



**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**

**PETER PALMER, CHAIR**

**REVISED AGENDA**

**January 9, 2017**

**10:00 a.m.**

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

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- A. Open Public Meetings Act Compliance
  - B. Salute to the Flag
  - C. Roll Call
  - D. Approval of Minutes
  - E. Chairman's Remarks
  - F. Executive Director's Report
  - G. NJTPA Board of Trustees Service Awards
  - H. Committee Reports/Action Items
- Project Prioritization – Freeholder Angel Estrada, Chair
    1. Approval of a Minor Amendment to the FY 2016-2019 Transportation Improvement Program to Add the Livingston Avenue Complete Streets Project as Requested by Middlesex County (Attachments H.1.a., H.1.b.)
    2. Approval of Two Minor Amendments to the FY 2016-2019 Transportation Improvement Program to Add the Passaic Bus Terminal and the Passaic Bergen Passenger Service Restoration Project as Requested by NJ TRANSIT (Attachments H.2.a., H.2.b.)
    3. Approval of a Minor Amendment to the FY 2016-2019 Transportation Improvement Program to Add the Kapkowski Road Corridor Project as Requested by Union County (Attachments H.3.a., H.3.b.)
    4. Approval of a Minor Amendment to the FY 2016-2019 Transportation Improvement Program to Add the Pedestrian Bridge over Route 440 Project as Requested by the City of Bayonne (Attachments H.4.a., H.4.b.)

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

5. Approval of a Minor Amendment to the FY 2016-2019 Transportation Improvement Program to Add Pavement Preservation, NJTPA Program as requested by the New Jersey Department of Transportation (Attachments H.5.a., H.5.b.)
  6. Approval to Include Six Roundabout Projects in the FY 2016-2017 Local Safety/High Risk Rural Roads Program (Attachments H.6.a., H.6.b.)
  7. Approval of the FY 2017 Amendment to the Memorandum of Understanding for the Exchange of Program Funds for Federal Fiscal Years 2014 - 2018 (Attachments H.7.a., H.7.b., H.7.c.)
- Planning and Economic Development – Freeholder Matthew Holt, Chair
  - Freight Initiatives – Freeholder Kathy DeFillippo, Vice Chair
  - Federal Policy Update – Freeholder Matthew Holt
- I. Public Participation
  - J. Next Meeting: March 13, 2017 at the NJTPA, One Newark Center, 17<sup>th</sup> Floor, Newark, NJ
  - K. Adjournment



## **PETER PALMER, CHAIR**

### **MINUTES**

**November 14, 2016**

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#### **A. Open Public Meetings Act Compliance**

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

#### **B. Salute to the Flag**

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

#### **C. Roll Call**

Following the salute to the flag, Beverly Morris called the roll. Seventeen voting members were present. (Attachment 1).

#### **D. Approval of Minutes**

A motion to approve the minutes of the September 19, 2016 meeting was made by Union County, seconded by Hunterdon County and carried unanimously.

#### **E. Chairman's Remarks**

Chairman Palmer said he is relieved that the state Transportation Trust Fund (TTF) has been renewed, and infrastructure projects across the state are moving again. He noted that the TTF approval raises the question of the future of the NJTPA annual funding exchange with the State, where federal dollars go to NJ TRANSIT for rail maintenance and state dollars go to local infrastructure projects. He said the Board is still considering approving a funding exchange this year, but the Project Prioritization Committee (PPC) members agreed that more information is

needed before a decision is made. He said discussions with the New Jersey Department of Transportation (NJDOT) and NJ TRANSIT are in progress.

Chairman Palmer said the announcement by the federal government that the Hudson Tunnel project is on the President's "Permitting Dashboard," makes the project a top priority and puts it into a more streamlined approval process. He also said that Amtrak, in cooperation with NJ TRANSIT and the Long Island Rail Road, has preserved the right-of-way under part of the Hudson Yards development and has nearly completed construction of an underground concrete casing that can house future rail infrastructure. The Chairman said he attended NJ TRANSIT's recent public information open house on the project that identified the Preferred Alternative.

The Chairman also reported that the Hudson Tunnel and Portal Bridge projects are moving forward under the federal New Starts program, and NJ TRANSIT and the Port Authority of New York and New Jersey (PANYNJ) have submitted a Portal Bridge package to the Federal Transit Administration (FTA), making it eligible for inclusion in the President's budget for Federal Fiscal Year 2018.

Chairman Palmer emphasized that, though these are signs of movement, sustained advocacy must continue for these projects and the larger Gateway Program, because Trans-Hudson mobility is of the utmost priority for the region's economic future. He also noted the PANYNJ recently released a report on their Trans-Hudson Commuting Capacity study. He said the report recommends that, as work proceeds on a new midtown bus terminal, the PANYNJ and its partners should work to reduce demand at the terminal. Possible solutions include new trial bus routes at trans-Hudson crossings other than the Lincoln Tunnel and creating new bus staging and storage locations on both sides of the Hudson. He said the PANYNJ, working with NJ TRANSIT, has briefed Central Staff on these issues, and staff will brief the Regional Transportation Advisory Committee (RTAC) and Joint Committees at their December meetings.

Chairman Palmer reported that public discussion of the NJTPA long-range regional transportation plan, Plan 2045: Connecting North Jersey, began on November 2<sup>nd</sup>, with a well-attended symposium on regional issues. At the symposium, New York City Parks Commissioner Mitch Silver spoke about national trends in demographics and lifestyle that will dramatically affect the region's future, and Dean James Hughes of Rutgers, spoke of key economic and demographic trends affecting New Jersey. The Chairman said there was also a lively discussion with a panel of Together North Jersey (TNJ) task force leaders that was moderated by Freeholder Matthew Holt, Hunterdon County.

Chairman Palmer reported that the TNJ 2.0 effort continues, and the task forces held their second round of meetings in October, when they discussed how to implement the wide-ranging recommendations of the TNJ plan.

