



JOHN P. KELLY, CHAIR
BOARD MEETING
AGENDA
July 14, 2025
10:30 AM

Public comments can be made in-person or via a special Zoom meeting link which requires registration in advance at NJTPA@NJTPA.org by Thursday, July 10.

- A. Open Public Meetings Act Compliance
- B. Salute to the Flag
- C. Roll Call
- D. Approval of Minutes
- E. Chair's Remarks
- F. Executive Director's Report
- G. Presentation: Innovative Safety & Congestion Relief Initiatives in Lakewood-
Christoper Marra, PE, Deputy Project Manager, GPI
- H. Committee Reports/Action Items*
 - Project Prioritization – Commissioner Charles Kenny, Chair
 1. Minor Amendments to the FY 2024-2027 Transportation Improvement Program to Split the Route 80, Riverview Drive (CR640) to Polifly Road (CR 55) Project into Six Projects in Bergen and Passaic Counties (Attachments H.1.a, H.1.b, H.1.c)
 2. Minor Amendments to the FY 2024-2027 Transportation Improvement Program to Add Federal Funds to Seven Programs (Attachments H.2.a, H.2.b, H.2.c)
 - Bridge Preventive Maintenance, Statewide

- ITS Safety Program, Statewide
- Local Safety/High Risk Rural Roads Program, Regional
- Mobility and Systems Engineering Program, Statewide
- Pavement Preservation, NJTPA, Regional
- Resurfacing, Federal, Statewide
- Safety Programs, Statewide

3. Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Add Federal Funds to the Bus Support Facilities and Equipment Program (Attachments H.3.a, H.3.b, H.3.c)

4. Minor Amendments to the FY 2024-2027 Transportation Improvement Program to Transfer NJTPA Carbon Reduction Program Funds to the NJ TRANSIT Light Rail Infrastructure Improvements Program (Attachments H.4.a, H.4.b, H.4.c)

- Planning and Economic Development – Commissioner Jason Sarnoski, Chair

- Freight Initiatives Committee - Commissioner Stephen Shaw, Chair

5. Public Participation

6. Time and Place of Next Meeting: The next meeting of the NJTPA is September 8, 2025, at 10:30 a.m. at Hotel LBI, 350 West 8th St, Ship Bottom, New Jersey 08008, Ocean County.

7. Adjournment

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



John P. Kelly, Chair
Charles Kenny, First Vice Chair
David W. Behrend, Executive Director

Board Meeting Minutes May 12, 2025

A. Open Public Meetings Act Compliance

First Vice Chair Charles Kenny, Middlesex County Commissioner, called the meeting to order at 10:40 a.m. Denise Truvillion, Central Staff, reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of the meeting was forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Daily Record*, the *Home News Tribune*, the *Jersey Journal*, *New Jersey Herald*, and *The Record*. It was also posted at the Essex County Hall of Records in Newark.

B. Salute to the Flag

The First Vice Chair led the room in a salute to the Flag.

C. Roll Call

Ms. Truvillion called the roll, and 19 voting members were in attendance. (Attachment 1).

D. Approval of Minutes

Morris County made a motion to approve the minutes of the March 10, 2025 meeting, Union County seconded, and the motion carried with one abstention from Ocean County.

E. Chair Remarks

First Vice Chair Kenny thanked everyone for joining and welcomed Zoe Baldwin of the Regional Plan Association (RPA), who would be delivering the featured presentation. He provided an update on *Connecting Communities*, NJTPA's Long Range Transportation Plan, which is scheduled for Board approval in September. He noted that about 2,000 people participated in an online survey earlier this year, and the NJTPA has been conducting in-person outreach at pop-up events across the region. The feedback collected from the online survey and in-person events will be incorporated into the draft plan, which will be distributed to the Board and RTAC members in the coming weeks. A public comment period will be held in July.

He reminded everyone that Ocean County will host the July Board meeting, which will feature a presentation on the Local Concept Development (LCD) study of Kennedy Boulevard and County Line Road in Lakewood.

He also noted that this is the final Board meeting of the fiscal year, with many projects nearing completion and others scheduled to begin in July. In addition to the Ocean County LCD study, similar studies are concluding in Monmouth, Morris, and Somerset counties. Eight subregions are also developing Local Safety Action Plans, which will be completed in June. Counties and municipalities will be able to pursue funding for implementation through the federal Safe Streets and Roads for All Grant Program, with applications due June 26.

First Vice Chair Kenny said the NJTPA and NJ TRANSIT are accepting applications for the Local Mobility Initiatives Program, which supports innovative shuttle services operated by counties, municipalities, universities and the transportation management associations (TMAs). The eligibility criteria has been expanded to include micromobility devices such as bikes, e-bikes, scooters, docking stations, and parking infrastructure. Subregions are encouraged to apply and to share the funding opportunity with eligible municipalities and universities.

Following his remarks, First Vice Chair Kenny called on partner agencies to provide updates.

Eric Powers, NJ Department of Transportation (NJDOT), shared that oversight of the state’s three metropolitan planning organizations has been moved from the Statewide Planning group to Capital Investment and Program Coordination (CIPC). He introduced Suzanne Tomlinson, Director of CIPC, and Amy Polachak, Deputy Director of CIPC, who will also serve as alternates to the Board.

Jeremy Colangelo-Bryan, NJ TRANSIT, encouraged everyone to visit the NJ TRANSIT website for information about the potential rail strike. He said in the event of a strike there would be supplemental bus service, but he encouraged people who are able to work remotely to stay home. First Vice Chair Kenny asked if any of the contingency buses were already running, and Mr. Colangelo-Bryan said the agency doesn’t have the resources to run extra buses prior to a rail service shutdown.

Jay Shuffield, Port Authority, said they have been working closely with NJ TRANSIT on preparations in the event of a strike.

F. Executive Director’s Report

NJTPA Executive Director David Behrend said the finance team has worked with NJIT to prepare NJTPA’s accounts for FY 2026, which begins July 1. On April 11, the Federal Highway Administration (FHWA) approved the FY 2026 Unified Planning Work Program, which the Board adopted in March, much earlier than expected. He thanked FHWA for its prompt action, which ensures continued funding for NJTPA, the subregions, and the TMAs. He said a recently signed continuing resolution maintains the higher level of funding made available through the federal Infrastructure Investment and Jobs Act. Bipartisan discussions in Congress have begun on the next transportation authorization bill. He said the national organizations the NJTPA belongs to, the Association of Metropolitan Planning Organizations and the National Association of Region Councils, are actively engaged in discussions and he will continue to update the Board.

Mr. Behrend thanked Board members and subregional staff who have been helping with outreach for *Connecting Communities*. He noted that Monmouth County Commissioner Thomas Arnone, Hudson County Executive Craig Guy and Passaic County Commissioner John Bartlett participated in recent events. He asked that the Board encourage others to share input online at njtpa.org/connecting.

Mr. Behrend also thanked Commissioner Kenny and Union County Commissioner Bette Jane Kowalski for moderating NJTPA sessions at the recent [NJ TransAction](#) conference, adding that Central Staff spoke on several panels and staffed a booth. He noted that the NJTPA also had a booth at the New Jersey Association of Counties (NJAC) conference, which several Board members attended. He congratulated Commissioner Kowalski on her upcoming retirement and her induction into the NJAC Commissioners Hall of Fame.

Mr. Behrend said several projects are wrapping up including two through the Vibrant Places Program supporting park improvements in Paterson and placemaking in New Brunswick. Five Complete Streets Technical Assistance projects are concluding, including a corridor assessment in Verona featured at [NJ TransAction](#). Three subregional studies are also concluding: Hudson County’s West Hudson Circulation and Connectivity Study; Middlesex County’s Road Safety Audits; and Warren County’s Comprehensive Complete Streets Policy. Details were included in the Central Staff highlights distributed to the Board.

As summer approaches, NJTPA is gearing up for another Street Smart NJ campaign, which will kick off with an event in Harvey Cedars May 22. Mr. Behrend also thanked Bergen County Executive James Tedesco III, who recently spoke at Teaneck’s Street Smart kickoff. He encouraged anyone interested to visit BeStreetSmartNJ.org.

Mr. Behrend said that the Morris Canal Working Group will meet virtually on May 28 and on May 29 and Morris County will celebrate the opening of the Pompton Valley Rail Trail, a \$31.5 million NJTPA-funded project converting 5.1 miles of former rail line into a multi-use trail. He also encouraged everyone to read the latest [InTransition](#) magazine article on pedestrian safety, linked to our homepage.

In conclusion, Mr. Behrend recognized two long-serving individuals attending their final Board meeting. Hudson County Engineer Tom Malavasi, who serves as a Board alternate, is retiring July 1 and Mark Solof, NJTPA’s Director of Communications and Public Affairs, is retiring June 1 after 32 years of service. He asked everyone to join him in thanking them both for their many contributions.

The presentation was moved to follow the committee reports and public comment portion of the meeting.

G. Committee Reports/Action Items

- **Project Prioritization** — Hunterdon County Commissioner Zach Rich, Vice Chair

Commissioner Rich said the Committee considered three action items requiring Board approval. The first is a Minor Amendment to the FY 2024-2027 Transportation Improvement Program (TIP) to Add Federal Funds to the Route 4, Hackensack River Bridge Project in Bergen County. This request adds \$35.4 million for construction in FY 2025, increasing the total to \$224.8 million. The additional funds will cover cost increases for accelerated bridge construction, electrical and roadway lighting, and purchasing environmental mitigation credits.

The second item is a Minor Amendment to the TIP to Align and Increase Federal Funds on the Route 206, Valley Road to Brown Avenue Project in Somerset County. This request adds \$33.5 million for construction in FY 2026, increasing the total to \$120.5 million. This action also realigns funding with the revised construction schedule, allocating \$3 million in FY 2027, \$50 million in FY 2028, \$46 million in FY 2029 and \$21.5 million in FY 2030. Commissioner Rich noted that at the Joint Committee meeting, Somerset County Commissioner Sarah Sooy expressed concerns over delays to the project’s schedule and encouraged everyone involved to complete the work as soon as possible.

The final item for approval is a Minor Amendment to the TIP to Add Funds to the Landing Road Bridge Project in Morris County. This project is advancing with state funding. This request adds \$18 million for construction in FY 2025, increasing the total to \$40 million. Cost increases are due to additional night-time work and flagmen needed to accommodate NJ TRANSIT rail operations, as well as the incorporation of several significant structural design features, including a left-turn lane, a shared-use shoulder for bicyclists and the Lake Hopatcong wall restoration.

