according to the MOU 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, NJDOT is requesting that the Route 10, WB Route 287 to Jefferson Road project (DB# 12436) be programmed with federal National Highway Performance Program (NHPP) funds for Design; and

WHEREAS, fiscal constraint is being maintained according to the fiscal constraint charts; 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, 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 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 FEDERAL FUNDS TO THE ROUTE 4,
GRAND AVENUE BRIDGE PROJECT AS REQUESTED BY
NJDOT**

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

WHEREAS, 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 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, NJDOT is requesting that the Route 4, Grand Avenue Bridge project (DB# 08410) be programmed with federal National Highway Performance Program (NHPP) funds for Preliminary Engineering and Design; and

WHEREAS, fiscal constraint is being maintained according to the fiscal constraint charts; 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, 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 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 FEDERAL FUNDS TO THE ROUTE
31, ROUTE 78/22 TO GRAYSROCK ROAD PROJECT AS
REQUESTED BY NJDOT**

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

WHEREAS, 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 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, NJDOT is requesting that the Route 31, Route 78/22 to Graysrock Road, project (DB# 11342A) be programmed with federal National Highway Performance Program (NHPP) funds for Preliminary Engineering and Design; and

WHEREAS, fiscal constraint is being maintained according to the fiscal constraint charts; 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, 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 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 FEDERAL FUNDS TO THE ROUTE
80, TAFT AVENUE, PEDESTRIAN BRIDGE OVER ROUTE
80 PROJECT AS REQUESTED BY NJDOT**

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

WHEREAS, 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 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, NJDOT is requesting that the Route 80, Taft Ave., Pedestrian Bridge over Route 80 project (DB# 16308) be programmed with federal National Highway Performance Program (NHPP) funds for Preliminary Engineering and Design; and

WHEREAS, fiscal constraint is being maintained according to the fiscal constraint charts; 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, 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 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 FEDERAL FUNDS TO THE
HAMILTON ROAD, BRIDGE OVER CONRAIL RR
PROJECT AS REQUESTED BY NJDOT**

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

WHEREAS, 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 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, NJDOT is requesting that the Hamilton Road, Bridge over Conrail RR project (DB# 14416) be programmed with federal Surface Transportation Block Grant Program (STBGP) funds for Preliminary Engineering and Design; and

WHEREAS, fiscal constraint is being maintained according to the fiscal constraint charts; 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, 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 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 FEDERAL FUNDS TO THE ROUTE
46, ROUTE 80 TO WALNUT ROAD PROJECT AS
REQUESTED BY NJDOT**

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

WHEREAS, 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 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, NJDOT is requesting that the Route 46, Route 80 to Walnut Road project (DB# 11340A) be programmed with federal National Highway Performance Program (NHPP) funds for Preliminary Engineering and Design; and

WHEREAS, fiscal constraint is being maintained according to the fiscal constraint charts; 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, 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 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 FEDERAL FUNDS TO THE ROUTE
82, RAHWAY RIVER BRIDGE PROJECT AS REQUESTED
BY NJDOT**

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

WHEREAS, 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 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, NJDOT is requesting that the Route 82, Rahway River Bridge project (DB# 94019) be programmed with federal funds for Preliminary Engineering; and

WHEREAS, fiscal constraint is maintained because funds have been made available for this project through the Consolidated Appropriations Act of FY 2016 and National Highway Performance Program (NHPP) funds are available; 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, 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 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 FEDERAL FUNDS TO THE ROUTE
34, CR 537 TO WASHINGTON AVE., PAVEMENT
PROJECT AS REQUESTED BY NJDOT**

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

WHEREAS, 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 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, NJDOT is requesting that the Route 34, CR 537 to Washington Ave, Pavement project (DB# 11307) be programmed with federal funds for Design; and

WHEREAS, fiscal constraint is maintained because funds have been made available for this project through the Consolidated Appropriations Act of FY 2016 and National Highway Performance Program (NHPP) funds are available; 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, 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 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 FEDERAL FUNDS TO THE ROUTE
46, BRIDGES OVER ROUTE 17 PROJECT AS
REQUESTED BY NJDOT**

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

WHEREAS, 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 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, NJDOT is requesting that the Route 46, Bridges over Route 17 project (DB# 14418) be programmed with federal National Highway Performance Program (NHPP) funds for Preliminary Engineering and Design; and

WHEREAS, fiscal constraint is being maintained according to the fiscal constraint charts; 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, 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 New Jersey Department of Transportation for submission to the Federal Highway Administration.

DRAFT RESOLUTION: APPROVAL OF THE FY 2019 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 2019 UPWP (July 1, 2018 to June 30, 2019) 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 2019 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 2019 Compensation Plan and salary parameters will be subject to the NJTPA Executive Committee approval and New Jersey Institute of Technology confirmation; and

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the FY 2019 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.

Attachment G.1.

**DRAFT RESOLUTION: APPROVAL OF UPDATED PROJECT
PRIORITIZATION CRITERIA FOR STATE AND
LOCAL HIGHWAY AND BRIDGE PROJECTS**

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 is responsible for developing the Transportation Improvement Program (TIP) for the region as required by 23 CFR 450B and CFR 613B; and

WHEREAS, on March 3, 1993, the NJTPA established criteria to address the Intermodal Surface Transportation Efficiency Act (ISTEA) requirements to prioritize projects that are programmed in the TIP; and

WHEREAS, the NJTPA has updated its criteria several times, the last being on January 8, 2007; and

WHEREAS, subsequent federal transportation laws, notably the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act made a number of reforms to the metropolitan and statewide transportation planning processes, including incorporating performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection; and

WHEREAS, on December 4, 2015 the FAST Act, which continues to require MPOs to prioritize projects, was signed into law; and

WHEREAS, in September 2015 the NJTPA Executive Committee approved the consultant effort to update the current project prioritization criteria; and

WHEREAS, a Technical Advisory Committee (TAC) was established and included representation by Regional Transportation Advisory Committee (RTAC) members from the NJTPA region's 13 county and two city subregions; and

WHEREAS, the project TAC considered the need to update the criteria in light of regulatory changes, other MPO processes, and recent NJTPA studies such as safety and resiliency; and

WHEREAS, the Project Prioritization Committee recommends NJTPA approval of the attached updated Criteria for State Highway and Bridge Projects and Local Highway and Bridge Projects; 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, Inc, hereby approves the updated Project Prioritization Criteria for State Highway and Bridge projects and Local Highway and Bridge projects.

BE IT FURTHER RESOLVED, that the North Jersey Transportation Planning Authority approves the updated Criteria, thereby allowing Central Staff to prioritize candidate Local Concept Development applications, TIP projects contained in the Project Pool, and candidate projects for the Study and Development Program (S&D), where applicable.

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

Summary of Action

Approval of Updated Project Prioritization Criteria for State and Local Highway and Bridge Projects

Action: Approval of updated North Jersey Transportation Planning Authority (NJTPA) Project Prioritization Criteria for State Highway and Bridge and Local Highway and Bridge projects.

Background: Federal regulations require that the Transportation Improvement Program (TIP) include a prioritized list of projects. The NJTPA uses its Project Prioritization Criteria to score projects that every two years are considered for inclusion in the TIP. The criteria are periodically updated to reflect changes in data, issues or regulations.

This consultant-led project updates the criteria process that the NJTPA Board of Trustees adopted in January 2007.

The NJTPA uses the criteria to systematically and objectively evaluate proposed future investments. The project prioritization criteria are the foundation of a system that scores proposed projects according to how well they satisfy the goals of *Plan 2045: Connecting North Jersey*, the NJTPA's federally required long-range transportation plan for the region. In determining which projects to include in the TIP, the project scores are considered along with other factors, such as feasibility of project delivery, funding availability and project timing.