The Chairman noted that there was a second comment period on the U.S. Department of Transportation's (USDOT) controversial draft rule on Metropolitan Planning Organization (MPO) Coordination and Planning Area Reform, and that Freeholder Holt would provide details later in the meeting.

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

NJTPA Executive Director Mary K. Murphy reported that Street Smart NJ activities are continuing throughout the fall. In October, the messages were promoted with a series of Halloween-themed social media posts. She said many partner communities and the Transportation Management Associations (TMAs) helped spread these messages, and dozens of schools learned about Street Smart through the TMAs' Safe Routes to School programs and events created around International Walk to School Day and Month. New campaign materials have been introduced, such as coasters and cup sleeves, which TransOptions and HART TMA shared with participating communities. Another Street Smart Campaign was launched recently in North Plainfield, and the goal is to conduct campaigns in one hundred communities over the next two years.

Ms. Murphy reported that results from a preliminary evaluation of the Street Smart campaigns that were held in March are encouraging. The evaluation showed an overall 40 percent reduction in drivers failing to yield to crossing pedestrians or cyclists. She said the final evaluation report will be completed and posted online by the end of 2016. Ms. Murphy welcomed suggestions for more communities to participate.

Ms. Murphy noted that, complementing Street Smart education and enforcement, NJTPA's safety activities also include capital funding for high impact improvements to intersections and road segments as part of the Local Safety/High Risk Rural Roads programs.

Ms. Murphy reported that Central Staff continue to prepare the fiscal year (FY) 2018 Unified Planning Work Program (UPWP), the document that will guide the work of Central Staff, the subregions and the TMAs during the fiscal year that begins July 1<sup>st</sup>. She noted that one complication in working on the document is the uncertainty surrounding the MPO coordination rules proposed by USDOT, therefore Central Staff is including initial efforts in the UPWP to ensure the NJTPA is ready as an organization to understand, and if necessary, respond to changes envisioned in this new regulation, as well as any other changes that may emerge as the federal administration transitions in D.C.

Ms. Murphy reported that Central Staff presented some of the anticipated new initiatives in the FY 2018 UPWP to the Joint Committee meeting in October. She named a few:

- Working with the implementing partners to set performance measure targets for various aspects of transportation as required by the current FAST Act and previous MAP-21 law.
- Working with the subregions to apply the NJTPA's new modeling tool (Small Area Land Use Impact Tool) to estimate the effects of local land use changes.
- Providing assistance to the TMAs and other partners in evaluating Street Smart NJ campaigns through surveys, observations and other methods.
- Beginning implementation of recommendations from the updated Regional Coordinated Human Services Transportation Plan, now being prepared.
- Providing technical support to the subregions and communities for complete streets efforts.
- Updating the NJTPA website to make it more mobile friendly.

Ms. Murphy said the draft FY 2018 UPWP will be distributed in December, and Central Staff will host a review session following the January Board meeting. Approval of the final UPWP will be sought at the March meeting. Ms. Murphy welcomed input from the Board members about activities they would like to see for the next fiscal year.

Ms. Murphy said the recent Plan 2045 symposium the Chairman spoke about provided valuable direction on the issues and challenges the NJTPA must address. She said video of the presentations and panel discussion are posted on the NJTPA website.

Ms. Murphy said one thing discussed at the symposium is that standard public meetings increasingly cannot be relied upon to effectively gauge community interests and concerns. Young people, in particular, rarely attend such meetings. Ms. Murphy asked for the Board's help as it begins Plan 2045 outreach. She said TNJ tried outreach kiosks at malls and museums, which showed some promise, and Rutgers conducted a study of innovative outreach techniques around the country to guide NJTPA efforts, including making effective use of social media.

Ms. Murphy noted some additional Central Staff activities, including progress on studies of waterborne transportation and alternate fuels, among others and kick-off meetings held for Regional Transportation Alternatives Program projects. She noted that seven applications were received for the Local Concept Development Phase of the Local Capital Project Delivery Program, which will be coming before the Committees in February and the full Board in March for approval.

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

### **Project Prioritization – Freeholder Angel Estrada, Chair**

Freeholder Angel Estrada, Union County, reported that the Committee considered three action items, since the last Board meeting:

Approval of three minor amendments to the Fiscal Years 2016-2019 Transportation Improvement Program (TIP), to add federal Section 5307 funds for three resiliency related projects, as requested by NJ TRANSIT:

- \$1.3 million for the Maplewood Substation Resiliency Project in Essex County, which involves flood mitigation for the Maplewood Electric Traction Substation.
- \$1.7 million for the Newark Penn Station Protection Project in Essex County. This project will mitigate potential flooding at the station from extreme weather events.
- \$4.6 million for the Rail Operations Center Uninterruptible Power System Raising Project in Hudson County. This project is in response to Superstorm Sandy.

Approval of a minor amendment to the TIP to add \$7.3 million in federal funding to the project at Route 280, Westbound over Passaic River and the proposed Essex County Park Road, as requested by NJDOT. This project, which connects Roseland in Essex County with East Hanover in Morris County, was originally a limited scope bridge deck, but now

includes two sign structure replacements. Since the scope has expanded, the work cannot be completed within a program line item as originally anticipated. This project is ready for construction authorization in FY 2017.

Approval of a minor amendment to the current TIP as requested by Hudson County. This minor amendment will program \$1 million in existing congressionally designated funding in FY 2017 for Concept Development work on an access road to the Koppers Coke Peninsula. The road will serve warehousing development and the planned NJ TRANSIT micro grid.

Freeholder Estrada said that, also at the October meeting, Central Staff updated the Committee on a variety of activities:

The NJTPA received 14 applications for the Local Safety and High Risk Rural Roads programs totaling \$35 million for the FYs 2017 and 2018. A list of recommended projects for these very successful programs will be presented to the Committee in December and to the Board for action in January.

Thirty seven eligible applications totaling \$22 million for the Safe Routes to School program. A statewide selection committee, of which the NJTPA is a member, reviewed the applications in October and forwarded a short list of candidate projects to the NJDOT Commissioner.