Action Item 1: Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Add Federal Funds to the Route 4, Hackensack River Bridge Project in Bergen County. (Attachment 2) [Details here on page 15.](#)

Bergen County moved the item, Hudson County seconded, and it carried unanimously.

Action Item 2: Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Align and Increase Federal Funds on the Route 206, Valley Road to Brown Avenue Project in Somerset County. (Attachment 3) [Details here on page 21.](#)

Essex County moved the item, Sussex County seconded, and it carried unanimously.

Action Item 3: Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Add Funds to the Landing Road Bridge Project in Morris County. (Attachment 4) [Details here on page 67.](#)

Morris County moved the item, Union County seconded, and it carried unanimously.

- **Planning and Economic Development** — Union County Commissioner, Bette Jane Kowalski, Vice Chair

Commissioner Kowalski said there were no action items on the Committee’s April agenda. She said the meeting featured Will Irving, an Associate Professor of Practice who leads the Rutgers Economic Advisory Service, who presented an Economic and Demographic Outlook related to the long-range plan. He warned of a potentially challenging economic period for New Jersey over the next two years before a return to modest long-term growth.

He said federal policy changes related to immigration could also have an impact on the state, because international migration had been outpacing significant domestic out-migration over the past two decades.

Commissioner Kowalski said Central Staff briefed the committees on several projects, including progress on the Local Safety Action Plans. Central Staff also shared that a significant update about progress in meeting regional performance measures is available on the NJTPA [website](#).

- **Freight Initiatives Committee** — Morris County Commissioner Stephen Shaw, Chair

Commissioner Shaw said technical work for the 2050 Freight Industry Level Forecasts Update is almost complete, with the project wrapping up at the end of next month. The study will provide data on commodity flows around the region, including profiles of each county. It will also include an analysis of e-commerce. The findings will be presented at the June 16th Freight Initiatives Committee meeting.

He said that FY 2025 Freight Concept Development Program studies are underway and include the East Hanover Avenue Bridge Catenary Rail Clearance Project in Morris Plains and Morris Township in Morris County; the Southern Middlesex County North-South Truck Corridor Project in Cranbury and Monroe, and preliminary screening for Plate F vertical rail clearance in Perth Amboy, both in Middlesex County; and related program support activities.

Commissioner Shaw said the meeting also featured presentations by Janice Marino-Doyle, a Program Specialist with NJDOT’s Office of Freight Planning, and representatives from WSP, on a two-phase study looking at the critical shortage of truck parking in New Jersey. The study analyzed 55 segments along New Jersey’s road network, covering major freight corridors. It identified 76 truck parking facilities with 2,886 striped spaces. More than 500 long- and short-haul truck drivers completed surveys as part of this effort, identifying significant issues.

Sections of Interstates 95, 78, 80, and 295 have the greatest parking needs. Crowded segments have a daily shortfall of 20 to 35 spaces, and this could grow to 1,700 to 1,800 spaces statewide by 2050. Overall, looking at detours and costs of crashes, insufficient truck parking causes losses of \$93 million annually in New Jersey. Potential solutions discussed include public capacity expansion, public/private partnerships, improved rest area design, and modifying local ordinances to include short-term truck parking at industrial facilities.

He said as part of Committee member reports, he shared that Morris County is reviewing proposals for the design of the Chester Branch Rail Bridge over Berkshire Valley Road in Roxbury, a graduate of the NJTPA’s Freight Concept Development Program that later received funding from NJDOT’s Rail Freight Assistance Program. Morris County also recently received another award from the same program to rehabilitate a rail bridge that carries the Dover and Rockway Railroad over the Rockaway River. He said NJDOT shared that the next freight advisory committee meeting will be July 18 and noted the agency is gearing up for its next freight plan update.

H. Public Participation

There were no comments from the public.

I. Presentation: Priority Issues for NJTPA and the Region

Ms. Baldwin, Vice President of State Programs & New Jersey Director of RPA, spoke about her agency's planning work and how it can support efforts by the NJTPA and its partners. She highlighted significant infrastructure projects including construction of the Gateway trans-Hudson rail tunnel. A recent RPA analysis found that once completed the full Gateway Program, which includes the rail tunnel and several other projects, will generate \$230 billion in economic activity for the tri-state area and another \$170 billion nationwide in its first 15 years of operation (2045-2060), with \$43 billion and 24,000 regional jobs generated during construction. She said a partial Hudson River rail tunnel shutdown could cost the U.S. economy \$16 billion over four years. Ms. Baldwin said another regionally significant project underway is the Port Authority Bus Terminal in Manhattan, which will also generate economic benefits for the region.

She said New Jersey was once a national leader in transit planning and smart growth, experiencing significant rail expansion, but progress slowed significantly during the recession. Investments have improved under Governor Murphy but the state faces decades of structural deficits. Ms. Baldwin said New Jersey has a robust state capital program and the capacity for leadership but warned that decisions made at the local level significantly impact transportation efficiency. She said municipalities must be engaged in the process because they can help bolster transit-oriented development, which has many benefits, including reduced emissions and maximizing the impact of infrastructure investments. Half of New Jersey residents already live within a 10-minute walk of transit, providing a strong foundation for smart growth planning. She said the NJTPA offers valuable resources for downtown revitalization and placemaking initiatives that can be aligned with transportation investments.

Following the presentation, Morris County Commissioner Stephen Shaw said state plans call for designated centers to concentrate development, but many municipalities won't enact the designations. He asked what could be done to help implement the regional plans. Ms. Baldwin said there needs to be better visioning. She said it's helpful to visually show people what is being proposed. She said mayors and local planning officials also need to help educate the public about the need for growth centers and mixed housing types.

Jay Shuffield, PANYNJ said that conversations around transit-oriented development in New Jersey focus on rail and asked whether buses have been considered. Ms. Baldwin said high frequency bus stops could benefit, but there's a lack of data to identify where to concentrate the development. She said RPA is doing a pilot study in Connecticut that is tracking high frequency bus stops, and they hope to do the same in New Jersey.

Michael Manzella, Jersey City, said the region's transportation network is bistate, but funding is not. He asked if RPA was looking into this issue. Ms. Baldwin said RPA is looking at this, especially as the region continues to host larger events like the upcoming World Cup. She said there is a need for cross compatibility of payment systems among other things.

The board meeting [presentation](#) and the [video](#) are available on the NJTPA website.

J. Time and Place of Next Meeting

The next Board meeting is Monday, July 14, 2025, at 10:30 a.m. at the Ocean County Library's Long Beach Island Branch, 217 S. Central Avenue, Surf City, NJ 08008.

K. Adjournment

Morris County made a motion to adjourn at 11:40 a.m., Passaic County seconded, and it carried unanimously.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: May 12, 2025

Subregion/Agency	Voting Board Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	
Essex County	David Antonio	
Hudson County	Tom Malavasi	Tanner Thul
Hunterdon County	Hon. Zachary Rich	Bob Hornby Kathleen Fullerton
Jersey City	Mike Manzella	
Middlesex County	Hon. Charles Kenny	
Monmouth County	Teri O'Connor	Joseph Ettore
Morris County	Hon. Stephen Shaw	John Hayes Kevin Stephens
Newark		Trevor Howard Raymond Concepcion
Ocean County	Mark Jehnke	
Passaic County	Hon. John Bartlett	Andras Holzmann
Somerset County	Hon. Sara Sooy	
Sussex County	Hon. Jack DeGroot	
Union County	Hon. Bette Jane Kowalski	
Warren County	David Dech	
Office of the Governor	Dorian Smith	
NJDOT	Eric Powers	Suzanne Tomlinson Amy Polachak
NJ TRANSIT	Jeremy Colangelo-Bryan	
PANYNJ	Jay Shuffield	
Citizens Representative	Charles Burton	

Other Attendees	
Malcolm X. Thorpe	Legal Counsel
Various members of Central Staff	NJTPA
James Yeager	Michael Baker Intl.
Bob Werkmeister	
Sutapa Bandyopadhyay	FHWA
Edward Murray	Photographer
Syd Chan	
Zoe Baldwin	RPA

Approved May 12, 2025

DRAFT RESOLUTION:

**MINOR AMENDMENT TO THE FY 2024-2027
TRANSPORTATION IMPROVEMENT PROGRAM TO ADD
FEDERAL FUNDS TO THE ROUTE 4, HACKENSACK
RIVER BRIDGE PROJECT IN BERGEN COUNTY**

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

WHEREAS, the NJTPA formally adopted the FY 2024-2027 Transportation Improvement Program (TIP) on September 12, 2023; and

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

WHEREAS, the TIP may be revised any time; and

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

WHEREAS, the NJDOT has requested a minor amendment to the FY 2024-2027 TIP to add federal funds to the Route 4, Hackensack River Bridge project as requested by the NJDOT (DBNUM 02346); and

WHEREAS, fiscal constraint is maintained through federal funds available from the Bridge Formula Program; and

WHEREAS, the project is exempt from an air quality conformity determination and the change does not impact the current conformity determination as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127); and

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

WHEREAS, the FY 2024-2027 TIP conforms to federal performance-based planning requirements; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendments to the FY 2024-2027 Transportation Improvement Program.

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

Approved May 12, 2025

DRAFT RESOLUTION:

**MINOR AMENDMENT TO THE FY 2024-2027
TRANSPORTATION IMPROVEMENT PROGRAM TO
ALIGN AND INCREASE FEDERAL FUNDS ON THE
ROUTE 206, VALLEY ROAD TO BROWN AVENUE
PROJECT IN SOMERSET COUNTY**

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

WHEREAS, the NJTPA adopted the FY 2024-2027 Transportation Improvement Program (TIP) on September 12, 2023; and

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

WHEREAS, the TIP may be revised any time; and

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

WHEREAS, the NJDOT has requested a minor amendment to the FY 2024-2027 TIP to align and increase federal funds on the Route 206, Valley Road to Brown Avenue (DBNUM 780A) project in Somerset County; and

WHEREAS, funding for construction is increased outside of the fiscally constrained four-year TIP to match the project's updated financial plan; and

WHEREAS, the project is not exempt from an air quality conformity determination as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127), but does not require further emissions analysis; and

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

WHEREAS, the FY 2024-2027 TIP conforms to federal performance-based planning requirements; and

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

WHEREAS, no action authorized by the NJTPA shall have force or effect until 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 minor amendment to the FY 2024-2027 Transportation Improvement Program.