The Project Prioritization Criteria and scoring system has been updated to better reflect the needs and priorities of the NJTPA Board, as well as to better coordinate with the policies and priorities of partner agencies (including NJDOT and NJ TRANSIT). This update takes advantage of new data sources and decision support software and tools, and meets new and emerging federal mandates, among other objectives.

The update reflects the efforts of the Regional Transportation Advisory Committee (RTAC) to refresh, update, and extend the utility of the criteria to take into account both national trends and changes as well as local and regional developments impacting project selection for the TIP.

The criteria development process included workshops and remote desktop voting exercises where all RTAC members participated in Decision Support Software exercises to collaboratively guide criteria selection and goal weights.

The final product provided by the consultant team (led by Louis Berger) includes a State Highway and Bridge and a Local Highway and Bridge Criteria Rule Book depicting criteria definitions, weights and guidelines. The consultants also developed an automated interface that streamlines the project prioritization scoring process.

Justification for Action: This action includes recommending updates for two sets of Criteria (State Highway and Bridge projects, and Local Highway and Bridge projects) to the Board of Trustees for adoption. The recommended updated criteria are included as attachments. Updated criteria for transit projects are still being developed, and recommendations concerning them will be presented to the PPC in the future.

Following Board adoption of the updated criteria, the approved criteria will be used to score future capital projects.

Staff Recommendation: Staff recommends approval of the updated Project Prioritization Criteria for State Highway and Bridge projects and Local Highway and Bridge projects.

NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS**In-Field Environmental Impact Screening (Max 200 points)****PROJECT NAME:** _____**COUNTY:** _____

Answer the following questions to determine the anticipated amount of environmental impacts for each application. The basic information needed to answer the following questions will be provided by the applicant in the application and/or will be apparent upon the field visits. Depending on the answers (**Yes = 10 points / No = 20 points**), the proposal will receive a **High, Medium or Low** constructability designation; where high means the project is likely to be constructible with minimum environmental impacts, and Low means that the project is likely to cause major impacts to the environment (**High Environmental Impacts = Low Constructability; and Low Environmental Impacts = High Constructability**). The proposals will be then ranked in numerical order with the highest total score being the proposal with the least environmental impacts.

Constructability Ranges (out of a possible 200 points):**HIGH = 170 – 200****MEDIUM = 140 – 160****LOW = 100 – 130**

No	Question	Y/N	Comments
1	Are there any structures which appear on the National Register of Historic Places or are eligible for the Register contained within the proposed project study area?		
2	Are there any structures which appear on the National Register of Historic Places, or are eligible for the Register ADJACENT to the proposed project study area?		
3	Are there threatened, endangered or rare species identified in the Federal and/or State Register known to exist within the proposed project study area?		
4	Does the project or any part of the project fall within the Highlands Preservation Limits?		
5	Does the project or any portion of the project lie within a floodway?		
6	If wetlands exist within the proposed project limits, are they considered EPA Priority wetlands?		
7	Will there be Section 4(f) Involvement (i.e., historic sites, parklands)?		
8	Are there any Green Acres encumbered properties within the project study area?		
9	Are there active or abandoned industries, service stations, repair shops, railroads, railyards or farms within the project study area?		
10	Are there any known hazardous waste sites within the project study area?		

NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS

LOCAL HIGHWAY AND BRIDGE CRITERIA (MAX 800 POINTS)

ENVIRONMENT MAX – 82

L.Env.1 Will it improve air quality, reduce emissions of Green House Gases (GHGs), and reduce transportation petroleum use? Max - 24

Projects that are expected to reduce single occupant or overall Vehicle Miles Traveled (VMT) can also be expected to result in reductions to NAAQS criteria air pollutant emissions, greenhouse gases (GHGs), and petroleum consumption. Projects such as diesel retrofits, bicycle/pedestrian projects, HOV lanes, bus lanes, park and ride facilities, other Transportation Demand Management (TDM) initiatives, or Transportation Clean Air Measures (TCAMs) can be expected to result in net emissions reductions. Projects such as small highway operational improvements, resurfacing, or bridge repair projects may be considered neutral with respect to emission and petroleum use.

High: Project is expected to reduce emissions of criteria pollutants and is located in area(s) disproportionately burdened by air pollution. **(24)**

Med: Project is expected to reduce emissions of criteria pollutants and/or GHGs, and reduce petroleum use. **(20)**

Low: Project is expected to be “emissions and use neutral.” Examples include small highway operational improvements, resurfacing, or bridge repair projects. **(16)**

Projects expected to adversely affect air quality will receive a score of 0.

L.Env.2 Does it conform to regulations and plans for legislatively protected areas? Max - 14

This criterion evaluates a project’s level of compliance to the applicable regulations and planning goals of certain legislatively protected areas. These areas include those covered by the following: Highlands Act and Highlands Regional Master Plan; Hackensack Meadowlands Reclamation and Development Act; Pinelands Comprehensive Management Plan; and the Coastal Area Facilities Review Act.

High: Project is in a legislatively protected area, conforms to or advances the goals of that area and includes a habitat connectivity or wildlife crossing enhancements. **(14)**

Med: Project is in a legislatively protected area and conforms to or advances the goals of that area. **(10)**

Low: Project is located outside of a legislatively protected area. **(5)**

NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS

L.Env.3 Does it provide benefits or reduce burdens to Environmental Justice (EJ) communities? Max - 16

High: Address safety problems, results in reduced noise or pollutant impacts, mitigates community cohesion or other social impacts; mitigates cumulative impacts, or improves accessibility to employment, education, healthcare, and other essential services for EJ communities. **(16)**

Med: Add/improve vehicle, bicycle, transit, or pedestrian connectivity within EJ communities. **(11)**

Low: Repair roadways or bridges, or streetscapes unless project would result in permanent negative impacts to traffic conditions in the neighborhood (e.g., by bringing in more vehicle traffic) or would involve significant right-of-way acquisition in EJ communities. **(6)**

L.Env.4 Does it improve the management of stormwater runoff? Max – 28

High: The project addresses a problem area noted in the subregion's application or addresses issues in a Combined Sewer Overflow (CSO) area, and includes best management practices (BMPs) in green infrastructure integrating techniques to manage runoff by integrating natural processes. **(28)**

Med: The project includes basic improvements to stormwater management. **(19)**

NITPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS

USER RESPONSIVENESS MAX – 135

L.User.1 Will it reduce transportation delay? Max - 49

High: Projects that will reopen closed structures or routes (49)

Med: Projects that will remove weight or height restrictions or increase capacity for roads with V/C ratios higher than 1.2 (32)

Low: Projects that will remove speed restrictions, correct and improve approach alignments, or reduce V/C ratios for roads with ratios between 1.0 and 1.2 (17)

L.User.2 Will it improve accommodations for non-motorized users on existing or planned bridges/routes? Max - 31

High: Incorporates separate bicycle/pedestrian facilities; improvements to pedestrian crossings; addition of dedicated bicycle lanes, facilitation of bike-share infrastructure. (31)

Med: Incorporates other improvements to sidewalks and roadways for bicycle safety, such as Road Diet features, wider lanes, paved shoulders, and safe storm grates; bicycle parking; improved signage for bicyclists and pedestrians. (12)

L.User.3 Will it improve information for travelers? Max – 13

Projects that include traffic signals, ITS, or signage improvements. (13)

L.User.4 Will the project provide roadway improvements to high-volume segments of local roads? Max – 42

Assign points on a continuous scale allocated proportionally based on highest observed AADT within project limits [scale with 0 being lowest AADT (0) and 40,000 and above as the highest AADT (42)]

NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS

ECONOMIC MAX – 107

L.Econ.1 Will the project lead to the redevelopment of Brownfields or enhance infill or redevelopment of underutilized parcels? Max – 16

High: Brownfields that would benefit from the project are within the primary market area for port, airport, railroad related warehousing development, or about a non-abandoned railroad. **(16)**

Med: Leads to or supports the redevelopment of a Brownfield located elsewhere or a targeted growth area (e.g., Priority Growth Investment Area, or PGIA). **(11)**

Low: Leads to infill development or redevelopment of an underutilized parcel. **(6)**

L.Econ.2 Will the facility improve access to a tourism, heritage, wildlife, or recreation facility? Max – 15

The project improves access to tourism/recreation facilities:

High: Annual attendance in excess of 3.5 million: Jersey Shore, Meadowlands Sports Complex, Manhattan **(15)**

Med: Annual attendance between 1.8 million and 3.5 million: Great Adventure, Delaware Water Gap National Recreation Area, Liberty State Park, Downtown Newark including Downtown Newark Arena; PNC Bank Arts Center **(12)**

Low: Annual attendance above 600,000 but less than 1.8 million: Mountain Creek/Crystal Springs Resort Areas, Monmouth Park Race Track; Morris Canal; East Coast Greenway; Duke Farms **(10)**

Note: Where projects include improvement of access to a tourism/recreation destination not listed here, subregions can provide for consideration.