The solicitation for the Transportation Alternatives Program ended on November 10<sup>th</sup>, and the applications will be reviewed by a selection committee consisting of staff from NJTPA and NJDOT. This program provides federal funds for community based “non-traditional” projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal system.

The Freeholder said the Committee discussed the exchange of federal Surface Transportation Program funds for state TTF dollars allocated to NJ TRANSIT. The Board is required to review and approve the exchange annually as provided for in the 2013 Memorandum of Understanding with NJDOT. The exchange was intended to afford both NJ TRANSIT and the NJTPA’s subregions increased project programming flexibility, including avoiding federal time limits on spending the funds by the end of the Federal Fiscal Year. However, the exchange is contingent on the availability of funding from both federal and state sources, and therefore was placed on hold while the state TTF was pending renewal. The Committee members agreed that more needs to be understood about the implications of the recently enacted TTF bill before the Board makes a final decision on the funding exchange for FY 2017. He said the Committee intends to have further discussions with NJDOT and NJ TRANSIT on this issue by the December Committee meeting.

Freeholder Estrada said that Central Staff also reported that they are now developing the new two year TIP. The Committee was notified that Central Staff received the project pool sheets from NJDOT and, after reviewing them, they will work with the subregions and NJDOT to develop the FY 2018 – 2021 TIP. Staff anticipates receiving the Project Pool database from

NJDOT later this year. The RTAC and the PPC will review Central Staff's analysis of the projects.

The Freeholder said that Central Staff briefed the Committee on the update of the NJTPA's Project Selection Criteria, which are used to score and rank proposed projects according to how they meet various goals and objectives for regional transportation. The update is intended to ensure that the criteria reflect changes to demographics, travel patterns, regional priorities and other factors that have occurred since the last update in 2007. The RTAC reviewed and commented on draft recommendations for the updated criteria at a workshop in October, and they will soon participate in online voting exercises.

**Action Item 1:** Approval of Three Minor Amendments to the FY 2016-2019 TIP to Add Federal Funds for Resiliency Related Projects, as Requested by NJ TRANSIT (Attachment 2)

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

**Action Item 2:** Approval of a Minor Amendment to the FY 2016-2019 TIP to Add Route 280, WB Over Passaic River and Proposed Essex County Park Road, as Requested by NJDOT (Attachment 3)

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

**Action Item 3:** Approval of a Minor Amendment to the FY 2016-2019 TIP to Add the Koppers Coke Access Road Project, as Requested by Hudson County (Attachment 4)

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

### **Planning and Economic Development –Freeholder Matthew Holt, Chair**

Freeholder Holt reported that the Committee considered one action item at the October 17<sup>th</sup> joint meeting, the approval of a resolution of support for the Locally Preferred Alternative for the Portal Bridge Replacement Project. He said formal support by the NJTPA will permit NJ TRANSIT, the PANYNJ and Amtrak to seek capital funding from the FTA for the Portal North Bridge, a component of the Portal Bridge Replacement Project on the Northeast Corridor that was included in the Record of Decision for the Portal Bridge Capacity Enhancement Project.

The Freeholder explained that the FTA requires that the MPO where the project is located endorse the Locally Preferred Alternative. He said this is a critical project for the region – the current 106 year-old bridge suffers from repeated breakdowns that disrupt rail traffic, which totals 450 trains a day. The bridge also requires frequent opening and closing for marine traffic. The proposed new bridge will be a fixed span built high enough above the Hackensack River to allow all marine traffic to pass below, and it will accommodate two tracks and a higher train

speed. The new Portal Bridge will also allow for enhanced capacity in conjunction with other investments, particularly the Hudson River tunnel project and other aspects of the broader, multi-faceted Gateway Program.

Freeholder Holt said that, also at the October meeting, the Committee heard from Neile Weissman of Complete George, a bicycle/pedestrian advocacy group. He said Mr. Weissman presented the case for widening the bicycle/pedestrian paths on the George Washington Bridge as part of the Port Authority's "Restoring the Bridge" renovation project. Mr. Weissman has previously raised this issue before the NJTPA Board as a public comment. The Freeholder thanked Lou Venech and Rocco Cetera, both of the PANYNJ, who were there to outline the scope of the eight-year project, including planned improvements to bicycle and pedestrian access. Freeholder Holt said that, as Chair of the Committee he thanked Mr. Weissman for his advocacy. He also noted that, while the NJTPA continues to demonstrate support for bicycle and pedestrian access wherever possible in the projects it approves for funding, decisions concerning project design and engineering fall to the implementing agencies. He said the PANYNJ has indicated that the project budget precludes widening the seven foot paths at this time, but such a widening could become part of a future project if resources become available.

The Freeholder said that the Committee also heard a report on the Regional Coordinated Human Services Transportation Plan. This plan addresses the transportation needs of underserved travelers in the region, including seniors, the disabled, low income individuals and veterans. The TMAs have conducted over 30 community meetings and have administered a survey to over 2,000 participants. These efforts will inform Plan 2045 and also make the region eligible for section 5310 federal funding through the FTA.

Freeholder Holt also reported that Central Staff updated the Committee on the progress of two key components of Plan 2045. First, the NJTPA and Rutgers University held a webinar in September for RTAC members and other subregional staff to spotlight different types of public engagement. He said that Central Staff is looking forward to working with subregional staff to design the right outreach effort for each of the NJTPA's diverse subregions. Next, Central Staff reported that the consultant team is on target to produce the financial element of Plan 2045 before next spring. This federally required component of the long-range plan estimates funding needs and resources that can reasonably be anticipated, and it evaluates potential revenue alternatives.

The Freeholder noted that the November 2<sup>nd</sup> symposium on Plan 2045 was a great event, with tremendous attendance, and a great deal was learned from the speakers and the audience.