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

Approved May 12, 2025

DRAFT RESOLUTION:

**MINOR AMENDMENT TO THE FY 2024-2027
TRANSPORTATION IMPROVEMENT PROGRAM TO ADD
FUNDS TO THE LANDING ROAD BRIDGE PROJECT IN
MORRIS COUNTY**

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

WHEREAS, the NJTPA adopted the FY 2024-2027 Transportation Improvement Program (TIP) on September 12, 2023; 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 *Exchange of Program Funds MOU*, STATE-NJTPA Transportation Trust Fund funding shall follow the actions prescribed in the *MOU for Statewide Procedures for TIP/STIP Revisions*, and when funds are added to a new project or added above the specified threshold and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, Morris County has requested a minor amendment to the FY 2024-2027 TIP to add state funds to the Landing Road Bridge Over Morristown Line, CR 631 project; and

WHEREAS, fiscal constraint is maintained through the NJTPA, Future Projects program line item; and

WHEREAS, the project is not exempt from an air quality conformity determination as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127), but does not require further emissions analysis; and

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

WHEREAS, the FY 2024-2027 TIP conforms to federal performance-based planning requirements; and

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

WHEREAS, no action authorized by the NJTPA shall have force or effect until 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 minor amendment to the FY 2024-2027 Transportation Improvement Program.

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

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2024-2027
TRANSPORTATION IMPROVEMENT PROGRAM TO
SPLIT THE ROUTE 80, RIVERVIEW DRIVE (CR 640)
TO POLIFLY ROAD (CR 55) PROJECT INTO SIX
PROJECTS IN BERGEN AND PASSAIC COUNTIES**

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

WHEREAS, the NJTPA adopted the FY 2024-2027 Transportation Improvement Program (TIP) on September 12, 2023; and

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

WHEREAS, the TIP may be revised any time; and

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

WHEREAS, the NJDOT has requested a minor amendment to the FY 2024-2027 TIP to remove the Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55) project (DNUM 11415) and replace it with six new smaller projects in Bergen and Passaic Counties, including Route 80, Riverview Dr (CR 640) to Taft Ave, Contract 1 (DBNUM 11415A); Route 80, Riverview Avenue to Polifly Road (CR 55), Contract 2 (DBNUM 11415B); Route 80, Lakeview Avenue (CR 624) to Garden State Parkway, Contract 3 (DBNUM 11415C); Route 80, Taft Avenue to 21st Avenue, Contract 4 (DBNUM 11415D); Route 80, Garden State Parkway to Riverview Avenue, Contract 5 (DBNUM 11415E); Route 80, 21st Avenue to Lakeview Avenue (CR 624), Contract 6 (DBNUM 11415F); and

WHEREAS, funding is available from the original project and is increased outside of the fiscally constrained four-year TIP; and

WHEREAS, Contracts 1 through 5 are exempt from an air quality conformity determination and the changes do not impact the current conformity determination, and Contract 6 is modeled as a non-exempt, regionally significant project in the current air quality conformity determination, and the requested revision does not warrant further emissions analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127); and

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

WHEREAS, the FY 2024-2027 TIP conforms to federal performance-based planning requirements; and

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

WHEREAS, no action authorized by the NJTPA shall have force or effect until 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 minor amendments to the FY 2024-2027 Transportation Improvement Program.

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

Summary of Action

Minor Amendments to the FY 2024-2027 Transportation Improvement Program to Split the Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55) Project into Six Projects in Bergen and Passaic Counties

Action: Approval of a request from the New Jersey Department of Transportation (NJDOT) to amend the FY 2024-2027 Transportation Improvement Program (TIP) by splitting the Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55) project into six projects in Bergen and Passaic counties, as detailed below.

Minor Amendments:

- **Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55), Bergen and Passaic Counties - DBNUM 11415**

This request is to remove the current project listing from the TIP, as it will be divided into six separate contracts. The Final Design Construction Cost Estimate exceeds \$958 million. Advertising a single construction contract for such a large project would limit potential bidders and risk the quality of bids received by NJDOT. In addition, the Final Design phase would take an extended period, due to extensive engineering design, review, approval, environmental permitting, securing right-of-way, utilities/railroad coordination, and stakeholder engagement, delaying the construction phase. In addition, critical elements of the project require an expedited Final Design phase to begin construction. Dividing the project into multiple contracts allows NJDOT to prioritize critical sections and replace structure-critical bridges promptly.

The sections of the project requested to be programmed separately as contracts for construction are as follows:

- **Route 80, Riverview Drive (CR 640) to Taft Avenue, Contract 1
*Passaic County - DBNUM 11415A***
- **Route 80, Riverview Avenue to Polifly Road (CR 55), Contract 2
*Bergen County - DBNUM 11415B***
- **Route 80, Lakeview Avenue (CR 624) to Garden State Parkway, Contract 3
*Bergen and Passaic Counties - DBNUM 11415C***
- **Route 80, Taft Avenue to 21st Avenue, Contract 4
*Passaic County - DBNUM 11415D***
- **Route 80, Garden State Parkway to Riverview Avenue, Contract 5
*Bergen County - DBNUM 11415E***
- **Route 80, 21st Avenue to Lakeview Avenue (CR 624), Contract 6
*Passaic County - DBNUM 11415F***

Background: According to the TIP Memorandum of Understanding (MOU), when a project is added or funds are added above the specified threshold to the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is

required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. These TIP revisions fall within the MOU guidelines to be approved as minor amendments.

The requested revisions have been reviewed by NJTPA Central Staff and the counties of Bergen and Passaic. Contracts 1 through 5 are exempt from an air quality conformity determination and the changes do not impact the current conformity determination. Contract 6 is already modeled as a non-exempt, regionally significant project in the current air quality conformity determination, and the requested revision does not warrant further emissions analysis. Fiscal constraint is maintained by utilizing federal funds programmed for the original project; anticipated increases are programmed outside of the required fiscally constrained four-year TIP. Additional information is detailed in the attached documents.

Justification for Action: Approval of this revision to the FY 2024-2027 TIP will allow the funds to be programmed and the referenced projects to advance.

Staff Recommendation: Central Staff recommends approval of this action.

NJTPA TIP FY 2024 - 2027 Revision Package ID # 25026

Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55)

This project will reconstruct 9 miles of I-80 Westbound pavement & structures from milepost 56.4 to 65.4 in Passaic County (Woodland Park Borough and the City of Paterson) and in Bergen County (Elmwood Park Borough, Saddle Brook Township, Lodi Borough and the City of Hackensack). In addition, there will be a widening of Rt 80 in the WB direction from MP 58.9 to 60.5.

The project limits are from approximately 0.2 mile east of the Squirrelwood Road (CR 636) Interchange in Woodland Park Borough, Passaic County to approximately 0.1 mile west of the S. Summit Rd (CR 57) Interchange in the City of Hackensack, Bergen County.

The purpose of this project is to improve safety and operation of I-80 Westbound within the project limits. The need for this project is due to the high crash rate, traffic congestion, substandard design elements, and structural deficiencies. Several bridge decks, superstructures, and complete bridges need to be replaced due to their poor condition ratings, scour critical nature, historical analysis, and life cycle cost analysis.

Structures located within the project limits are: 1610-156, 1610-158, 1610-171, 1610-159, 1610-160, 1610-165, 1610-166, 1610-167, 1610-170, 1610-152; 0225-150, 0225-151, 0225-154, 0225-155, 0225-156, 0225-157, 0225-158, 0225-159; 1609-161, 1609-160; 0225-162, 0225-164, 0225-166, 0225-167, 0225-168; 0226-150, 0226-151

This project will be broken out into multiple contracts as single projects and requires a financial management plan.

DBNUM: 11415 **AQ Code:** 2040M (Non-Exempt) **Est. Total Project Cost:** \$958.000 (Million) **Sponsor:** NJDOT
Routes: 80 **Mileposts:** 56.00 - 65.4 **RCIS:** Road Enhancement
County: Passaic Bergen **Municipality:** Various

Requested TIP Revision

Action Taken

This request is to remove the project from the TIP as it will be divided into six separate contracts, which include the following:

- Route 80, Riverview Dr (CR640) to Taft Ave, Contract 1 (DBNUM 11415A)
- Route 80, Riverview Ave to Polifly Road (CR 55), Contract 2 (DBNUM 11415B)
- Route 80, Lakeview Avenue (CR 624) to Garden State Parkway, Contract 3 (DBNUM 11415C)
- Route 80, Taft Ave to 21st Ave, Contract 4 (DBNUM 11415D)
- Route 80, Garden State Parkway to Riverview Ave, Contract 5 (DBNUM 11415E)
- Route 80, 21st Avenue to Lakeview Ave (CR 624), Contract 6 (DBNUM 11415F)

Reason for Change

The Final Design Construction Cost Estimate has exceeded \$958 million. Advertising a single construction contract for such a large project would limit potential bidders and risk the quality of bids received by NJDOT. The Final Design phase would take an extended period due to extensive engineering design, review, approval, environmental permitting, securing ROW, utilities/railroad coordination, and stakeholder engagement, delaying the construction phase. In addition, critical elements of the project require an expedited Final Design phase to begin construction. Dividing the project into multiple contracts allows NJDOT to prioritize critical sections and replace structure-critical bridges promptly.

Fiscal Constraint

Fiscal constraint is maintained by utilizing funds for this project toward the six breakout projects.

Current TIP

MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2024	2025	2026	2027	Total	2028-2033
NJTPA	DES	NHFP-HWY	35.305				35.305	
NJTPA	DES	NHPP	41.195				41.195	
NJTPA	ROW	NHFP-HWY			6.500		6.500	
NJTPA	ROW	NHPP						1.000
NJTPA	CON	NHFP-HWY						278.535
NJTPA	CON	NHPP						616.865
TOTAL (\$ million)			76.500		6.500		83.000	896.400

NJTPA TIP FY 2024 - 2027 Revision Package ID # 25026

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2024	2025	2026	2027	Total	2028-2033
NJTPA	DES	NHFP-HWY	0.000				0.000	
NJTPA	DES	NHPP	0.000				0.000	
NJTPA	ROW	NHFP-HWY					0.000	
NJTPA	ROW	NHPP			0.000			0.000
NJTPA	CON	NHFP-HWY						0.000
NJTPA	CON	NHPP						0.000
TOTAL (\$ million)			0.000		0.000		0.000	0.000

NJTPA TIP FY 2024 - 2027 Revision Package ID # 25026

Route 80, Riverview Dr (CR640) to Taft Ave, Contract 1

This contract will address the structure deficiency of Rt. 80 over Passaic River Bridge (Str.# 1610-153) and reconstruct Rt. 80 pavement to correct substandard features including cross slope and superelevation. This contract will also provide drainage improvements to address flooding at McBride Avenue (Woodland Park, Passaic County).