L.Econ.3 Will it positively enhance movement of freight? Max – 31

High: Improves access to rail yard, freight depot or industrial park (examples include increasing overpass clearance, access roadways for trucks, nearby interchange or intersection improvements). **(31)**

Med: Improves reliability or overall fluidity for freight movements on corridor connecting key freight clusters; is identified as a commodity flow corridor; has a truck percentage greater than the average for the functional classification. **(20)**

NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS

L.Econ.4 Will it improve access to job opportunities? Max – 45

Project occurs in a Traffic Analysis Zone (TAZ) with one of the following characteristics for access to employment via roadway and transit. Points assigned based on a continuous scale of measurement for access to jobs by location [point scale with TAZs ranked on a percentile basis from the lowest regional employment accessibility measure in a TAZ (0) to the highest (45); projects located in multiple TAZs will receive points based on the highest ranked of the TAZs.]

NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS

SYSTEM COORDINATION MAX – 141

L.Sys.1 Will it provide linkages to other existing transportation systems? Max – 62

- High: Grade separated interchange projects; circle improvements; linkages to rail stations, transit hubs, redevelopment areas, park-and-ride facilities, or other linkages between modes; infrastructure to facilitate rideshare, carshare, or access to private transit. **(62)**
- Med: At-grade intersection improvements between State highways or a State highway and a county road; linkages among or between county and local roadways. **(32)**

L.Sys.2 Will it improve access to airports/seaports/freight facilities/Urban Enterprise Zones (UEZs)? Max – 36

Within a corridor that provides access to an airport, seaport, intermodal freight facility, foreign trade zone or urban enterprise zone and will improve access to one of these destinations. **(36)**

L.Sys.3 Will it promote Complete Streets principles? Max – 43

- High: Incorporates “Complete Streets” strategies and strategy locations identified by NJTPA Subregional studies. **(43)**
- Med: Incorporates “Complete Streets” principles, as defined in NJDOT’s or/Subregion’s Complete Streets Policy, in design and construction to promote access to all modes of travel. **(30)**

NITPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS

STATE OF GOOD REPAIR/RESILIENCY/SAFETY MAX – 267

L. Rep.1 Will it improve or replace a facility that is in poor condition? Max – 87

Projects including both bridge and pavement ratings will receive a score based on the maximum deficiency, as calculated below:

For Bridges:

Bridge Sufficiency Rating (SR) on a continuous scale, from the lowest (0) to highest level of deficiency (87).

Note: Where projects include bridges not covered by the Bridge Management System, subregions can provide information on bridge condition for consideration.

For Roadways:

Final Pavement Rating (FPR). A continuous scale from the lowest (0) to highest level of deficiency (87). FPR combines IRI and SDI.

Note: Where projects include roadways not covered by the Pavement Management System, subregions can provide information on pavement condition for consideration.

L.Rep.2 Will the project delay the need for roadway repair/maintenance by redirecting truck traffic? Max – 37

Projects that would result in reduced truck traffic on local roads and/or divert heavy truck traffic to roadways designed for heavy loads.

Points are assigned based on the existing and historic percentage of heavy truck traffic within the project limits and surrounding area. (37)

L.Rep.3 Will project improve security? Max – 32

High: Involves hardening of bridge or tunnel (32)

Med: Promotes operational redundancy in transportation network or improves capacity/operation of an evacuation route (21)

Low: Involves improvements to circulation around key facilities or public safety facilities (11)

L.Rep.4 Will project promote adaptation and resiliency to extreme weather events and the impacts of climate change? Max - 60

Incorporate flood proofing retrofit for areas within FEMA flood risk zone. (60)

NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS

L.Rep.5 Will project improve safety problems? Max – 51

Projects designed to address locally identified safety problems including the following deficiencies (51):

- o Horizontal/vertical geometry, alignment, poor sightlines
- o Lack of shoulder, safety railings, or fencing
- o Lack of pedestrian, bicycle accommodation
- o Poor pavement

NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS

LAND USE/TRANSPORTATION MAX – 68

L.Land.1 Will it Promote Development within a Community or Place? Max – 20

Project improves mobility within a Community or Place. **(20)**

[Latest applicable data from State Planning Commission or utilize land use typology created in development of Together North Jersey Plan.]

L.Land.2 Will it serve distressed municipalities? Max – 18

Project is located within, or directly serves, a distressed municipality, as defined by the NJ Department of Community Affairs (DCA). **(18)**

L.Land.3 Has the project emerged from the planning process required to establish a designated Transit Village; a comprehensively planned public-private partnership; an officially adopted improvement district; county adopted coordination plans or studies; or Planning for Emerging Centers? Max – 30

Project associated with an officially adopted improvement district.

[Latest applicable data from NJDOT.] (30)

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

ENVIRONMENT MAX – 82

H.Env.1 Will it improve air quality, reduce emissions of Green House Gases (GHGs), and reduce transportation petroleum use? Max - 24

Projects that are expected to reduce single occupant or overall Vehicle Miles Traveled (VMT) can also be expected to result in reductions to NAAQS criteria air pollutant emissions, greenhouse gases (GHGs), and petroleum consumption. Projects such as diesel retrofits, bicycle/pedestrian projects, HOV lanes, bus lanes, park and ride facilities, other Transportation Demand Management (TDM) initiatives, or Transportation Clean Air Measures (TCAMs) can be expected to result in net emissions reductions. Projects such as small highway operational improvements, resurfacing, or bridge repair projects may be considered neutral with respect to emission and petroleum use.

High: Project is expected to reduce emissions of criteria pollutants and is located in area(s) disproportionately burdened by air pollution. **(24)**

Med: Project is expected to reduce emissions of criteria pollutants and/or GHGs, and reduce petroleum use. **(16)**

Low: Project is expected to be “emissions and use neutral.” **(8)**

Projects expected to adversely affect air quality will receive a score of zero.

H.Env.2 Does it conform to regulations and plans for legislatively protected areas? Max - 14

This criterion evaluates a project’s level of compliance to the applicable regulations and planning goals of certain legislatively protected areas. These areas include those covered by the following: Highlands Act and Highlands Regional Master Plan; Hackensack Meadowlands Reclamation and Development Act; Pinelands Comprehensive Management Plan; and the Coastal Area Facilities Review Act.