**Action Item 4:** Support for the Locally Preferred Alternative for the Portal Bridge Replacement Project as Requested by NJ TRANSIT (Attachment 5)

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

## **Freight Initiatives – Freeholder Kathy DeFillippo, Vice Chair**

Chairman Palmer reported that the October meeting focused on two innovations in the freight sector – 3D printing (3DP), which could significantly alter supply chains in the future, and new approaches to truck traffic management, where New York City has been a leader.

Isaac Mathew, Senior Marketing Manager for the UPS High Tech segment, briefed the Committee on the growth of 3DP, as a new alternative to the traditional manufacturing and delivery process. Mr. Mathew showed that 3DP has moved beyond its roots in creating prototypes, tool molds and visual aids and is now being used for manufacturing functional metal or plastic parts. Mr. Mathew said that UPS has acquired 3D printers and partnered with other firms, to offer on-demand 3DP manufacturing and distribution on a global level. He explained how the process can prove more economical for some manufacturers, depending on the amount of units involved.

Diniece Peters, Program Manager of Freight Planning for the Office of Freight Mobility at the New York City Department of Transportation briefed the Committee on a variety of programs that the City is implementing to better address freight movement, including interagency and public/private sector collaboration on freight planning, research and outreach, commercial vehicle compliance, signage and field operations, and efficient deliveries. Among the achievements she highlighted, were 400 businesses across Midtown and Lower Manhattan shifting portions of their deliveries to the off hours and the establishment of a “weigh in motion site” on the Alexander Hamilton Bridge to help assess truck traffic on a prime feeder route to the George Washington Bridge.

The Chairman also reported that Stephen Chiamonte of WSP/Parsons Brinckerhoff, briefed the Committee on the NJDOT update of the New Jersey Statewide Freight Plan—the first update of the plan since 2007. The new plan will make New Jersey eligible for funding from federal programs established under the FAST Act. He said that also at the meeting, Central Staff briefed the Committee on some activities of the NJTPA Freight Division, including the Inventory and Assessment of Waterborne Transportation Resources. This study will identify approximately 20 potential “opportunity sites” along the region’s coastline. The study team has held extensive interviews and discussions with public agencies, private land owners, marine operators and other organizations and also conducted visits and waterside inspections of over 20 locations. These efforts are serving to update a database tool built by the Army Corps of Engineers in 1999. It is now undergoing beta testing by the study Technical Advisory Committee and, when complete, will be made available to subregional technical staff and others.

Chairman Palmer noted that staff informed the Committee that the consultant selection process for the Freight Concept Development Program is nearly complete. This program will allow projects recommended by the NJTPA, the subregions and partner agencies to advance toward implementation. This first pilot program will include two concept development studies—the Dover and Rockaway Rail Realignment Project in Morris County and the Philipsburg South Main Street Bridge Rail Clearance Project in Warren County.

The Chairman noted that the Committee heard from PANYNJ that the truck appointment system at Global Terminal in Bayonne, which was anticipated to become operational in October, was postponed until after Thanksgiving to provide more time for further testing and improving user interfaces. He said the appointment system is essential for servicing the huge, post-Panamax container ships entering the port. Chairman Palmer said the Freight Initiatives Committee anticipates updates on the appointment system and the Hanjin Shipping Co. bankruptcy, which has had an impact on many shipping concerns.

### **Federal Policy Update – Freeholder Matthew Holt**

Freeholder Holt reported that USDOT held a second, 30-day comment period for the proposed rule on MPO Coordination and Planning Area Reform, which essentially requires large and heavily populated MPO regions to merge or share common plans. He said the NJTPA has submitted comments this second time, and these comments re-state opposition to the rules and focus on ways the draft rule could be improved as well. He said the NJTPA continues to work closely with national organizations and its Congressional delegation to stop the rule or at least change it to allow exceptions for heavily populated, well-performing MPOs that are already coordinating with neighboring MPOs.

Chairman Palmer noted that the proposed rulemaking results from a situation in North Carolina, where each of six counties surrounding the City of Charlotte have their own MPO and would benefit from planning coordination. He said “one size fits all” rules do not make sense for larger MPOs such as the NJTPA.

### **H) Street Smart NJ Pedestrian Safety Education Campaign Awards**

Ms. Murphy said the growth of the Street Smart NJ pedestrian safety campaign would not be possible without the towns and leaders who have supported the program and are helping the State achieve its “Towards Zero Deaths” policy. She said over 40 towns have participated in the program, which saves lives and changes behaviors of both pedestrians and drivers alike. She awarded certificates of appreciation from the NJTPA to representatives of several towns, who were there to receive them in person:

- Mayor Phil Greiner, Borough of Flemington (Hunterdon County)
- Freeholder Jason Sarnoski for the Town of Hackettstown, Washington Township, and the Borough of Washington (Warren County).
- Mayor Norman Schmelz, Borough of Bergenfield (Bergen County)
- Mayor Lester Taylor, City of East Orange (Essex County)
- Mayor Victor DeLuca and Chief of Police Robert Cimino, Township of Maplewood (Essex County)
- Phillip Scott, Director Department of Engineering, City of Newark (Essex County)
- Councilman Michael Yun and Police Sgt. Jackie Marcazo, City of Jersey (Hudson County)
- Patrolman Rafiq Pickett, Borough of Bradley Beach (Monmouth County)
- Michele Alonso, Director of Planning and Redevelopment, City of Asbury Park (Monmouth County)

- Council President Stefan Armington, Town of Morristown (Morris County)
- Chief of Police Robert Burnaford, Borough of Harvey Cedars (Ocean County)
- Anthony Ferrera, Town Administrator, and Chief of Police Darien Powell, Hillsborough Township (Somerset County)
- Freeholder John Bartlett for the City of Passaic (Passaic County)
- Town Manager Thomas Russo, Town of Newton (Sussex County)
- Phyllis Reich, Project Coordinator for Redevelopment, City of Elizabeth (Union County)

Representatives of the TMAs, who provided organizational, messaging and logistical support shared in the honors as well. Those present included the following:

- John Ciaffone, TransOptions
- Dan Callas, TransOptions
- Lara Cerutti, TransOptions
- Cheryl Kastrenakes, Greater Mercer TMA
- Lisa Lee, EZ Ride/Meadowlink
- Tara Shepherd, HART

Ms. Murphy also honored the “Regional Champions,” who she said have gone above and beyond in their work with Street Smart.