DBNUM: 11415A **AQ Code:** S4, S10 (Exempt) **Est. Total Project Cost:** \$74.600 (Million) **Sponsor:** *NJDOT*
Routes: 80 **Mileposts:** 56.00-56.82 **RCIS:** Road Enhancement
County: Passaic **Municipality:** Woodland Park Boro

Requested TIP Revision

Action Taken

This request is to add \$.100 million of National Highway Freight Performance-Highway (NHFP-HWY) funds for Right-of-Way (ROW) in Federal Fiscal Year (FFY) 2026 and \$38.216 million for Construction (CON) in FFY 2028. It also adds \$36.284 million of National Highway Performance Program (NHPP) funds for CON in FFY 2028.

Reason for Change

This project is a contract breakout from the Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55) project (DBNUM 11415).

Fiscal Constraint

Fiscal constraint is anticipated by utilizing federal funds available from the original project and is increased outside of the required fiscally constrained four-year TIP.

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2024	2025	2026	2027		2028-2033
NJTPA	ROW	NHFP-HWY			0.100		0.100	
NJTPA	CON	NHFP-HWY						38.216
NJTPA	CON	NHPP						36.284
TOTAL (\$ million)					0.100		0.100	74.500

NJTPA TIP FY 2024 - 2027 Revision Package ID # 25026

Route 80, Riverview Ave to Polifly Road (CR 55), Contract 2

This contract will prioritize Rt. 80 over Rt.17 SB Bridge replacements (Str.# 0226-151 and #0226-150). The substructure NBI Condition Rating was downgraded to 4-Poor Condition from the original 5-Fair Condition in the latest 2021 inspection cycle. In addition, visual inspection of Rt. 80 EB showed that the conditions of EB abutments and piers were worse than WB structure. This contract will reconstruct two structures that are near the end of service life along with the Rt. 80 roadway within the determined limits. Additionally, the project will reconstruct Rt. 80 pavement to correct substandard features including cross slope and superelevation.

DBNUM: 11415B **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$164.799 (Million) **Sponsor:** *NJDOT*
Routes: 80 **Mileposts:** 63.82-65.40 **RCIS:** Road Enhancement
County: Bergen **Municipality:** Lodi Boro Hackensack City

Requested TIP Revision

Action Taken

This request is to add \$9.000 million of NHFP-HWY funds for ROW in FFY 2025, \$8.765 million for CON in FFY 2029, \$8.025 million for CON in FFY 2030, and \$10.877 million for CON in FFY 2031. It also adds \$42.500 million of NHPP funds for CON in FY 2029, \$42.500 million for CON in FY 2030, and \$43.132 million for CON in FFY 2031.

Reason for Change

This project is a contract breakout from the Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55) project (DBNUM 11415).

Fiscal Constraint

Fiscal constraint is anticipated by utilizing federal funds available from the original project and is increased outside of the required fiscally constrained four-year TIP.

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2024	2025	2026	2027		2028-2033
NJTPA	ROW	NHFP-HWY		9.000			9.000	
NJTPA	CON	NHFP-HWY						27.667
NJTPA	CON	NHPP						128.132
TOTAL (\$ million)				9.000			9.000	155.799

NJTPA TIP FY 2024 - 2027 Revision Package ID # 25026

Route 80, Lakeview Avenue (CR 624) to Garden State Parkway, Contract 3

The major scope of this construction contract will include reconstruction of Interchange 61 improvements to improve traffic operation and address safety issues (Borough of Elmwood Park, Bergen County) and reconstruct Rt. 80 WB pavement to correct substandard features including cross slope and superelevation. This Project will also bring quality of life improvements such as constructing noise walls along Rt. 80 including noise walls along EB and WB of Rt. 80 in the Borough of Elmwood Park, ADA improvements, and recreation facilities relocation/improvements.

DBNUM: 11415C **AQ Code:** S4, S10, NR3 (Exempt) **Est. Total Project Cost:** \$157.599 (Million) **Sponsor:** *NJDOT*
Routes: 80 **Mileposts:** 60.14-61.64 **RCIS:** Road Enhancement
County: Bergen Passaic **Municipality:** Elmwood Park Boro Paterson City

Requested TIP Revision

Action Taken

This request is to add \$3.000 million of NHFP-HWY funds for ROW in FFY 2026, \$8.765 million for CON in FFY 2029, \$8.025 million for CON in FFY 2030, and \$9.677 million for CON in FFY 2031. It also adds \$42.500 million of NHPP funds for CON in FFY 2029, \$42.500 million for CON in FFY 2030, and \$43.132 million for CON in FFY 2031.

Reason for Change

This project is a contract breakout of the Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55) project (DBNUM 11415).

Fiscal Constraint

Fiscal constraint is anticipated by utilizing federal funds available from the original project and is increased outside of the required fiscally constrained four-year TIP.

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2024	2025	2026	2027		2028-2033
NJTPA	ROW	NHFP-HWY			3.000		3.000	
NJTPA	CON	NHFP-HWY						26.467
NJTPA	CON	NHPP						128.132
TOTAL (\$ million)					3.000		3.000	154.599

NJTPA TIP FY 2024 - 2027 Revision Package ID # 25026

Route 80, Taft Ave to 21st Ave, Contract 4

This contract will address the structure deficiency of Rt. 80 Westbound and Ramp H over Slope (Str.# 1610-157), Rt. 80 Over Rt. 19 Freeway and Ramp to Rt. 19 SB (Str.# 1610-158), and Rt. 80 Over Main St (CR 509) and Marshall St, Road Overpass for County Road 509 (Str.# 1610-171) and reconstruct Rt. 80 WB pavement to correct substandard features including cross slope and superelevation. This Project will also construct noise walls in the City of Paterson.

DBNUM: 11415D **AQ Code:** S10, S19 (Exempt) **Est. Total Project Cost:** \$165.250 (Million) **Sponsor:** *NJDOT*
Routes: 80 **Mileposts:** 56.82-58.44 **RCIS:** Road Enhancement
County: Passaic **Municipality:** Woodland Park Boro

Requested TIP Revision

Action Taken

This request is to add \$1.450 million of NHFP-HWY funds for ROW in FFY 2029 and \$35.123 million for CON in FFY 2032. It also adds \$128.677 million of NHPP funds for CON in FFY 2032.

Reason for Change

This project is a contract breakout from the Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55) project (DBNUM 11415).

Fiscal Constraint

Fiscal constraint is anticipated by utilizing federal funds available from the original project and is increased outside of the required fiscally constrained four-year TIP.

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2024	2025	2026	2027		2028-2033
NJTPA	ROW	NHFP-HWY						1.450
NJTPA	CON	NHFP-HWY						35.123
NJTPA	CON	NHPP						128.677
		TOTAL (\$ million)						165.250

NJTPA TIP FY 2024 - 2027 Revision Package ID # 25026

Route 80, Garden State Parkway to Riverview Ave, Contract 5

This contract will address deficiencies of the Rt. 80 WB structures within the Project limits, the major structure scope includes the superstructure replacement of Rt. 80 over GSP, Midland Ave, and NJ Transit (Str.# 0225-159) and the full replacement of Rt. 80 over Market St, Main St, Fairview Ave, and Saddle River (Str.# 0225-156). This Project will also reconstruct Rt. 80 WB pavement including certain ramps as well.

DBNUM: 11415E **AQ Code:** S10, S19 (Exempt) **Est. Total Project Cost:** \$155.609 (Million) **Sponsor:** *NJDOT*
Routes: 80 **Mileposts:** 61.64-63.82 **RCIS:** Road Enhancement
County: Bergen **Municipality:** Elmwood Park Boro Lodi Boro Saddle Brook Twp

Requested TIP Revision

Action Taken

This request is to add \$3.709 million of NHFP-HWY funds for ROW in FFY 2030 and \$85.230 million for CON in FFY 2033. It also adds \$66.670 million of NHPP funds for CON in FY 2033.

Reason for Change

This project is a contract breakout from the Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55) project (DBNUM 11415).

Fiscal Constraint

Fiscal constraint is anticipated by utilizing federal funds available from the original project and is increased outside of the required fiscally constrained four-year TIP.

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2024	2025	2026	2027		2028-2033
NJTPA	ROW	NHFP-HWY						3.709
NJTPA	CON	NHFP-HWY						85.230
NJTPA	CON	NHPP						66.670
		TOTAL (\$ million)						155.609

NJTPA TIP FY 2024 - 2027 Revision Package ID # 25026

Route 80, 21st Avenue to Lakeview Ave (CR 624), Contract 6

The major scope of this contract will include reconstruction of Paterson Viaduct (Str.# 1610-159) to address structural deficiencies, Rt. 80 WB widening from 3 through lanes to 4 through lanes lane between Lakeview Avenue and Beckwith Avenue for congestion relief (City of Paterson, Passaic County, MP 58.9 to MP 60.1). It replaces and lengthens three (3) overpass bridges to accommodate widening in the section and reconstructs Rt. 80 WB pavement to correct substandard features including cross slope and superelevation. This Project will also bring quality of life improvements such as constructing noise walls along Rt. 80 including noise walls along EB and WB, ADA improvements, and recreation facilities relocation/improvements.

DBNUM: 11415F **AQ Code:** 2040M (Non-Exempt) **Est. Total Project Cost:** \$238.955 (Million) **Sponsor:** *NJDOT*
Routes: 80 **Mileposts:** 58.44-60.14 **RCIS:** Road Expansion
County: Passaic **Municipality:** Paterson City

Requested TIP Revision

Action Taken

This request is to add \$10.900 million of NHFP-HWY funds for ROW in FFY 2026 and \$43.898 million for CON in FFY 2033. It also adds \$184.157 million of NHPP funds for CON in FFY 2033.

Reason for Change

This project is a contract breakout from the Route 80, Riverview Drive (CR 640) to Polifly Road (CR 55) project (DBNUM 11415).

Fiscal Constraint

Fiscal constraint is anticipated by utilizing federal funds available from the original project and is increased outside of the required fiscally constrained four-year TIP.