High: Project is in a legislatively protected area, conforms to or advances the goals of that area and includes a habitat connectivity or wildlife crossing enhancements. **(14)**

Med: Project is in a legislatively protected area and conforms to or advances the goals of that area. **(9)**

Low: Project is located outside of a legislatively protected area. **(5)**

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

H.Env.3 Does it provide benefits or reduce burdens to Environmental Justice (EJ) communities? Max - 16

High: Address safety problems, result in reduced noise or pollutant impacts, mitigate community cohesion or other social impacts; mitigate cumulative impacts, or improve accessibility to employment, education, healthcare, and other essential services for EJ communities. **(16)**

Med: Add/improve vehicle, bicycle, transit, or pedestrian connectivity within EJ communities. **(11)**

Low: Repair roadways or bridges, or streetscapes unless project would result in permanent negative impacts to traffic conditions in the neighborhood (e.g., by bringing in more vehicle traffic) or would involve significant right-of-way acquisition in EJ communities. **(6)**

H.Env.4 Does it improve the management of stormwater runoff? Max – 28

High: The project addresses a problem area noted in the NJDOT Drainage Management System or addresses issues in a Combined Sewer Overflow (CSO) area, and includes best practices in green infrastructure integrating techniques to manage runoff by integrating natural processes. **(28)**

Med: The project addresses a problem area noted in the NJDOT Drainage Management System and includes basic improvements to stormwater management. **(19)**

Low: The project includes basic improvements to stormwater management. **(10)**

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

USER RESPONSIVENESS MAX – 135

H.User.1 Will it address established targets for traffic congestion? Max - 49

- High: Project at location of unacceptable recurring congestion identified by NJTPA CMP Regional Analysis or other appropriate sources/studies. **(49)**
- Med: Project at location of unacceptable Non-recurring congestion identified by NJTPA CMP Regional Analysis or other appropriate sources/studies, or which will address corridors/locations V/C ratios higher than 1.2. **(32)**
- Low: Project not at location of unacceptable congestion but may improve condition or be located in a corridor with V/C ratios between 1.0 and 1.2. **(17)**

H.User.2 Will it utilize technology to manage the transportation system more effectively and optimize existing capacity? Max - 31

Projects that include Intelligent Transportation System (ITS) designed to help manage traffic, foster multimodal connections, and interconnect regional and local systems.

- High: Projects that fill geographic gaps in ITS deployment e.g., at locations identified in *the Connected Corridor: New Jersey's TSM&O Strategic Plan and ITS Architecture* (NJTPA, December 2014); implement Active Traffic Management; improve incident management; or implement transit-supportive roadway improvements (such as transit signal priority; real-time park and ride monitoring and transit capacity information) designed to reduce delay and improve reliability for transit operations on roadways; multimodal traveler information; signalization upgrades identified within a signal optimization/coordination plan, such as NJDOT's "T1-T6" effort. **(31)**
- Med: Projects that include arterial management; electronic toll collections systems; or other strategies recommended in the ITS Architecture Update (2014) such as regional integration, commercial vehicle information, and climate change adaptation. Projects including automated data collection systems to facilitate traffic management. **(21)**
- Low: Projects support optimization of existing capacity based on the highway mobility performance indicators. **(11)**

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

H.User.3 Will it improve information for travelers? Max - 13

High Projects that provide multimodal traveler information, real-time park and ride monitoring and transit capacity information, variable message signs. **(13)**

Low: Projects that include traffic signal or signage improvements not otherwise included in the ITS implementation strategy. **(8)**

**H.User.4 Will the project provide roadway improvements to high-volume segments of the regional highway system?
Max - 42**

Assign points on a continuous scale allocated proportionally based on highest observed AADT within project limits [scale with 0 being lowest AADT **(0)** and 200,000 and above as the highest AADT **(42)**.]

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

ECONOMIC MAX - 107

H.Econ.1 Will the project lead to the redevelopment of Brownfields or enhance infill or redevelopment of underutilized parcels? Max - 16

High: Brownfields that would benefit from the project are within the primary market area for port, airport, railroad related warehousing development, or abut a non-abandoned railroad. **(16)**

Med: Leads to or supports the redevelopment of a Brownfield located elsewhere or a targeted growth area (e.g., Priority Growth Investment Area, or PGIA). **(11)**

Low: Leads to infill development or redevelopment of an underutilized parcel. **(6)**

H.Econ.2 Will the facility improve access to a tourism, heritage, wildlife, or recreation facility? Max - 15

The project improves access to tourism/recreation facilities:

High: Annual attendance in excess of 3.5 million: Jersey Shore, Meadowlands Sports Complex, Manhattan **(15)**

Med: Annual attendance between 1.8 million and 3.5 million: Great Adventure, Delaware Water Gap National Recreation Area, Liberty State Park, Downtown Newark including Downtown Newark Arena; PNC Bank Arts Center **(10)**

Low: Annual attendance above 600,000 but less than 1.8 million: Mountain Creek/Crystal Springs Resort Areas, Monmouth Park Race Track; Morris Canal; East Coast Greenway; Duke Farms. **(5)**

H.Econ.3 Will it positively enhance movement of freight? Max - 31

High: Improves access to rail yard, freight depot or industrial park (examples include increasing overpass clearance, access roadways for trucks, nearby interchange or intersection improvements); improves access to core freight facilities as identified by NJTPA CMP Regional Analysis; or is included in the Comprehensive Statewide Freight Plan. **(31)**

Med: Improves reliability or overall fluidity for freight movements on corridor connecting key freight clusters; is identified as a commodity flow corridor; has a truck percentage greater than the average for the functional classification; or improves roadway travel time reliability as identified by NJTPA CMP Regional Analysis. **(20)**

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

H.Econ.4 Will it improve access to job opportunities? Max - 45

Points assigned based on a continuous scale of measurement for access to jobs by location [point scale with Traffic Analysis Zones (TAZs) ranked on a percentile basis from the lowest regional employment accessibility measure in a TAZ (0) to the highest (45); projects located in multiple TAZs will receive points based on the highest ranked of the TAZs.]

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

SYSTEM COORDINATION MAX – 141

H.Sys.1 Will it provide linkages to other existing transportation systems? Max - 33

High: Completing missing linkages among or between interstates and state highways; linkages that promote Trans-Hudson passenger capacity and supporting infrastructure. **(33)**

Med: Grade separated interchange projects; circle improvements; linkages to rail stations, transit hubs, redevelopment areas, park-and-ride facilities, or other linkages between modes; infrastructure to facilitate rideshare, carshare, or access to private transit. **(22)**

Low: At-grade intersection improvements between State highways or a State highway and a county road; linkages among or between county and local roadways. **(11)**

H.Sys.2 Will it provide bicycle or pedestrian improvements? Max – 17

High: Incorporates separate bicycle/pedestrian facilities; improvements to pedestrian crossings; addition of dedicated bicycle lanes, facilitation of bike-share infrastructure; or bike-ped strategy locations identified by NJTPA CMP Regional Analysis. **(17)**

Med: Incorporates other improvements to sidewalks and roadways for bicycle safety, such as removing travel lanes from a roadway and utilizing the space for other uses and travel modes. (i.e., a Road Diet), wider lanes, paved shoulders, and safe storm grates; bicycle parking; improved signage for bicyclists and pedestrians. **(12)**

H.Sys.3 Will it improve access to airports/seaports/freight facilities/Urban Enterprise Zones (UEZs)? Max - 23

Within a corridor that provides access to an airport, seaport, intermodal freight facility, foreign trade zone or urban enterprise zone and will improve access to one of these destinations. **(23)**

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

H.Sys.4 Will it improve Travel Time Reliability? Max - 40

High: Project will address travel time reliability issues identified by NJTPA CMP Regional Analysis. **(40)**

Med: Project will address travel time reliability issues identified by other sources/regional studies. **(27)**

H.Sys.5 Will it promote Complete Streets principles? Max - 28

High: Incorporates “Complete Streets” strategies and strategy locations identified by NJTPA Subregional studies. **(28)**

Med: Incorporates “Complete Streets” principles, as defined in NJDOT’s Complete Streets Policy, in design and construction to promote access to all modes of travel. **(19)**

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

State of Good Repair/Resiliency MAX - 216

H.Rep.1 Will it improve or replace a facility that is in poor condition? Max – 87

Projects including both bridge and pavement ratings will receive a score based on the maximum deficiency, as calculated below:

For Bridges:

Bridge Sufficiency Rating (SR) on a continuous scale, from the lowest (0) to highest level of deficiency (87).