- Andy Anderson, Essex County College Community Traffic Safety Coordinator
- Elmira Yasin, NJ TRANSIT Manager of Bus Safety Compliance
- The late Jack Nata, City of Newark Manager of Traffic and Signals

Ms. Murphy said she is looking forward to more campaigns and honors.

#### **I) Presentation: A Lifetime of Safe Driving**

Cathleen Lewis, Director of Public Affairs and Government Relations, AAA Northeast, quoted the motto of the AAA Foundation for Safety – “To identify traffic safety problems, foster research that seeks solutions, and disseminate information and educational materials,” and she outlined the many ways the organization promotes safe driving, one of which is partnering with other safety programs that work, like Street Smart NJ. Ms. Lewis briefed the Board on the AAA’s research and education efforts in the following areas: child passengers, bike and pedestrian safety; teen and senior drivers; and distracted and impaired driving. Ms. Lewis noted that smart phone ownership is a growing problem, where driver impairment can linger up to 27 seconds after a call ends or a music selection is made. Concerning text messaging, she said voice-to-text does not necessarily eliminate distraction, and some technologies are as or more distracting than talking or texting.

In answer to a question from County Executive DeGise, Ms. Lewis said automobile manufacturers are moving in the direction of voice activated systems, and eventually all cars will have them. She noted that Apple consulted AAA researchers concerning better ideas for their Siri voice activated app.

George Ververides, Middlesex County, asked if there is research on the potential driverless cars may have for seniors. Ms. Lewis said there is no specific study yet, and the definition of “autonomous” in terms of cars is still to be determined. She said the technology is a ways away, and the current cohort of seniors are skeptical about it.

In answer to a question from Mr. Venech, Ms. Lewis said some AAA motorist education efforts talk about how to share the road with trucks, specifically how much room to give them on the road. She noted that truck operators are largely safe drivers.

Tom Drabic, Sussex County, noted that drowsy truck drivers are a problem, but truck rest stops meet serious opposition from municipalities. Ms. Lewis said a new focus on drowsy driving initiatives will be helpful to this discussion, and she thinks safety and infrastructure pieces that come with rest stops will find synergies and will be part of continuing discussions.

Freeholder Estrada, who took over the meeting for the Chairman, thanked Ms. Lewis for AAA’s relationship with Union County, making great information available and working together to achieve safety on New Jersey’s roads.

#### **J) Public Participation**

Mr. Weissman continued Complete George advocacy for expanded bicycle/pedestrian lanes on the George Washington Bridge. This time he focused on potential public health benefits, in terms of reduced fatalities and health costs associated with bicycle-friendly infrastructure.

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

Freeholder Estrada announced that the next meeting of the NJTPA will be held on Monday, January 9, 2017 at 10:00 a.m., at the NJTPA offices at One Newark Center, Newark, NJ.

#### **L) Adjournment**

At 11:50 a.m., a motion to adjourn was made by Middlesex County, seconded by Passaic County and carried unanimously.

**NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**  
**Meeting of the Board of Trustees**  
**Attendance Record: November 14, 2016**

<b>Subregion/Agency</b>	<b>Voting Members/Alternates</b>	<b>Staff &amp; Others</b>
Bergen County	Peter Botsolas	Joseph Baladi
Essex County	Sanjeev Varghese	David Antonio
Hudson County	Hon. Thomas DeGise	
Hunterdon County	Hon. Matthew Holt Sue Dziamara	
Jersey City	Hon. Michael Yun	Barkha Patel
Middlesex County	George Ververides	
Monmouth County		Joseph Ettore
Morris County	Gerald Rohsler	
Newark	Phillip Scott	Kimberly Singleton
Ocean County		Mark Jehnke
Passaic County	Hon. John Bartlett	Mike Lysicatos
Somerset County	Hon. Peter Palmer Walt Lane	
Sussex County	Tom Drabic	
Union County	Hon. Angel Estrada	Liza Betz
Warren County	Hon. Jason Sarnoski David Dech	
Governor's Office	Mary Maple (via telephone)	
NJDOT	Thomas Wospil	
NJ TRANSIT	Jeremy Colangelo-Bryan	Lou Millan
Port Authority of NY & NJ	Lou Venech	
Citizen's Representative	Not represented	

<b>Other Attendees</b>	
Jim Beattie	AECOM
M. Rabboh	Bergenfield Police Department
Jerry Stapleton	Borough of Bergenfield Police Department
Officer Rafiq Pickett	Bradley Beach Police Department
Phyllis Reich	City of Elizabeth
Neile Weissman	Complete George
Ali Vaezi	Dewberry
Andy Anderson	Essex County College

Lisa Lee	EZ Ride/Meadowlink
Cyrenthia Ward	FTA
Hon. Phil Greiner	Flemington Borough
Cheryl Kastrenakes	Greater Mercer TMA
Tara Shepherd	HART TMA
Chief Robert Burnaford	Harvey Cedars Police Department
Jackie Marcazo	Jersey City Police Department
Denysse Nair	Louis Berger
Chief Robert Cimino	Maplewood Township Police Department
Hon. Norman Schmelz	Mayor of Borough of Bergenfield
Hon. Victor DeLuca	Mayor of Maplewood Township
Leslie London	McManimon, Scotland & Baumann, LLC
Frank Scarantino	Mott MacDonald
Tonya Nata	Newark
Elmira Yasin	NJ TRANSIT
Vic Mottola	Stokes C.G.
Stefan Armington	Town of Morristown
Thomas S. Russo, Jr.	Town of Newton
John Ciaffone	TransOptions
Dan Callas	TransOptions
Lara Cerutti	TransOptions
Various members of Central Staff	NJTPA