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2024	2025	2026	2027		2028-2033
NJTPA	ROW	NHFP-HWY			10.900		10.900	
NJTPA	CON	NHFP-HWY						43.898
NJTPA	CON	NHPP						184.157
TOTAL (\$ million)					10.900		10.900	228.055

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2024-2027
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDS TO SEVEN PROGRAMS**

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 adopted the FY 2024-2027 Transportation Improvement Program (TIP) on September 12, 2023; and

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

WHEREAS, the TIP may be revised any time; and

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

WHEREAS, the NJDOT has requested minor amendments to the FY 2024-2027 TIP to add federal funds to the Bridge Preventive Maintenance Program (DBNUM 13321); ITS Safety Programs (DBNUM 23314); Local Safety/High Risk Rural Roads Program (DBNUM 04314); Mobility and Systems Engineering Program (DBNUM 13306); Pavement Preservation Program, NJTPA (DBNUM X51B); Resurfacing, Federal Program (DBNUM 99327A); and Safety Programs (DBNUM 19370); and;

WHEREAS, fiscal constraint is maintained by adding federal funds available from unobligated balances and aligning current programmed funding with anticipated project authorizations; and

WHEREAS, these minor amendments are exempt from an air quality conformity analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127) and do not impact the current conformity determination; and

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

WHEREAS, the FY 2024-2027 TIP conforms to federal performance-based planning requirements; and

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

WHEREAS, no action authorized by the NJTPA shall have force or effect until 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 minor amendments to the FY 2024-2027 Transportation Improvement Program.

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

Summary of Action

Minor Amendments to the FY 2024-2027 Transportation Improvement Program to Add Federal Funds to Seven Programs

Action: Approval of a request from the New Jersey Department of Transportation (NJDOT) to amend the FY 2024-2027 Transportation Improvement Program (TIP) by adding federal funds to seven programs, as detailed below.

Minor Amendments:

- **Bridge Preventive Maintenance, *Statewide* – DBNUM 13323**

This request is to add \$58.5 million of Surface Transportation Block Grant Program-Flexible (STBGP-FLEX) funds for Engineering and Construction (EC) in Federal Fiscal Year (FFY) 2025, increasing the total to \$68.5 million. This increase is necessary to fund Bridge Preventive Maintenance contracts on I-287, I-80 and numerous other locations throughout the region, anticipated to be authorized in FFY 2025.

- Bridge Preventive Maintenance Contract 2025-1 – \$16.4 million
- Signature Bridge Preventive Maintenance Contract 2025-2 – \$17.9 million
- I-287 Bridge Painting Contract 2024-3 – \$11.2 million
- I-80 Bridge Painting Contract 2024-1 – \$10 million
- Pier Protection Contract 1 – \$8.000 million
- Boonton Line Preventive Maintenance (BFP Off System) – \$5 million

- **ITS Safety Program, *Statewide* – DBNUM 23314**

This request is to add \$20.18 million in Highway Safety Improvement Program (HSIP) funds for Engineering, Right-of-Way, and Construction (ERC) in FFY 2025, increasing the total to \$23.18 million. This increase is necessary to fund various safety improvement projects totaling \$9.68 million as well as the following project, anticipated to be authorized in FFY 2025:

- Route 80, Green Pond Road (CR 513) to Riverview Drive (CR 640) – \$13.5 million (Morris and Passaic Counties)

- **Local Safety/High Risk Rural Roads Program, *Regional* – DBNUM 04314**

This request is to add \$18.819 million of Highway Safety Improvement Program (HSIP) funds for ERC in FFY 2025, increasing the total to \$46.819 million, and adds \$7.429 million of Highway Safety Improvement Program-Vulnerable Road User Safety (HSIP-VRUS) funds for ERC in FFY 2025. These increases are necessary to fund the following regional projects anticipated to be authorized in FFY 2025:

- VRU Hudson – Park Avenue, JFK Boulevard East, JFK Boulevard – \$962,000 (Hudson County)
- Roundabout - Holmdel Road – \$149,000 (Monmouth County)
- Easton Avenue (CR 527) – \$148,000 (Somerset County)
- VRU Passaic – Market Street (CR 648) Corridor – \$232,000 (Passaic County)

- VRU Hudson - JFK Boulevard (CR 501) - Phase IV from 43rd Street to 59th Street – \$329,000 (Hudson County)
 - Frank E. Rodgers Boulevard/Paterson Plank Road/Secaucus Road – \$562,000 (Hudson County)
 - VRU Newark – Bergen Street – Phase II from Madison Avenue to 14th Street – \$310,000 (Essex County)
 - Morris Street (CR 510) and Ridgedale Avenue – \$163,000 million (Morris County)
 - New Central Avenue (CR31) and North Hope Chapel Road (CR 639) – \$4.405 million (Ocean County)
 - Traffic Signal and Roadway Improvements at 12 Intersections – \$12.688 million (Essex County)
 - VRU Jersey City – Marin Boulevard – Corridor and 7 Intersections – \$4.238 million (Hudson County)
 - VRU Hudson - JFK Boulevard (CR 501) and Paterson Plank Road - 2 Corridors – \$21.247 million (Hudson County)
 - VRU Jersey City – Sip Avenue Corridor – \$5.038 million (Hudson County)
 - VRU Jersey City- Montgomery Street – 15 Intersections, Pedestrian Improvements – \$3.777 million (Hudson County)
- **Mobility and Systems Engineering Program, *Statewide* – DBNUM 13306**
This request is to add \$29.2 million of National Highway Performance Program (NHPP) funds for EC in FFY 2025, increasing the total to \$79.191 million. This increase is necessary to fund Mobility and Systems Engineering contracts (Smart Moves Initiative and ITS on Routes 30, 40, and 47) anticipated to be authorized in FFY 2025.
 - **Pavement Preservation, NJTPA, *Regional* – DBNUM X51B**
This request is to add \$27.093 million of NHPP funds for ERC in FFY 2025, increasing the total to \$107.093 million. This increase is necessary to fund the following regional pavement preservation projects anticipated to be authorized in FFY 2025:
 - Route 46, Fairfield Avenue to Rifle Camp Road (CR 533) – \$6.55 million (Essex and Passaic Counties)
 - Pavement Preservation North Contract-7, FY 2026 – \$10 million (Sussex County)
 - Route 9, Cindy Street to Queen Road – \$8.313 million (Middlesex County)
 - **Resurfacing, Federal, *Statewide* – DBNUM 99327A**
This request is to reduce \$40 million of NHPP funds for ERC in FFY 2025, decreasing the total to \$5 million. These funds will be reallocated to fund projects anticipated to be authorized in FY 2025.
 - **Safety Programs, *Statewide* – DBNUM 19370**
This request is to add \$22.965 million of HSIP funds for ERC in FFY 2025, increasing the total to \$29.895 million. This request also reduces \$7.429 million of HSIP-VRUS funds for ERC in FFY 2025, which will be reallocated to the NJTPA Local Safety/High Risk Rural Roads Program (DBNUM 04314), decreasing the total to \$4.1 million. The increase in HSIP

funds is necessary to fund the following regional pavement preservation projects anticipated to be authorized in FFY 2025:

- Rt 1&9 (Tonnelles Avenue) at Manhattan Avenue Intersection (MP 53.92 to 55.93) – \$1.25 million
- Systemic Backplate Pilot Program Central, Safety Improvements (LS) – \$2.5 million
- Systemic – Horizontal Curve Sign Program Central (LS) – \$5.5 million
- Systemic – Horizontal Curve Sign Program Central (LS) – \$2 million
- Intersection Improvement Program & Safety Corridor Program with ROW – South 2017 (Route 30 and Seagrove Ave./Central Ave. (CR 542), Route 130 and Riverton Road (CR 603), Route 30 and Franklin Ave. (CR 692) – \$2 million
- Systemic Backplate Pilot Program South, Safety Improvements (LS) – \$1 million
- Passaic Ave, Ward Ave, Clifton City – \$5.6 million
- Systemic – Horizontal Curve Sign Program North (LS) – \$2.7 million
- 2025 Statewide Utility Pole Relocation/Replacement – \$150,000 million
- Jessup Road (submitting for Federal Project Number) – \$515,000 million
- VRU Mid-Block Crosswalk Improvements, Central – \$3 million
- VRU Route 1&9, Dennis Place to East Grand Street, MP 42.79–44.52, Linden/Elizabeth, Union County – \$1.1 million

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

The requested revisions have been reviewed by Central Staff. These programs are exempt from an air quality conformity determination and do not impact the current conformity determination. Fiscal constraint is maintained for these changes through funds available from unobligated balances and by aligning programmed funding with anticipated project authorizations. Additional information is provided in the attached documents.

Justification for Action: Approval of these minor amendments to the FY 2024-2027 TIP will allow the funds to be programmed and the referenced programs and projects to advance.

Staff Recommendation: Central Staff recommends approval of this action.

NJTPA TIP FY 2024 - 2027 Revision Package ID # 25028

Bridge Preventive Maintenance

This program provides funding for bridge preservation activities (including painting, deck repairs, and substructure repairs) as a means of extending structure life. Painting contracts shall include painting of steel on various structures, as an anti-corrosion measure, and will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding. Preventive maintenance contracts shall include deck repairs, header reconstruction, curb reconstruction, joint resealing, substructure concrete repairs, and sealing of entire structures, with structures systematically prioritized by corridor or geographical area. Both painting and preventive maintenance contracts are awarded to preserve and prolong the useful service life of bridges, in accordance with the NJDOT Bridge Preventive Maintenance Program.

DBNUM: 13323 **AQ Code:** S19 (Exempt) **Est. Total Project Cost:** \$700.000 (Million) **Sponsor:** NJDOT
Routes: **Mileposts:** N/A **RCIS:** Bridges
County: Various **Municipality:** Various

Requested TIP Revision

Action Taken

This request is to add \$58.500 million of Surface Transportation Block Grant Program-Flexible (STBGP-FLEX) funds for Engineering and Construction (EC) in Federal Fiscal Year (FFY) 2025, increasing the total to \$68.500 million.

Reason for Change

This increase is necessary to fund Bridge Preventive Maintenance contracts on I-287, I-80 and numerous other locations throughout the region, anticipated to be authorized in FFY 2025.

Fiscal Constraint

Fiscal constraint is maintained for these changes through funds available from unobligated balances and aligning programmed funding with anticipated project authorizations.