For Roadways:

Final Pavement Rating (FPR). A continuous scale from the lowest (0) to highest level of deficiency (87). FPR combines IRI and SDI.

Note: Where projects include roadways not covered by the Pavement Management System, subregions can provide information on pavement condition for consideration.

H.Rep.2 Will the project delay the need for roadway repair/maintenance by redirecting truck traffic? Max - 37

Projects that would result in reduced truck traffic on local roads and/or divert heavy truck traffic to roadways designed for heavy loads.

Points are assigned on a continuous scale (with zero percent assigned no points (0) and 25 percent and above as the highest score level (37) based on the existing percentage of heavy truck traffic within the project limits.

H.Rep.3 Will project improve security? Max – 32

High: Involves hardening of bridge or tunnel (32)

Med: Promotes operational redundancy in transportation network e.g., locations identified by NJTPA CMP Regional Analysis for network redundancy related strategies or capacity/operation of an evacuation route (21)

Low: Involves improvements to circulation around key facilities or public safety facilities (11)

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

**H.Rep.4 Will project promote adaptation and resiliency to extreme weather events and the impacts of climate change?
Max – 60**

Project meets one or more of the following conditions: (60)

- Promotes elevation or relocation of vulnerable infrastructure (e.g., home relocation and associated road works).
- Incorporate flood proofing retrofit for areas within FEMA flood risk zone.
- Identifies strategies that address infrastructure investment and risk assessment associated with extreme weather and changing climate.
- Facilitates a resiliency project for a non-transportation asset.

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

LAND USE/ TRANSPORTATION PLANNING MAX – 68

H.Land.1 Will it Promote Development within a Community or Place? Max - 20

Project improves mobility within a Community or Place. **(20)**

[Latest applicable data from State Planning Commission or utilize land use typology created in development of Together North Jersey Plan.]

H.Land.2 Will it serve distressed municipalities? Max - 18

Project is located within, or directly serves, a distressed municipality, as defined by the NJ Department of Community Affairs (DCA). **(18)**

H.Land.3 Has the project emerged from the planning process required to establish a designated Transit Village a comprehensively planned public-private partnership; an officially adopted improvement district; county adopted coordination plans or studies; or Planning for Emerging Centers? Max - 30

Project associated with an officially adopted improvement district.

[Latest applicable data from NJDOT.] (30)

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

SAFETY MAX - 251

H.Safe.1 Will the project provide an improvement in a designated priority area? Max - 68

Project occurs in a priority area:

High: Safety improvements (e.g., road diets, turnabouts, etc.) prioritized in the NJ Strategic Highway Safety Plan incorporated into projects that would improve conditions on roadways or intersections designated by the NJTPA or NJDOT as safety priority locations or included in “Safe Corridor” programs. **(68)**

Med: Improvements to local roadways or pedestrian areas to address safety issues of local concern, e.g., traffic calming projects; Safe Routes to School; safety improvements to address lane departure and pedestrian/bike safety issues. **(46)**

Low: Drainage, rockfall, and pavement rehabilitation/resurfacing projects. **(23)**

H.Safe.2 Will the project improve conditions in a high incident area, especially pedestrian incidents? Max - 183

Project implements a strategy from the State Highway Safety Plan. Points applied based on need in existing corridor:

High: Project at a location identified by NJTPA CMP Regional Analysis for implementation of strategies to reduce crashes and increase safety. **(183)**

Or

Selection of the highest score of the following two measures:

- Points awarded on a continuous scale of NJDOT severity weighted crash measure from the lowest percentile **(0)** to the highest percentile **(183)**. Points will be awarded based on the highest percentile observed in any project segment, for projects with geographies covering multiple measures and corresponding percentiles.
- Points awarded on a continuous scale of severity weighted pedestrian injuries measure from the lowest percentile **(0)** to the highest percentile **(183)**. Points will be awarded based on the highest percentile observed in any project segment, for projects with geographies covering multiple measures and corresponding percentiles.

Attachment G.2.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM TO ADD THE ROUTE 21, NEWARK
RIVERFRONT PEDESTRIAN AND BICYCLE ACCESS
PROJECT AS REQUESTED BY THE CITY OF NEWARK**

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 federally funded 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 City of Newark is requesting that the Route 21, Newark Riverfront Pedestrian and Bicycle Access project (DB# 98540) be added to the TIP; and

WHEREAS, fiscal constraint is maintained because funds have been made available for this project through the federal transportation law known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (NJ139, NJ254, NJ269); 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, 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 Route 21, Newark Riverfront Pedestrian and Bicycle Access Project as Requested by the City of Newark

Action: In order to advance the following project, the City of Newark has requested that it be amended into the FY 2018 – 2021 Transportation Improvement Program (TIP) with federal funding in FY 2018.

Background: According to the *TIP Memorandum of Understanding*, when a federally funded 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 approximately \$4.7 million of congressionally designated funds (DEMO). These funds were made available specifically for this project through the federal transportation law known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The City of Newark has stated that the project is ready to advance into the TIP. The project is included in the FY 2018 Study and Development Program and also in the FY 2016 – 2020 TIP.

Minor Amendment:

- **Route 21, Newark Riverfront Pedestrian and Bicycle Access, City of Newark, Essex County DB# N1808**

This project is funded with DEMO funds made available through SAFETEA-LU specifically for this project. The City of Newark has requested that the project be amended into the TIP to prepare for authorization. (According to the Federal Management Information System chart dated January 26, 2018 the following funds are listed for this project: #NJ139: \$1.202 million, #NJ254: \$2.003 million, #NJ269: \$1.504 million)

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.

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: 21

Mileposts: 4.1-4.3

DBNUM: 98540

Name: Route 21, Newark Riverfront Pedestrian and Bicycle Access

This project proposes to improve pedestrian and bicycle connections between Broad St and McCarter Highway (Route 21). The project would improve pedestrian and bicycle access between Downtown Newark and the Riverfront, via Center Street/Park Place between Broad Street and McCarter Highway (Route 21). The project would also include new curb and sidewalks, ADA curb ramps, traffic signals, street lighting, street furniture and bike lanes. The project will replace the existing traffic signals at Broad Street and Rector Street, Broad St and Central Ave, Park Place and Rector Street, Center Street and Park Place, Center Street and Mulberry Street.

The following special federal appropriations have been allocated to this project: FY05 SAFETEA-LU: \$1,200,000 (ID# NJ139); \$1,500,000 (ID# NJ269); \$2,000,000 (ID# NJ254).

Counties: Essex

Municipalities: Newark City

Project Type: Intermodal Programs

RCIS Category: Bike/Ped

Sponsor: Newark City

Est. Total Project Cost: (Million)

TIP:

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$4.709

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	CON	DEMO - 139	\$1.202				
NJTPA	CON	DEMO - 254	\$2.003				
NJTPA	CON	DEMO - 269	\$1.504				
			\$4.709				

DEPARTMENT OF ENGINEERING
Division of Traffic & Signals
255 Central Avenue
Newark, New Jersey 07103
973-733-3969 / 973-733-8880

Kimberly Singleton, MBA, Manager
Singletonk@ci.newark.nj.us

February 26, 2018

Mark K. Murphy
Executive Director
North Jersey Transportation Planning Authority
One Newark Center, 17th Floor
Newark, NJ 07102

**RE: FY 2018-2020 Transportation Improvement Program (TIP) & Draft FY 2018 TIP
(Newark Riverfront Pedestrian and Bicycle Access)**

Dear Ms. Murphy:

The City of Newark has received DEMO earmark from DEMO #NJ139, NJ269 and NJ 254 for the Newark Riverfront Pedestrian and Bicycle Access project. As the project sponsor, the City of Newark requests a TIP Amendment to add this project to the current FY 2018-2020 TIP. The City of Newark will work with the NJTPA to identify the phases of work, scheduling and programmed amounts for the TIP pages.