**DRAFT RESOLUTION: APPROVAL OF THREE MINOR AMENDMENTS TO THE  
FY 2016 – 2019 TRANSPORTATION IMPROVEMENT  
PROGRAM TO ADD FEDERAL FUNDS FOR RESILIENCY  
RELATED PROJECTS AS REQUESTED BY NJ TRANSIT**

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

**WHEREAS**, the NJTPA formally adopted the FY 2016 – 2019 Transportation Improvement Program (TIP) on September 8, 2015; and

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

**WHEREAS**, the TIP may be revised any time; and

**WHEREAS**, according to the MOU the addition of a new project to the TIP that does not require a new conformity determination constitutes a minor amendment; and

**WHEREAS**, NJ TRANSIT is requesting the addition of Section 5307 federal funds to three projects in response to Superstorm Sandy (Maplewood Substation Resiliency, Essex County DB# T912; Newark Penn Station Protection, City of Newark DB# T913; Rail Operations Center Uninterruptible Power System Raising, Hudson County DB# T914); and

**WHEREAS**, fiscal constraint is being maintained because the Section 5307 funds are specified for this use; and

**WHEREAS**, these minor amendments are exempt from an air quality conformity determination and do not impact the current conformity determination; and

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

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

(Continued)

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendments to the FY 2016 – 2019 Transportation Improvement Program.

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

**DRAFT RESOLUTION: APPROVAL OF A MINOR AMENDMENT TO THE  
FY 2016 – 2019 TRANSPORTATION IMPROVEMENT  
PROGRAM TO ADD ROUTE 280, WB OVER PASSAIC  
RIVER & PROPOSED ESSEX COUNTY PARK ROAD AS  
REQUESTED BY THE NEW JERSEY DEPARTMENT OF  
TRANSPORTATION**

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

**WHEREAS**, the NJTPA formally adopted the FY 2016 – 2019 Transportation Improvement Program (TIP) on September 8, 2015; and

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

**WHEREAS**, the TIP may be revised any time; and

**WHEREAS**, according to the MOU the addition of a project to the TIP that does not require a new conformity determination constitutes a minor amendment; and

**WHEREAS**, NJDOT is requesting the addition of federal National Highway Performance Program funds to the Route 280, WB over Passaic River & Proposed Essex County Park Road project (DB# 12363) in Essex County; and

**WHEREAS**, fiscal constraint is being maintained; and

**WHEREAS**, this minor amendment is exempt from an air quality conformity determination and does not impact the current conformity determination; and

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

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

(Continued)

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2016 – 2019 Transportation Improvement Program.

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

**DRAFT RESOLUTION: APPROVAL OF A MINOR AMENDMENT TO THE  
FY 2016 – 2019 TRANSPORTATION IMPROVEMENT  
PROGRAM TO ADD THE KOPPERS COKE ACCESS  
ROAD PROJECT AS REQUESTED BY HUDSON COUNTY**

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

**WHEREAS**, the NJTPA formally adopted the FY 2016 – 2019 Transportation Improvement Program (TIP) on September 8, 2015; and

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

**WHEREAS**, the TIP may be revised any time; and

**WHEREAS**, according to the MOU the addition of a new project to the TIP that does not require a new conformity determination constitutes a minor amendment; and

**WHEREAS**, Hudson County is requesting the addition of federal funds to the Koppers Coke Access Road project (DB# N1702); and

**WHEREAS**, fiscal constraint is being maintained because congressionally designated funds are specified for this project (NJ272); and

**WHEREAS**, this minor amendment is exempt from an air quality conformity determination and does not impact the current conformity determination; and

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

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2016 – 2019 Transportation Improvement Program.

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

**DRAFT RESOLUTION: SUPPORT FOR THE LOCALLY PREFERRED ALTERNATIVE FOR THE PORTAL BRIDGE REPLACEMENT PROJECT**

**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**, NJ TRANSIT, in collaboration with the Port Authority of NY & NJ (PANYNJ), is requesting that the NJTPA provide a resolution of support for the Locally Preferred Alternative (LPA) for the Portal Bridge Replacement Project, in order to advance the Portal North Bridge; and

**WHEREAS**, as a result of a request made by the PANYNJ to the U.S. Department of Transportation and the Federal Transit Administration (FTA), the Portal North Bridge is now in the Project Development Phase of the FTA's process for seeking Capital Investment Grant funds that would pay for a portion of the capital cost of the proposed Portal North Bridge; and

**WHEREAS**, the current Portal Bridge is a 106-year-old, low-level swing span across the Hackensack River between Kearny and Secaucus, which suffers from its age and intense daily rail traffic of more than 450 trains, causing it to be a serious reliability concern for rail operators and a channel obstruction for marine traffic; and

**WHEREAS**, the proposed new bridge will be a fixed span bridge that will accommodate two tracks, a higher train speed than the current 60 mph limit, and the ability in the future to facilitate more capacity in conjunction with other investments; and

**WHEREAS**, its location and design allows and anticipates the future construction of the Portal South Bridge and other planned Northeast Corridor improvements, and it is a key element of the broader multi-faceted Gateway Program and included in the NEC FUTURE Tier I EIS Rail Investment Plan, both of which focus on sustaining the current rail capacity and functionality as an immediate need; and

**WHEREAS**, the LPA will be included in the NJTPA update of the regional transportation plan, Plan 2045 – Connecting North Jersey, which will be presented to the NJTPA Board of Trustees for adoption in the summer of 2017; and

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby supports the Locally Preferred Alternative for the Portal Bridge Replacement Project.

**BE IT FURTHER RESOLVED** that a copy of this resolution are forwarded to NJ TRANSIT and the Port Authority of New York and New Jersey for submission to the Federal Transit Administration.