Current TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2028-2033
			2024	2025	2026	2027		
Statewide	EC	BFP	7.218				7.218	
Statewide	EC	NHPP	17.782	25.000	25.000	25.000	92.782	150.000
Statewide	EC	STATE	35.000	35.000	35.000	35.000	140.000	210.000
Statewide	EC	STBGP-FLEX	54.617	10.000	10.000	10.000	84.617	60.000
TOTAL (\$ million)			114.617	70.000	70.000	70.000	324.617	420.000

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2028-2033
			2024	2025	2026	2027		
Statewide	EC	BFP	7.218				7.218	
Statewide	EC	NHPP	17.782	25.000	25.000	25.000	92.782	150.000
Statewide	EC	STATE	35.000	35.000	35.000	35.000	140.000	210.000
Statewide	EC	STBGP-FLEX	54.617	68.500	10.000	10.000	143.117	60.000
TOTAL (\$ million)			114.617	128.500	70.000	70.000	383.117	420.000

NJTPA TIP FY 2024 - 2027 Revision Package ID # 25028

ITS Safety Program

This program uses Highway Safety Improvement Program (HSIP) funding for designing and constructing a functional ITS system addressing safety on arterials, highways and vehicles, which will establish connectivity between the infrastructure users to enable exchange of information for the purpose of safety mitigation and improvement. The program will deploy systems such as, but not limited to, wrong way driving detection and alert systems (WWDD&AS), truck safety warning systems (TSWS), pedestrian passive and dynamic detection systems (PPDDS) and development of other applications to improve safety for all roadway users using ITS as a tool, providing safety mitigation along NJ's roadways.

DBNUM: 23314 **AQ Code:** S7 (Exempt) **Est. Total Project Cost:** \$30.000 (Million) **Sponsor:** *NJDOT*
Routes: **Mileposts:** **RCIS:** Safety
County: Various **Municipality:** Various

Requested TIP Revision

Action Taken

This request is to add \$20.180 million in Highway Safety Improvement Program (HSIP) funds for Engineering, Right-of-Way, and Construction (ERC) in FFY 2025, increasing the total to \$23.180 million.

Reason for Change

This increase is necessary to fund various safety improvement projects totaling \$9.680 million as well as the following project, anticipated to be authorized in FFY 2025: Route 80, Green Pond Road (CR 513) to Riverview Drive (CR 640) – \$13.500 million (Morris & Passaic Counties).

Fiscal Constraint

Fiscal constraint is maintained for these changes through funds available from unobligated balances and aligning programmed funding with anticipated project authorizations.

Current TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2024	2025	2026	2027		2028-2033
Statewide	ERC	HSIP	3.000	3.000	3.000	3.000	12.000	18.000
TOTAL (\$ million)			3.000	3.000	3.000	3.000	12.000	18.000

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2024	2025	2026	2027		2028-2033
Statewide	ERC	HSIP	3.000	23.180	3.000	3.000	32.180	18.000
TOTAL (\$ million)			3.000	23.180	3.000	3.000	32.180	18.000

NJTPA TIP FY 2024 - 2027 Revision Package ID # 25028

Local Safety/ High Risk Rural Roads Program

The Local Safety Program provides funds to counties and municipalities for the improvement of dangerous intersections and other road improvements, focusing on pedestrian and vehicular safety improvements of critical need that can be delivered in a relatively short period of time, generally less than two years from problem identification to completion of construction. This program also includes design assistance offered to counties and municipalities for the LSP projects. Depending upon the previous year crash history, this program may encompass certain set aside funding per year for High Risk Rural Roads, for safety countermeasures on rural major or minor roads, or on rural local roads. NJDOT designates as Advance Construction all projects funded from this program.

DBNUM: 04314 **AQ Code:** S6 (Exempt) **Est. Total Project Cost:** \$333.582 (Million) **Sponsor:** *Local Lead*
Routes: **Mileposts:** N/A **RCIS:** Safety
County: Various **Municipality:** Various

Requested TIP Revision

Action Taken

This request is to add \$18.819 million of Highway Safety Improvement Program (HSIP) funds for ERC in FFY 2025, increasing the total to \$46.819 million, and adds \$7.429 million of Highway Safety Improvement Program-Vulnerable Road User Safety (HSIP-VRUS) funds for ERC in FFY 2025.

Reason for Change

These increases are necessary to fund the following regional projects anticipated to be authorized in FFY 2025: VRU Hudson – Park Avenue, JFK Boulevard East, JFK Boulevard – \$0.962 million (Hudson County); Roundabout - Holmdel Road – \$0.149 million (Monmouth County); Easton Avenue (CR 527) – \$0.148 million (Somerset County); VRU Passaic – Market Street (CR 648) Corridor – \$0.232 million (Passaic County); VRU Hudson - JFK Boulevard (CR 501) - Phase IV from 43rd Street to 59th Street – \$0.329 million (Hudson County); Frank E. Rodgers Boulevard/Paterson Plank Road/Secaucus Road – \$0.562 million (Hudson County); VRU Newark - Bergen Street - Phase II from Madison Avenue to 14th Street – \$0.310 million (Essex County); Morris Street (CR 510) and Ridgedale Avenue – \$0.163 million (Morris County); New Central Avenue (CR31) and North Hope Chapel Road (CR 639) – \$4.405million (Ocean County); Traffic Signal and Roadway Improvements at 12 Intersections – \$12.688 million (Essex County); VRU Jersey City - Marin Boulevard - Corridor and 7 Intersections – \$4.238 million (Hudson County); VRU Hudson - JFK Boulevard (CR 501) and Paterson Plank Road - 2 Corridors – \$21.247 million (Hudson County); VRU Jersey City – Sip Avenue Corridor – \$5.038 million (Hudson County); and VRU Jersey City- Montgomery Street – 15 Intersections, Pedestrian Improvements – \$3.777 million (Hudson County).

Fiscal Constraint

Fiscal constraint is maintained for these changes through funds available from unobligated balances and by aligning programmed funding with anticipated project authorizations.

Current TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2024	2025	2026	2027		2028-2033
NJTPA	ERC	HSIP	43.347	28.000	28.000	28.000	127.347	168.000
NJTPA	ERC	HSIP-VRUS	5.235				5.235	
NJTPA	ERC	STBGP-FLEX	4.678				4.678	
NJTPA	ERC	STBGP-NY/NWK	0.322				0.322	
TOTAL (\$ million)			53.582	28.000	28.000	28.000	137.582	168.000

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2024	2025	2026	2027		2028-2033
NJTPA	ERC	HSIP	43.347	46.819	28.000	28.000	146.166	168.000
NJTPA	ERC	HSIP-VRUS	5.235	7.429			12.664	
NJTPA	ERC	STBGP-FLEX	4.678				4.678	
NJTPA	ERC	STBGP-NY/NWK	0.322				0.322	

NJTPA TIP FY 2024 - 2027 Revision Package ID # 25028

TOTAL (\$ million)	53.582	54.248	28.000	28.000	163.830	168.000
---------------------------	--------	--------	--------	--------	----------------	---------

NJTPA TIP FY 2024 - 2027 Revision Package ID # 25028

Mobility and Systems Engineering Program

This combined program seeks to improve mobility inclusive of but not limited to Intelligent Transportation Systems (ITS), monitoring Work zone Mobility and Advanced Traveler Information System (ATIS) programs. A combined program will allow for improved, cohesive and sustainable planning, design, procurement and deployment of operations' strategies such as ITS technologies and ATIS. Federal mandates such as: (a) following and maintaining ITS Architecture, (b) preparing TMPs for major construction projects, (c) motorist's information sharing (511), (d) "Every Day Counts" initiatives, (e) hard shoulder use, (f) performance measures and, (g) maintenance/upgrade/enhancement of existing ITS infrastructure and hardware are covered under this program. This program also includes review and development of new technology such as Connected Vehicle and the possible application, design, procurement, testing and deployment of such technologies. The development of contract documents and engineering plans for various projects and ITS contracts is also included. This program includes technical and engineering support needed for the Traffic Operations Centers development, enhancement and maintenance of the existing ITS infrastructure, ATIS associated database and funding for Multimodal Transportation Coordination and Information Related Services.

DBNUM: 13306 **AQ Code:** Not Applicable **Est. Total Project Cost:** \$156.796 (Million) **Sponsor:** *NJDOT*
Routes: **Mileposts:** N/A **RCIS:** ITS
County: Various **Municipality:** Various

Requested TIP Revision

Action Taken

This request is to add \$ \$29.200 million of National Highway Performance Program (NHPP) funds for EC in FFY 2025, increasing the total to \$79.191 million.

Reason for Change

This increase is necessary to fund Mobility and Systems Engineering contracts (Smart Moves Initiative and ITS on Rt. 30, 40, and 47) anticipated to be authorized in FFY 2025.

Fiscal Constraint

Fiscal constraint is maintained for these changes through funds available from unobligated balances and by aligning programmed funding with anticipated project authorizations.

Current TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2028-2033
			2024	2025	2026	2027		
Statewide	EC	NHPP	22.136	49.991	6.000	6.000	84.127	36.000
Statewide	EC	STATE	3.000	3.000	3.000	3.000	12.000	18.000
Statewide	EC	STBGP-FLEX	6.810	6.659			13.469	
TOTAL (\$ million)			31.946	59.650	9.000	9.000	109.596	54.000

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2028-2033
			2024	2025	2026	2027		
Statewide	EC	NHPP	22.136	79.191	6.000	6.000	113.327	36.000
Statewide	EC	STATE	3.000	3.000	3.000	3.000	12.000	18.000
Statewide	EC	STBGP-FLEX	6.810	6.659			13.469	
TOTAL (\$ million)			31.946	88.850	9.000	9.000	138.796	54.000

NJTPA TIP FY 2024 - 2027 Revision Package ID # 25028

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.

DBNUM: X51B **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$357.000 (Million) **Sponsor:** *NJDOT*
Routes: **Mileposts:** N/A **RCIS:** Road Preservation
County: Various **Municipality:** Various

Requested TIP Revision

Action Taken

This request is to add \$27.093 million of National Highway Performance Program (NHPP) funds for Engineering, Right-of-Way, and Construction (ERC) in Federal Fiscal Year (FFY) 2025, increasing the total to \$107.093 million.

Reason for Change

This increase is necessary to fund the following regional projects anticipated to be authorized in FFY 2025: Route 46, Fairfield Avenue to Rifle Camp Road (CR 533) (\$6.550 million); Pavement Preservation North Contract-7, FY 2026 (\$10.000 million); and Route 9, Cindy Street to Queen Road (\$8.313 million).

Fiscal Constraint

Fiscal constraint is maintained for these changes through funds available from unobligated balances and by aligning programmed funding with anticipated project authorizations.