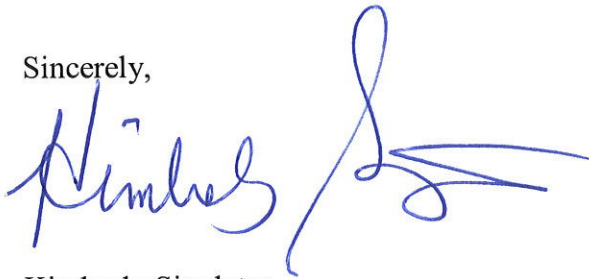
The description of the project for use in the TIP is as follows:

“The Newark Riverfront Pedestrian and Bicycle Access Project will improve pedestrian and bicycle connection between Broad Street and McCarter Highway throughout the length of the Park Place and Center Street corridor. This corridor provides important connectivity between the Passaic Riverfront and trip generators within downtown Newark. Major origin and destination points include the New Jersey Performing Arts Center (NJPAC), Military and Washington Parks,

Rutgers University and major employers such as Prudential and Audible. Improvements include new curb and sidewalk, ADA curb ramps at all crosswalks, new traffic signals at all intersections as necessary within the project area, enhanced pedestrian scale street lighting, street furniture, a two way separated bike lane and bicycle racks.” This project will be funded with DEMO earmark funds from DEMO # NJ 139 (Newark Riverfront Pedestrian and Bicycle Access project) in the amount of \$1,200,000, #NJ269 (Newark Riverfront Pedestrian and Bicycle Access project) in the amount of \$1,500,00 and #NJ254 (Newark Riverfront Pedestrian and Bicycle Access project) in the amount of \$2,000,000”

If you have any questions or comments, please feel free to contact me.

Sincerely,



Kimberly Singleton
Manager
Division of Traffic and Signals
City of Newark, NJ

cc: Phillip Scott (Director of Engineering, City of Newark, NJ)
Uzoma Anukwe (City of Newark, NJ)
Mary Ameen (NJTPA)
Liz DeRuchie (NJTPA)
Eve Chamberlain (NJTPA)
Ann Ludwig (NJTPA)

Attachment G.3.

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM TO ADD FEDERAL FUNDS TO FIVE
PROJECTS AS REQUESTED BY NJDOT**

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

WHEREAS, 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 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, NJDOT is requesting that five projects (Grove Avenue, Bridge over Port Reading RR, DB# 14423; Route 23, NB Bridge over Pequannock River, DB# 14440; Route 202, Bridge over North Branch of Raritan River, DB# 14415; CR 514 (Amwell Road), Bridge over D&R Canal, DB# 14350; Route 27, NB, Bridge over Former CNJRR (Abandoned), DB# 16303) be programmed with federal National Highway Performance Program (NHPP) funds in place of currently funded State funds; and

WHEREAS, fiscal constraint is being maintained according to the fiscal constraint charts; and

WHEREAS, these minor amendments are 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, 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 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 Five Projects as Requested by NJDOT

Action: In order to advance the following projects, NJDOT has requested amending the FY 2018 – 2021 TIP to program federal funds in place of State funds.

Background: According to the *TIP Memorandum of Understanding*, when federal funds are added to a project where none are currently programmed, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following five amendments are for the addition of National Highway Performance Program (NHPP) funds to projects currently programmed with only State funds. All of these projects are being advanced through a federally funded consultant effort and therefore need to have federal funds in place for the appropriate phases of work.

Minor Amendments:

- **Grove Avenue, Bridge over Port Reading RR, Middlesex County DB# 14423**
The request is to remove State funding in FFY 2018 and FFY 2019 for Preliminary Engineering (PE) and Design (DES) respectively and to reprogram both phases of work with federal NHPP funds. There is no change to the amount needed or scope of work. (FY 2018, PE: \$0.75 million NHPP and FY 2019, DES: \$1.4 million NHPP)
- **Route 23, NB Bridge over Pequannock River, Passaic County DB# 14440**
The request is to remove State funding in FFY 2018 and FFY 2019 for PE and DES respectively and reprogram both phases of work with federal NHPP funds. There is no change to the amount needed or scope of work. (FY 2018, PE: \$0.8 million NHPP and FY 2019, DES: \$0.8 million NHPP)
- **Route 202, Bridge over North Branch of Raritan River, Somerset County DB# 14415**
The request is to remove State funding in FFY 2018 and FFY 2019 for PE and DES respectively and reprogram both phases of work with federal NHPP funds. There is no change to the amount needed or scope of work. (FY 2018, PE: \$0.3 million NHPP and FY 2019, DES: \$1 million NHPP)
- **CR 514 (Amwell Rd), Bridge over D&R Canal, Somerset County DB# 14350**
The request is to remove State funding in FFY 2018 and FFY 2019 for DES and CON respectively and reprogram both phases of work with federal NHPP funds. There is no change to the amount needed or scope of work. (FY 2018, DES: \$0.75 million NHPP and FY 2019, CON: \$3.614 million NHPP)
- **Route 27, NB, Bridge over Former CNJRR (Abandoned), Union County DB# 16303**
The request is to remove State funding in FFY 2018 and FFY 2019 for PE and DES respectively and reprogram both phases of work with federal NHPP funds. There is no change to the amount needed or scope of work. (FY 2018, PE: \$0.910 million NHPP and FY 2019, DES: \$1.044 million NHPP)

(more)

The attached documents provide further details.

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.

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: Mileposts: 0.87 DBNUM: 14423
Name: Grove Avenue, Bridge over Port Reading RR

Initiated by the Bridge Management System, this project will rehabilitate/replace the bridge. The bridge has been determined to be structurally deficient and functionally obsolete. The bridge is a 120ft timber structure supported by timber piers, built in 1900.

Counties: Middlesex **Municipalities:** Metuchen Boro
Project Type: RCIS Category: Bridges
Sponsor: NJDOT **Est. Total Project Cost:** (Million)

TIP:

CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$2.150

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	STATE	\$0.750				
NJTPA	DES	STATE		\$1.400			
NJTPA	ROW	NHPP					\$0.100
NJTPA	CON	NHPP					\$3.790
			\$0.750	\$1.400			\$3.890

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$2.150

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	NHPP	\$0.750				
NJTPA	DES	NHPP		\$1.400			
NJTPA	ROW	NHPP					\$0.100
NJTPA	CON	NHPP					\$3.790
			\$0.750	\$1.400			\$3.890



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Grove Avenue, Bridge over Port Reading RR**

DBNUM: 14423

TRACK #: N-14423-1-M-2018

TYPE OF PROJECT CHANGE: Change of funding source

ACTION TAKEN: Removes STATE funding for PE in FFY 18 in the amount of \$.750M.
Adds NHPP funding for PE in FFY 18 in the amount of \$.750M.
Removes STATE funding for DES in FFY 19 in the amount of \$1.4M.
Adds NHPP funding for DES in FFY 19 in the amount of \$1.4M.