**DRAFT RESOLUTION: APPROVAL OF A MINOR AMENDMENT TO THE  
FY 2016 – 2019 TRANSPORTATION IMPROVEMENT  
PROGRAM TO ADD THE LIVINGSTON AVENUE  
COMPLETE STREETS PROJECT AS REQUESTED BY  
MIDDLESEX COUNTY**

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

**WHEREAS**, the NJTPA formally adopted the FY 2016 – 2019 Transportation Improvement Program (TIP) on September 8, 2015; and

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

**WHEREAS**, the TIP may be revised any time; and

**WHEREAS**, according to the MOU the addition of a new project to the TIP that does not require a new conformity determination constitutes a minor amendment; and

**WHEREAS**, Middlesex County is requesting the addition of federal funds to the Livingston Avenue Complete Streets project (DB# N1705); and

**WHEREAS**, fiscal constraint is being maintained through the use of repurposed earmark funds as specified in the Consolidated Appropriations Act of 2016 (NJ074, NJ077, NJ080, NJ157, NJ201 and NJ205); and

**WHEREAS**, this minor amendment is exempt from an air quality conformity determination and does not impact the current conformity determination; and

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

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2016 – 2019 Transportation Improvement Program.

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

## Summary of Action

### Approval of a Minor Amendment to the FY 2016 - 2019 Transportation Improvement Program to Add the Livingston Avenue Complete Streets Project as Requested by Middlesex County

**Action:** In order to advance the following project, Middlesex County has requested that the FY 2016 – 2019 Transportation Improvement Program (TIP) be amended to reflect the use of repurposed federal earmark funds.

**Background:** According to the *TIP Memorandum of Understanding*, when a new project is added to the TIP, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The details of this minor amendment are outlined below.

Supporting documents are attached.

#### **Minor Amendment:**

- **Livingston Avenue Complete Streets, Middlesex County DB# N1705**  
This request is to program repurposed congressionally designated funding in FY 2019 for Construction of this project, which runs from Mile Run Bridge to New Street in New Brunswick. Design will be advanced with County funds in FY 2017. (\$6 million of NJ074, NJ077, NJ080, NJ157, NJ201 and NJ205 funds).

**Justification for Action:** Approval of this minor amendment to the FY 2016 – 2019 TIP will allow the funds to be secured and the project to advance.

**Staff Recommendation:** Central Staff recommends approval of this action.

**NJTPA**

**Transportation Improvement Program Fiscal Years 2016 - 2019**

**Routes:** Mileposts: 0.6-1.08, 2.07-2.78 **DBNUM:** N1705  
**Name:** Livingston Avenue Complete Streets Project

The Livingston Avenue Complete Streets Project extends from Mile Run Bridge to New Street in New Brunswick. The cost and source of funding will include the recently approved repurposed earmark funding of nearly \$ 6.0 million in FY 2019 for construction and construction administration. Design work will be done with separate funding by Middlesex County at an estimated cost of \$ 1.0 million in FY 2017 and continue into FY 2018.

This project will include corridor reconfiguration to a three lane section with parking, bike lanes in both directions, and replacement of traffic signals. Street and pedestrian lighting will be upgraded to improve visibility of pedestrians, and all sidewalks and ramps will be replaced to comply with ADA requirements.

The following federal appropriations were allocated to this project: DEMO ID# NJ074, DEMO ID# NJ077, DEMO ID# NJ080, DEMO ID# NJ157, DEMO ID# NJ201, DEMO ID# NJ205.

**Counties:** Middlesex **Municipalities:** New Brunswick  
**Project Type:** **RCIS Category:** Not Available  
**Sponsor:** **Est. Total Project Cost: (Million)**

**TIP:**

**PENDING**

**FY 2016 - 2019 TIP Cost: (Million) \$7.000**

**Unconstrained  
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	DES	OTHER		\$1.000			
NJTPA	CON	DEMO				\$6.000	
				\$1.000		\$6.000	

Ronald G. Rios  
Freeholder Director

Carol Bellante  
Deputy Director

Kenneth Armwood  
Charles Kenny  
H. James Polos  
Charles E. Tomaro  
Blanquita B. Valenti  
Freeholders



**COUNTY OF MIDDLESEX  
DEPARTMENT OF INFRASTRUCTURE  
MANAGEMENT**

**Office of Planning**

Charles E. Tomaro  
Chairperson, Infrastructure Management  
Committee

John A. Pulomena  
County Administrator

Khalid Anjum  
Department Head

Matthew Vaughn  
Chairman, Planning Board

Dorothy K. Power  
Secretary, Planning Board

Steven D. Cahn, Esq.  
Counsel, Planning Board

George M. Ververides, P.P., A.I.C.P.  
Director

September 9, 2016

Mary K. Murphy, Executive Director  
North Jersey Transportation Planning Authority  
One Newark Center, 17<sup>th</sup> Floor  
Newark, NJ 07101

Re: Inclusion of Livingston Avenue Complete Streets Project on the FY 2017 Transportation  
Improvement Program

Dear Mary K:

We request a TIP amendment to include the Livingston Avenue Complete Streets Project from Mile Run Bridge to New Street in New Brunswick. The cost and source of funding will include the recently approved repurposed earmark funding of \$ 6.0 million in FY 2019 for construction and construction administration. Design work will be done with separate funding by Middlesex County at an estimated cost of \$ 1.0 million in FY 2017 and continue into FY 2018.

This project will include corridor reconfiguration to a three lane section with parking, bike lanes in both directions, and replacement of traffic signals. Street and pedestrian lighting will be upgraded to improve visibility of pedestrians, and all sidewalks and ramps will be replaced to comply with ADA requirements.