Current TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2028-2033
			2024	2025	2026	2027		
NJTPA	ERC	HWIZ919-NY/NWK	6.180				6.180	
NJTPA	ERC	NHPP	56.820	80.000	70.000	14.000	220.820	84.000
NJTPA	ERC	STBGP-FLEX	82.123	15.000	15.000	2.000	114.123	12.000
NJTPA	ERC	STBGP-L5K	5.315				5.315	
NJTPA	ERC	STBGP-NY/NWK	8.563				8.563	
TOTAL (\$ million)			159.001	95.000	85.000	16.000	355.001	96.000

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2028-2033
			2024	2025	2026	2027		
NJTPA	ERC	HWIZ919-NY/NWK	6.180				6.180	
NJTPA	ERC	NHPP	56.820	107.093	70.000	14.000	247.913	84.000
NJTPA	ERC	STBGP-FLEX	82.123	15.000	15.000	2.000	114.123	12.000
NJTPA	ERC	STBGP-L5K	5.315				5.315	
NJTPA	ERC	STBGP-NY/NWK	8.563				8.563	
TOTAL (\$ million)			159.001	122.093	85.000	16.000	382.094	96.000

NJTPA TIP FY 2024 - 2027 Revision Package ID # 25028

Resurfacing, Federal

Funding from this program provides design and construction of pavement resurfacing projects. This program also provides; pavement recommendations, surveys, aerial photography, photogrammetry, base mapping, and engineering, needed to prepare contract documents in order to advertise resurfacing projects. In addition, this program funds contractor services to construct resurfacing projects. Project lists are developed from the Pavement Management System and visual inspection of roadway segments in need of repair. This program also funds preliminary engineering for pavement reconstruction projects. Guiderail end treatment upgrades, such as measures to absorb the energy of an impact, are funded.

DBNUM: 99327A **AQ Code:** S10 (Exempt) **Est. Total Project Cost:** \$395.000 (Million) **Sponsor:** *NJDOT*
Routes: **Mileposts:** N/A **RCIS:** Road Preservation
County: Various **Municipality:** Various

Requested TIP Revision

Action Taken

This request is to reduce \$40.000 million of NHPP funds for ERC in FFY 2025, decreasing the total to \$5.000 million.

Reason for Change

These funds will be reallocated due to the FFY 2025 August Redistribution.

Fiscal Constraint

Fiscal constraint is maintained by aligning programmed funding with anticipated project authorizations.

Current TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2028-2033
			2024	2025	2026	2027		
Statewide	ERC	NHPP	2.000	45.000	45.000	30.000	122.000	210.000
Statewide	ERC	STBGP-FLEX	1.354				1.354	
TOTAL (\$ million)			3.354	45.000	45.000	30.000	123.354	210.000

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2028-2033
			2024	2025	2026	2027		
Statewide	ERC	NHPP	2.000	5.000	45.000	30.000	82.000	210.000
Statewide	ERC	STBGP-FLEX	1.354				1.354	
TOTAL (\$ million)			3.354	5.000	45.000	30.000	83.354	210.000

NJTPA TIP FY 2024 - 2027 Revision Package ID # 25028

Safety Programs

This program uses Highway Safety Improvement Program (HSIP) funding to support eligible Safety Improvement Projects and Pedestrian Safety Improvement Projects, including engineering, ROW and Construction activities intended to reduce fatalities and serious injuries on New Jersey roadways using both hotspot and systemic projects. Examples of some of these improvements are: safety improvements to install safety countermeasures such as utility pole mitigation, roundabouts, road diets, and other FHWA Proven Safety Countermeasures, including innovative technology – in order to reduce crashes and crash severities on New Jersey’s state roads. The state funding is intended for low cost safety improvement projects using in-house design and construction.

DBNUM: 19370 **AQ Code:** S6 (Exempt) **Est. Total Project Cost:** \$244.182 (Million) **Sponsor:** NJDOT
Routes: **Mileposts:** N/A **RCIS:** Safety
County: Various **Municipality:** Various

Requested TIP Revision

Action Taken

This request is to add \$22.965 million of HSIP funds for ERC in FFY 2025, increasing the total to \$29.895 million. This request also reduces \$7.429 million of Highway Safety Improvement Program-Vulnerable Road User Safety (HSIP-VRUS) funds for ERC in FFY 2025 which will be reallocated to the NJTPA Local Safety/High Risk Rural Roads Program (DBNUM 04314), decreasing the total to \$4.100 million.

Reason for Change

The increase in HSIP funds is necessary to fund the following regional pavement preservation projects anticipated to be authorized in FFY 2025: Route 1&9 (Tonelle Avenue) at Manhattan Avenue Intersection (MP 53.92 to 55.93) – \$1.250 million; Systemic Backplate Pilot Program Central, Safety Improvements (LS) – \$2.500 million; Systemic - Horizontal Curve Sign Program Central (LS) – \$5.500 million; Systemic - Horizontal Curve Sign Program Central (LS) – \$2.000 million; Intersection Improvement Program & Safety Corridor Program with ROW - South 2017 (Route 30 and Seagrove Ave./Central Ave. (CR 542), Route 130 and Riverton Road (CR 603), Route 30 and Franklin Ave. (CR 692)) – \$2.000 million; Systemic Backplate Pilot Program South, Safety Improvements (LS) – \$1.000 million; Passaic Ave, Ward Ave, Clifton City – \$5.600 million; Systemic - Horizontal Curve Sign Program North (LS) – \$2.700 million; 2025 Statewide Utility Pole Relocation/Replacement – \$0.150 million; Jessup Road (submitting for FPN) – \$0.515 million; VRU Mid-Block Crosswalk Improvements, Central – \$3.000 million; and VRU Route 1&9, Dennis Place to East Grand Street, MP 42.79–44.52, Linden/Elizabeth, Union County – \$1.100 million.

Fiscal Constraint

Fiscal constraint is maintained for these changes through funds available from unobligated balances and by aligning programmed funding with anticipated project authorizations.

Current TIP

MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2024	2025	2026	2027	Total	2028-2033
Statewide	ERC	HSIP	22.387	6.930	8.304	9.638	47.258	87.374
Statewide	ERC	HSIP-VRUS	11.291	11.529	11.771	12.007	46.598	77.254
Statewide	ERC	NHPP	3.815				3.815	
Statewide	ERC	STATE	0.250	0.250	0.250	0.250	1.000	1.500
Statewide	ERC	STBGP-FLEX	1.185				1.185	
TOTAL (\$ million)			38.928	18.708	20.325	21.894	99.856	166.128

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Unconstrained	
			2024	2025	2026	2027	Total	2028-2033
Statewide	ERC	HSIP	22.387	29.895	8.304	9.638	70.223	87.374
Statewide	ERC	HSIP-VRUS	11.291	4.100	11.771	12.007	39.169	77.254
Statewide	ERC	NHPP	3.815				3.815	

NJTPA TIP FY 2024 - 2027 Revision Package ID # 25028

Statewide ERC	STATE	0.250	0.250	0.250	0.250	1.000	1.500
Statewide ERC	STBGP-FLEX	1.185				1.185	
	TOTAL (\$ million)	38.928	34.245	20.325	21.894	115.392	166.128

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2024-2027
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDS TO THE BUS SUPPORT
FACILITIES AND EQUIPMENT PROGRAM**

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

WHEREAS, the NJTPA formally adopted the FY 2024-2027 Transportation Improvement Program (TIP) on September 12, 2023; and

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

WHEREAS, the TIP may be revised any time; and

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

WHEREAS, NJ TRANSIT has requested a minor amendment to the FY 2024-2027 TIP to add federal funds to the Bus Support Facilities and Equipment Program (DBNUM T08); and

WHEREAS, fiscal constraint is maintained for this change through funds available from a competitive federal grant (FTA FY 2024 Low or No Emission Grant Program); and

WHEREAS, this program is exempt from an air quality conformity determination as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127) and does not impact the current conformity determination; and

WHEREAS, Congestion Management Process requirements do not apply to this action; and

WHEREAS, the FY 2024-2027 TIP conforms to federal performance-based planning requirements; and

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendments to the FY 2024-2027 Transportation Improvement Program.

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

Summary of Action

Minor Amendment to the FY 2024-2027 Transportation Improvement Program to Add Federal Funds to the Bus Support Facilities and Equipment Program

Action: Approval of a request from the New Jersey Transit Corporation (NJ TRANSIT) to amend the FY 2024 – 2027 Transportation Improvement Program (TIP) by adding federal funds to the Bus Support Facilities and Equipment Program, as detailed below.

Minor Amendment:

- **Bus Support Facilities and Equipment Program, *Statewide* – DBNUM T08**

This request is to add \$79.6 million of Federal Transit Administration (FTA) Buses and Bus Facilities Section 5339 program (SECT 5339) funds for Engineering, Right-of-Way, and Construction (ERC) in Federal Fiscal Year (FFY) 2025, increasing the total to \$79.95 million. The addition of these funds is necessary to support the construction of an outdoor charging facility at the Meadowlands Bus Garage. The facility will utilize a canopy design with pantographs to supply electricity to zero-emissions buses.

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

The requested revision has been reviewed by NJTPA Central Staff. The program is exempt from air quality conformity determination and the change does not impact the current conformity determination. Fiscal constraint is maintained for this change through funds available from a competitive federal grant (FTA FY 2024 Low or No Emission Grant Program) programmed as SECT 5339 funds. Additional information is provided in the attached documents.

Justification for Action: Approval of this revision to the FY 2024-2027 TIP will allow the funds to be programmed and the referenced program to advance.

Staff Recommendation: Central Staff recommends approval of this action.

NJTPA TIP FY 2024 - 2027 Revision Package ID # 25030

Bus Support Facilities and Equipment

The Buses and Bus Facilities Section 5339 program provides funds through a statutory formula to maintain NJ TRANSIT's bus fleet, including to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. This includes technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and two discretionary components. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction Section of the STIP.

Using Flex funding from FHWA and NJDOT to the FTA and NJ TRANSIT to supplement resources to project development and construction. Projects include Hilton Bus Garage Modernization and Electrification at \$68.1 million, Passaic Bus Terminal at \$15 million, and Meadowlands Garage BEB Depot Phase 1 at \$10.494 million.

In the FY24FY33 STIP, this funding will be obligated and managed as Sec 5307.

\$79.600 million of FTA FY 2024 Low or No Emission Grant Program funds will support the construction of an outdoor charging facility at the Meadowlands Bus Garage.