REASON FOR CHANGE:

Project was part of a federal consultant selection, therefore PE and DES must be federally funded.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #6

CONFORMITY:

PUBLIC INVOLVEMENT:

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: 23

Mileposts: 25.52

DBNUM: 14440

Name: Route 23, NB Bridge over Pequannock River

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

Counties: Passaic

Municipalities: West Milford Twp

Project Type:

RCIS Category: Bridges

Sponsor: NJDOT

Est. Total Project Cost: (Million)

TIP:

CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$1.600

**Unconstrained
Information Year**

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	STATE	\$.800				
NJTPA	DES	STATE		\$.800			
NJTPA	ROW	NHPP					\$.250
NJTPA	CON	NHPP					\$3.197
			\$.800	\$.800			\$3.447

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$1.600

**Unconstrained
Information Year**

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	NHPP	\$.800				
NJTPA	DES	NHPP		\$.800			
NJTPA	ROW	NHPP					\$.250
NJTPA	CON	NHPP					\$3.197
			\$.800	\$.800			\$3.447



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Route 23, NB Bridge over Pequannock River**

DBNUM: 14440

TRACK #: N-14440-1-M-2018

TYPE OF PROJECT CHANGE: Change of funding source

ACTION TAKEN: Removes STATE funding for PE in FFY 18 in the amount of \$.8M.
Adds NHPP funding for PE in FFY 18 in the amount of \$.8M.
Removes STATE funding for DES in FFY 19 in the amount of \$.8M.
Adds NHPP funding for DES in FFY 19 in the amount of \$.8M.

REASON FOR CHANGE:

Project was part of a federal consultant selection, therefore PE and DES must be federally funded.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #6

CONFORMITY:

PUBLIC INVOLVEMENT:

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: 202

Mileposts: 32.54

DBNUM: 14415

Name: Route 202, Bridge over North Branch of Raritan River

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1922.

Counties: Somerset

Municipalities: Bedminister Twp Far Hills Boro

Project Type:

RCIS Category: Bridges

Sponsor: NJDOT

Est. Total Project Cost: (Million)

TIP:

CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$1.300

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	STATE	\$0.300				
NJTPA	DES	STATE		\$1.000			
NJTPA	ROW	NHPP					\$0.500
NJTPA	UTI	NHPP					\$0.300
NJTPA	CON	NHPP					\$0.300
			\$0.300	\$1.000			\$1.100

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$1.300

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	NHPP	\$0.300				
NJTPA	DES	NHPP		\$1.000			
NJTPA	ROW	NHPP					\$0.500
NJTPA	UTI	NHPP					\$0.300
NJTPA	CON	NHPP					\$0.300
			\$0.300	\$1.000			\$1.100



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Route 202, Bridge over North Branch of Raritan River**

DBNUM: 14415

TRACK #: N-14415-1-M-2018

TYPE OF PROJECT CHANGE: Change of funding source

ACTION TAKEN: Removes STATE funding for PE in FFY 18 in the amount of \$.3M.
Adds NHPP funding for PE in FFY 18 in the amount of \$.3M.
Removes STATE funding for DES in FFY 19 in the amount of \$1.0M.
Adds NHPP funding for DES in FFY 19 in the amount of \$1.0M.

REASON FOR CHANGE:

Project was part of a federal consultant selection, therefore PE and DES must be federal.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #6

CONFORMITY:

PUBLIC INVOLVEMENT:

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: CR 514

Mileposts: 16.72

DBNUM: 14350

Name: CR 514 (Amwell Road), Bridge over D&R Canal

Initiated by Bridge Management System, the CR 514 (Amwell Road) Bridge over D&R Canal is a four-span timber bridge, originally constructed in 1953. The bridge carries two lanes of traffic with a curb-to-curb width of 28.6 feet. The bridge is structurally deficient due to the serious condition of the structure and low inventory ratings. The substructure is in poor condition with heavily deteriorated piles, section loss at the timber sheeting, and missing sheeting. It is functionally obsolete due to the substandard deck geometry. This project will repair the bridge.

Counties: Somerset

Municipalities: Franklin Twp

Project Type:

RCIS Category: Bridges

Sponsor: NJDOT

Est. Total Project Cost: (Million)

TIP:

CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$4.364

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	DES	STATE	\$.750				
NJTPA	CON	STATE		\$3.614			
			\$.750	\$3.614			

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$4.364

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	DES	NHPP	\$.750				
NJTPA	CON	NHPP		\$3.614			
			\$.750	\$3.614			



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **CR 514 (Amwell Road), Bridge over D&R Canal**

DBNUM: 14350

TRACK #: N-14350-1-M-2018

TYPE OF PROJECT CHANGE: Change of funding source

ACTION TAKEN: Removes STATE funding for DES in FFY 18 in the amount of \$.750M.
Adds NHPP funding for DES in FFY 18 in the amount of \$.750M.
Removes STATE funding for CON in FFY 19 in the amount of \$3.614M.
Adds NHPP funding for CON in FFY 19 in the amount of \$3.614M.

REASON FOR CHANGE:

Project was part of a federal consultant selection, therefore DES must be federally funded.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #6

CONFORMITY:

PUBLIC INVOLVEMENT:

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: 27

Mileposts: 34.00

DBNUM: 16303

Name: Route 27 NB, Bridge over Former CNJRR (Abandoned)

Problem Statement submitted by the BMS for a Tier 1 Screening. The structure is classified as structurally deficient due to serious condition of superstructure and poor condition of deck and substructure. The overall condition of the structure is serious due to the superstructure condition. The structure is fracture critical due to the Non Redundant (Load Path) Two Truss Configuration. The bridge has a sufficiency rating of 44.8 and is considered Prioritization Category Number 2.

Counties: Union

Municipalities: Elizabeth City

Project Type:

RCIS Category: Bridges

Sponsor: NJDOT

Est. Total Project Cost: (Million)

TIP:

CURRENT

FY 2018 - 2021 TIP Cost: (Million) \$1.954

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	STATE	\$.910				
NJTPA	DES	STATE		\$1.044			
NJTPA	CON	NHPP					\$5.405
			\$.910	\$1.044			\$5.405

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$1.954

Unconstrained Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	PE	NHPP	\$.910				
NJTPA	DES	NHPP		\$1.044			
NJTPA	CON	NHPP					\$5.405
			\$.910	\$1.044			\$5.405



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Route 27 NB, Bridge over Former CNJRR (Abandoned)**

DBNUM: 16303

TRACK #: N-16303-1-M-2018

TYPE OF PROJECT CHANGE: Change of funding source

ACTION TAKEN: Removes STATE funding for PE in FFY 18 in the amount of \$.910M.
Adds NHPP funding for PE in FFY 18 in the amount of \$.910M.
Removes STATE funding for DES in FFY 19 in the amount of \$1.044M.
Adds NHPP funding for DES in FFY 19 in the amount of \$1.044M.

REASON FOR CHANGE:

Project was part of a federal consultant selection, therefore PE and DES must be federally funded.

MPO ACTION REQUIRED: Informational

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #6

CONFORMITY:

PUBLIC INVOLVEMENT:

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM TO ADD THE PAVEMENT PRESERVATION
NJTPA PROGRAM AS REQUESTED BY NJDOT**

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

WHEREAS, 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 federally funded program that is not listed in the current TIP and does not require a new air quality conformity determination constitutes a minor amendment; and

WHEREAS, NJDOT is requesting that the Pavement Preservation program (X51B) be programmed with federal National Highway Performance Program (NHPP) funds; and

WHEREAS, fiscal constraint is being maintained according to the fiscal constraint charts; 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, 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 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 Pavement Preservation NJTPA Program As Requested by NJDOT

Action: In order to advance the following projects NJDOT has requested amending the FY 2018 – 2021 TIP to add a federally funded program into FY 2018.

Background: According to the *TIP Memorandum of Understanding*, the addition of a federally funded program that is not listed in the current TIP requires action by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. This amendment is for the addition of the Pavement Preservation program that will fund projects in the in the NJTPA region. The list of projects that will advance is provided below.

Minor Amendment:

- **Pavement Preservation, NJTPA DB# X51B**
This program allows NJDOT to accomplish eligible federal pavement preservation activities in the NJTPA region in order to help keep New Jersey’s highway system in a state of good repair. This request is to program \$63 million of NHPP funds into FY 2018 for Engineering and Construction. Funds are available from project releases and the recently signed Consolidated Appropriations Act, 2018.

The following projects will advance with these funds:

• Route 202, Alexauken Creek Road to Route 179/CR 514/ Old York Road	Hunterdon County	\$ 4.1 M
• Route 22 WB, Ramp from Route 78 EB to CR 523 (Oldwick Road)	Hunterdon County	\$ 7.7 M
• Route 18 SB, Route 138 to Deal Road	Monmouth County	\$ 1.9 M
• Route 36, Bay Ave (CR 8) to Ocean Avenue	Monmouth County	\$ 4.7 M
• Route 24, Route 287 to Route 78	Morris, Union, Essex	\$ 9.1 M
• Route 78, Washington Valley Road to Plainfield Avenue (CR 663)	Somerset County	\$19.6 M
• Route 287, CR 533 (Main Street) to Route 78 Ramp	Somerset County	\$15.9 M
		\$63.0 M

Justification for Action: Approval of this minor amendment 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.

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: Mileposts: N/A DBNUM: X51B

Name: Pavement Preservation, NJTPA

This program will allow NJDOT to accomplish eligible federal pavement preservation activities, in the NJTPA region, on New Jersey's Interstate highway system and will also allow for pavement preservation on all other state-maintained roads, which help to keep New Jersey's highway system in a state of good repair. With timely preservation, the NJDOT can provide the traveling public with improved safety and mobility, reduced congestion and smoother, longer lasting pavements.

Counties: Various **Municipalities:** Various
Project Type: RCIS Category: Road Preservation
Sponsor: NJDOT **Est. Total Project Cost: (Million)**

TIP:

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$63.000

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	EC	NHPP	\$63.000				
			\$63.000				



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Pavement Preservation, NJTPA**

DBNUM: X51B

TRACK #: SW-X51B-0-A-2018

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Adds Pavement Preservation, NJTPA to the STIP.
Adds NHPP funding for EC in FFY 18 in the amount of \$63M.

REASON FOR CHANGE:

Several pavement preservation projects will be ready to authorize construction funding within the next 3 months (from now until the end of June). NJTPA in particular has a large number of these pavement preservation projects, so instead of increasing the Pavement Preservation line-item, Pavement Preservation, NJTPA is being added to the STIP. This action is similar to the action taken during the previous STIP, when Pavement Preservation, NJTPA was added in FY 2017.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 18-27 FC Chart #9

CONFORMITY:

PUBLIC INVOLVEMENT:

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS									
FUNDING CODE	FUNDING CATEGORY				FFY 18	FFY 19	FFY 20	FFY 21	FFY 18-21
NET- FEDERAL					11.703	-54.330	51.500	-8.125	0.748
PROJECT MODIFICATIONS									
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 18	FFY 19	FFY 20	FFY 21	FFY 18-21
Pavement Preservation, NJTPA	X51B	BEFORE		Various	0.000	0.000	0.000	0.000	0.000
		EC	NHPP		63.000	0.000	0.000	0.000	63.000
		AFTER			63.000	0.000	0.000	0.000	63.000
Route 22, Hilldale Place/North Broad Street	658E	BEFORE		Union	11.310	0.000	0.000	0.000	11.310
		CON	NHPP		(11.310)	11.310	0.000	0.000	0.000
		AFTER			0.000	11.310	0.000	0.000	11.310
Route 206, Pines Road to CR 521 (Montague River Road)	12398	BEFORE		Sussex	9.800	0.000	0.000	0.000	9.800
		CON	NHPP		(9.800)	9.800	0.000	0.000	0.000
		AFTER			0.000	9.800	0.000	0.000	9.800
Route 19, Colfax Ave (CR 609) to Marshall Street	12419	BEFORE		Passaic	5.300	0.000	0.000	0.000	5.300
		CON	NHPP		(5.300)	5.300	0.000	0.000	0.000
		AFTER			0.000	5.300	0.000	0.000	5.300
Resources From Prior Year Unobligated Balances	N/A	BEFORE		Various	11.537	0.000	0.000	0.000	11.537
		ERC	NHPP		(11.537)	0.000	0.000	0.000	(11.537)
		AFTER			0.000	0.000	0.000	0.000	0.000
OMNIBUS 2018	N/A	BEFORE		Various	13.350	13.350	13.350	13.350	53.400
		ERC	NHPP		(13.350)	(13.350)	(13.350)	(13.350)	(53.400)
		AFTER			0.000	0.000	0.000	0.000	0.000
Total					11.703	13.060	-13.350	-13.350	-1.937
FISCAL CONSTRAINT BANK AFTER MODIFICATIONS									
					FFY 18	FFY 19	FFY 20	FFY 21	FFY 18-21
NET- FEDERAL					0.000	-67.390	64.850	5.225	2.685
<p>... the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)</p>									

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2018 – 2021
TRANSPORTATION IMPROVEMENT PROGRAM
TO ADD THE NEW PROVIDENCE DOWNTOWN
STREETSCAPE PROJECT AS REQUESTED
BY THE BOROUGH OF NEW PROVIDENCE**

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 federally funded 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 Borough of New Providence is requesting that the New Providence Downtown Streetscape project (DB# 09341) be added to the TIP; and

WHEREAS, fiscal constraint is maintained because funds have been made available for this project through the federal Appropriation Act of 2008 (NJ287); 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 New Providence Downtown Streetscape Project as Requested by the Borough of New Providence

Action: In order to advance the following project, the Borough of New Providence has requested that it be amended into the FY 2018 – 2021 Transportation Improvement Program (TIP) with federal funding in FY 2018.

Background: According to the *TIP Memorandum of Understanding* when a federally funded 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 \$245,000 in congressionally designated funds (DEMO). These funds were made available specifically for this project through the federal Appropriation Act of 2008. The Borough of New Providence has stated that the project is ready to advance into the TIP for the construction phase of work.

Minor Amendment:

- **New Providence Downtown Streetscape, Union County DB# 09341**
This project is ready for authorization and can be added into the FY 2018 TIP with congressionally designated funds in the amount of \$245,000 in FY 2018.

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.

NJTPA

Transportation Improvement Program Fiscal Years 2018 - 2021

Routes: Mileposts: N/A **DBNUM:** 09341
Name: New Providence Downtown Streetscape

The Downtown Improvement Project Phase 2 will be executed at locations on Springfield Ave and Passaic Street in an effort to improve pedestrian safety. The work includes installation of flashing lights in the roadway, additional signage, new curbing, concrete sidewalk, pavers, lighting foundations, minor drainage work, landscaping and installation of related site appurtenances.

Counties: Union **Municipalities:** New Providence Boro
Project Type: **RCIS Category:** Transp. Enhancements
Sponsor: New Providence **Est. Total Project Cost: (Million)**

TIP:

PENDING

FY 2018 - 2021 TIP Cost: (Million) \$0.245

Unconstrained
Information Year

MPO	PHASE	SOURCE	2018	2019	2020	2021	2022-2027
NJTPA	CON	DEMO	\$.245				
			\$.245				

BOROUGH OF
NEW PROVIDENCE

SETTLED IN 1720

Al Morgan, Mayor

Wendi B. Barry, Borough Clerk

Douglas R. Marvin, Borough Administrator

April 23, 2018

Mary K Murphy, Executive Director
North Jersey Transportation Planning Authority
One Newark Center, 17th Floor
Newark, NJ 07101

Dear Director Murphy:

I have been advised that our New Providence Downtown Streetscape, 093410 as noted below is not currently listed in the STIP.

NJ287 110-161 \$245,000.00 \$0.00 \$245,000.00
Totals \$245,000.00 \$0.00 \$245,000.00

On behalf of the Borough of New Providence I request that this project be added to the FY 2018 – 2021 Transportation Improvement Program with the congressionally designated funds in the amount of \$245,000.

I appreciate your kind attention to his matter.

Respectfully submitted,



Douglas R. Marvin
Borough Administrator

DRM:dm