DBNUM: T08 **AQ Code:** MT3 (Exempt) **Est. Total Project Cost:** \$79.146 (Million) **Sponsor:** *NJ TRANSIT*
Routes: TRANSIT **Mileposts:** **RCIS:** Transit Preservation
County: Various **Municipality:** Various

Requested TIP Revision

Action Taken

This request is to add \$79.600 million of FTA SECT 5339 funds for Engineering, Right-of-Way, and Construction (ERC) in Federal Fiscal Year (FFY) 2025, increasing the total to \$79.950 million.

Reason for Change

The addition of these funds is necessary to support the construction of an outdoor charging facility at the Meadowlands Bus Garage. The facility will utilize a canopy design with pantographs to supply electricity to zero-emissions buses.

Fiscal Constraint

Fiscal constraint is maintained for this change through funds available from a competitive federal grant (FTA FY 2024 Low or No Emission Grant Program) programmed as SECT 5339 funds.

Current TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2028-2033
			2024	2025	2026	2027		
NJTPA	ERC	CR-FLEX		10.494			10.494	
NJTPA	ERC	SECT 5307		10.157			10.157	
NJTPA	ERC	SECT 5337		1.373			1.373	
NJTPA	ERC	SECT 5339	17.093	0.350	0.350	0.350	18.143	2.100
NJTPA	ERC	SECT 5339/5307		2.157			2.157	
NJTPA	ERC	STATE	24.679	4.550	4.550	4.550	38.329	27.300
NJTPA	ERC	STBGP-NY/NWK		83.100			83.100	
TOTAL (\$ million)			41.772	112.181	4.900	4.900	163.753	29.400

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained 2028-2033
			2024	2025	2026	2027		
NJTPA	ERC	CR-FLEX		10.494			10.494	
NJTPA	ERC	SECT 5307		10.157			10.157	
NJTPA	ERC	SECT 5337		1.373			1.373	
NJTPA	ERC	SECT 5339	17.093	79.950	0.350	0.350	97.743	2.100

NJTPA TIP FY 2024 - 2027 Revision Package ID # 25030

NJTPA	ERC	SECT 5339/5307		2.157			2.157	
NJTPA	ERC	STATE	24.679	4.550	4.550	4.550	38.329	27.300
NJTPA	ERC	STBGP-NY/NWK		83.100			83.100	
TOTAL (\$ million)			41.772	191.781	4.900	4.900	243.353	29.400

**MINOR AMENDMENTS TO THE FY 2024-2027
DRAFT RESOLUTION: TRANSPORTATION IMPROVEMENT PROGRAM TO
TRANSFER NJTPA CARBON REDUCTION
PROGRAM FUNDS TO THE NJ TRANSIT LIGHT
RAIL INFRASTRUCTURE IMPROVEMENTS
PROGRAM**

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

WHEREAS, the NJTPA formally adopted the FY 2024-2027 Transportation Improvement Program (TIP) on September 12, 2023; and

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

WHEREAS, the TIP may be revised any time; and

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

WHEREAS, the NJTPA and NJ TRANSIT have requested minor amendments to the FY 2024-2027 TIP to transfer available Carbon Reduction New York/Newark Program funds from the NJTPA Carbon Reduction Program (DBNUM N2309) to the NJ TRANSIT Light Rail Infrastructure Improvements Program (DBNUM T95); and

WHEREAS, fiscal constraint is maintained for these changes through available funds in the NJTPA Carbon Reduction Program line item; and

WHEREAS, these programs are exempt from an air quality conformity determination as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127) and do not impact the current conformity determination; and

WHEREAS, Congestion Management Process requirements do not apply to this action; and

WHEREAS, the FY 2024 – 2027 TIP conforms to federal performance-based planning requirements; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendments to the FY 2024-2027 Transportation Improvement Program.

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

Summary of Action

Minor Amendments to the FY 2024-2027 Transportation Improvement Program to Transfer NJTPA Carbon Reduction Program Funds to the NJ TRANSIT Light Rail Infrastructure Improvements Program

Action: NJTPA Central Staff and NJ TRANSIT have jointly requested amending the FY 2024-2027 Transportation Improvement Program (TIP) to transfer available Carbon Reduction New York/Newark (CR-NY/NWK) Program funds from the NJTPA Carbon Reduction Program line item to NJ TRANSIT's Light Rail Infrastructure Improvements Program.

Minor Amendments:

- NJTPA Carbon Reduction Program, *Regionwide*, DBNUM N2309**
This program provides urbanized area CR-NY/NWK funds for local level projects in the NJTPA region that support transportation emission reductions. This request is to transfer \$28.410 million for Engineering, Right-of-Way, and Construction (ERC) – \$14.064 million of which are programmed in Federal Fiscal Year (FFY) 2024 and \$14.346 million in FFY 2025 – to NJ TRANSIT for authorization by removing them from this program and adding them to the NJ TRANSIT program line below.
- Light Rail Infrastructure Improvements, *Statewide*, DBNUM T95**
This request is to add \$28.410 million of CR-NY/NWK funds for ERC programmed in FFY 2025 to support rehabilitation and accessibility improvements at the Norfolk Street Newark Light Rail Station.

Background: The Carbon Reduction Program, created under the Infrastructure Investment and Jobs Act, provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide emissions from on-road highway sources. The NJTPA is responsible for programming its allocation of urbanized area Carbon Reduction Program funding to projects that meet the program's requirements.

This TIP action is required to transfer these funds and advance an eligible NJ TRANSIT project in the NJTPA region that supports carbon emissions for the transportation system, which was jointly discussed and designated by Central Staff and NJ TRANSIT. NJ TRANSIT is requesting approximately \$28.410 million of unobligated Carbon Reduction Program funds to support rehabilitation and accessibility improvements at the Norfolk Street Newark Light Rail Station.

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

Central Staff and NJ TRANSIT have reviewed the requested revisions. The programs are exempt from an air quality conformity determination and do not impact the current conformity determination. Fiscal constraint is maintained through available funds in the NJTPA Carbon Reduction Program line item. Additional information is provided in the attached documents.

Justification for Action: Approval of these revisions to the FFY 2024-2027 TIP will allow the funds to be programmed and the referenced program to advance.

Staff Recommendation: Central Staff recommends approval of this action.

NJTPA TIP FY 2024 - 2027 Revision Package ID # 25032

NJTPA Carbon Reduction Program

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

DBNUM: N2309 **AQ Code:** AQ2 (Exempt) **Est. Total Project Cost:** \$155.092 (Million) **Sponsor:** *NJTPA*
Routes: **Mileposts:** N/A **RCIS:** Environment/Air Quality
County: Various **Municipality:** Various

Requested TIP Revision

Action Taken

This request is to transfer \$14.064 million of CR-NY/NWK funds for Engineering, Right-of-Way, and Construction (ERC) programmed in Federal Fiscal Year (FFY) 2024 and \$14.346 million of CR-NY/NWK funds for ERC in FFY 2025 (total of \$28.410 million) to NJ TRANSIT for authorization, by removing the funds from this program and adding them to the NJ TRANSIT Light Rail Infrastructure Improvements Program (DBNUM T95).

Reason for Change

These funds are available and will be transferred to the Light Rail Infrastructure Improvements line item to support transportation emission reductions.

Fiscal Constraint

Fiscal constraint is maintained through the NJTPA Carbon Reduction Program line item.

Current TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2024	2025	2026	2027		2028-2033
NJTPA	ERC	CR-ALLEN	0.074	0.076	0.077	0.079	0.305	0.506
NJTPA	ERC	CR-NY/NWK	14.064	14.346	14.632	14.925	57.967	96.032
NJTPA	ERC	CR-PGH/NWB	0.026	0.026	0.027	0.027	0.106	0.175
TOTAL (\$ million)			14.164	14.447	14.736	15.031	58.378	96.713

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2024	2025	2026	2027		2028-2033
NJTPA	ERC	CR-ALLEN	0.074	0.076	0.077	0.079	0.305	0.506
NJTPA	ERC	CR-NY/NWK	0.000	0.000	14.632	14.925	29.558	96.032
NJTPA	ERC	CR-PGH/NWB	0.026	0.026	0.027	0.027	0.106	0.175
TOTAL (\$ million)			0.100	0.102	14.736	15.031	29.969	96.713

NJTPA TIP FY 2024 - 2027 Revision Package ID # 25032

Light Rail Infrastructure Improvements

Funding is provided for Light Rail improvements including, but not limited to, communication systems upgrade, accessibility improvements, vehicle and facility improvements, and other infrastructure rehabilitation improvements, including rolling stock enhancements. Funding is also provided for Newark Light Rail (NLR), Hudson Bergen Light Rail (HBLR) Infrastructure and River Line capital asset replacement including but not limited to acquisition of properties and any items or services needed to support the acquisition.

\$14.346 million of FY 2024 Carbon Reduction New York/Newark (CR-NY/NWK) funds and \$14.064 million of FY 2025 CR-NY/NWK funds (totaling \$28.410 million) were transferred from the NJTPA, and are programmed as SECT 5307 funds. These funds will support station accessibility improvements and rehabilitation of the Newark Light Rail - Norfolk Street Station.

DBNUM: T95 **AQ Code:** MT6 (Exempt) **Est. Total Project Cost:** \$199.118 (Million) **Sponsor:** *NJ TRANSIT*
Routes: TRANSIT **Mileposts:** **RCIS:** Transit Preservation
County: Various **Municipality:** Various

Requested TIP Revision

Action Taken

This request is to add \$28.410 million of the NJTPA CR-NY/NWK funds for ERC in FFY 2025, programmed as SECT 5307 funds.

Reason for Change

These funds will support station accessibility improvements and rehabilitation of the Newark Light Rail – Norfolk Street Station.

Fiscal Constraint

Fiscal constraint is maintained through available funds in the NJTPA Carbon Reduction Program line item.

Current TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2024	2025	2026	2027		2028-2033
NJTPA	ERC	STATE	26.730	26.730	26.730	26.730	106.920	92.198
TOTAL (\$ million)			26.730	26.730	26.730	26.730	106.920	92.198

Pending TIP

MPO	PHASE	FUND	Constrained TIP				Total	Unconstrained
			2024	2025	2026	2027		2028-2033
NJTPA	ERC	SECT 5307		28.410			28.410	
NJTPA	ERC	STATE	26.730	26.730	26.730	26.730	106.920	92.198
TOTAL (\$ million)			26.730	55.140	26.730	26.730	135.330	92.198