Sincerely,  
MIDDLESEX COUNTY DEPARTMENT OF INFRASTRUCTURE MANAGEMENT  
OFFICE OF PLANNING

George M. Ververides, Director  
GMV:ag

Cc: Freeholder Charles E. Tomaro  
Mr. John Pulomena, Administrator  
Mr. Khalid Anjum, Department Head  
Mr. Richard Wallner, County Engineer  
Mr. Martin Hofler, NJTPA, Director of Capital Programming/Project Development

**Middlesex County... "The Greatest County in the Land"**



**DRAFT RESOLUTION: APPROVAL OF TWO MINOR AMENDMENTS TO THE  
FY 2016 – 2019 TRANSPORTATION IMPROVEMENT  
PROGRAM TO ADD THE PASSAIC BUS TERMINAL AND  
THE PASSAIC BERGEN PASSENGER SERVICE  
RESTORATION PROJECT AS REQUESTED BY NJ  
TRANSIT**

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

**WHEREAS**, the NJTPA formally adopted the FY 2016 – 2019 Transportation Improvement Program (TIP) on September 8, 2015; and

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

**WHEREAS**, the TIP may be revised any time; and

**WHEREAS**, according to the MOU the addition of a new project to the TIP that does not require a new conformity determination constitutes a minor amendment; and

**WHEREAS**, NJ TRANSIT is requesting the addition federal funds to the Passaic Bus Terminal (DB# T541) and the Passaic Bergen Passenger Service Restoration Project(DB# T534); and

**WHEREAS**, fiscal constraint is being maintained through the use of repurposed earmark funds as specified in the Consolidated Appropriations Act of 2016 (NJ171 and NJ201); and

**WHEREAS**, these minor amendments are exempt from an air quality conformity determination and do not impact the current conformity determination; and

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendments to the FY 2016 – 2019 Transportation Improvement Program.

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

## Summary of Action

### **Approval of Two Minor Amendments to the FY 2016 - 2019 Transportation Improvement Program to Add The Passaic Bus Terminal and the Passaic Bergen Passenger Service Restoration Project As Requested by NJ TRANSIT**

**Action:** In order to advance the following projects, NJ TRANSIT has requested that the FY 2016 – 2019 Transportation Improvement Program (TIP) be amended to reflect the use of federal funds.

**Background:** According to the *TIP Memorandum of Understanding*, when a new project is added to the TIP, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The details of these minor amendments are outlined below. The affected subregions were notified and concurred.

Supporting documents are attached.

#### **Minor Amendments:**

- **Passaic Bus Terminal, *Passaic County* DB# T541**  
This request is to program repurposed congressionally designated earmark funding in FY 2017 for Design and Construction of a new Passaic Bus Terminal in the city of Passaic. (\$2.5 million of NJ171 funds)
- **Passaic Bergen Passenger Service Restoration Project, *Bergen, Hudson and Passaic counties* DB# T534**  
This request is program repurposed congressionally designated earmark funding in FY 2107 to conduct a planning study to identify and evaluate transit alternatives. (\$1 million of NJ201

**Justification for Action:** Approval of these minor amendments to the FY 2016 – 2019 TIP will allow the funds to be secured and the projects to advance.

**Staff Recommendation:** Central Staff recommends approval of these actions.

# NJTPA

## Transportation Improvement Program Fiscal Years 2016 - 2019

**Routes:** TRANSIT

**Mileposts:**

**DBNUM:** T541

**Name:** Passaic Bus Terminal

The purpose of the project is to relocate the Passaic Bus Terminal, constructing a new facility on Main Avenue in the City of Passaic. This project will ease traffic flow and improve bus operations, passenger convenience and schedule adherence in a dense urban area with high usage of NJT bus services. The current Passaic Bus Terminal was constructed in the 1960s and is outmoded and in need of replacement.

**Counties:** Passaic

**Municipalities:** Passaic City

**Project Type:**

**RCIS Category:** Transit Enhancement

**Sponsor:** NJ TRANSIT

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

**TIP:**

**PENDING**

**FY 2016 - 2019 TIP Cost: (Million) \$2.500**

**Unconstrained  
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	EC	DEMO		\$2.500			
				\$2.500			

# NJTPA

## Transportation Improvement Program Fiscal Years 2016 - 2019

**Routes:** TRANSIT

**Mileposts:**

**DBNUM:** T534

**Name:** Passaic Bergen Passenger Service Restoration Project

The purpose of this effort is to prepare a federally-compliant technical update and assessment of passenger transportation options between Hawthorne, NJ and Hackensack, NJ. The work will consider a range of options including modal alternatives, options for station locations and the potential of current and future transit friendly land uses to augment ridership. The intended outcome is to identify the most viable transportation plan to serve the communities between Hawthorne and Hackensack. The effort will also include additional analysis of extending the corridor eastward to interface in North Bergen with either the proposed Northern Branch project and/or operating to Tonnelle Avenue, the northern terminus of the Hudson-Bergen Light Rail system, where passengers would transfer.

**Counties:** Passaic Bergen Hudson

**Municipalities:** Various

**Project Type:** System Preservation

**RCIS Category:** Transit Enhancement

**Sponsor:** NJ TRANSIT

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

**TIP:**

### PENDING

**Unconstrained  
Year**

**FY 2016 - 2019 TIP Cost: (Million) \$1.000**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	PLS	DEMO		\$1.000			
				\$1.000			



# State of New Jersey

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

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MPO:

PROJECT: **Passaic Bus Terminal**

DBNUM: T541

TRACK #: NJT-T540-0-A-2016

TYPE OF PROJECT CHANGE:

ACTION TAKEN: NJ TRANSIT is requesting an amendment to add program T541 (Passaic Bus Terminal), and to add \$2.500M of FY2017 DEMO funds in the NJTPA region. The DEMO funds are repurposed from earmark NJ171 (Improvements to Clove Road and Long Hill Road in Little Falls and Upper Mountain Ave. in Montclair).

REASON FOR CHANGE:

Funding will be used for design and construction of a new Passaic Bus Terminal in the City of Passaic, to better serve 2800 weekday NJ TRANSIT customers.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: Fiscal constraint is maintained.

CONFORMITY:

- The current conformity determination will not be impacted. The Metropolitan Planning Organization (MPO) has determined that this project is exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127).

PUBLIC INVOLVEMENT:

- The MPO has followed their adopted public involvement procedures for this type of amendment / modification.



## State of New Jersey

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

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MPO:

PROJECT: **Passaic Bergen Passenger Service Restoration Project**

DBNUM: T534

TRACK #: NJT-T534-0-A-2016

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: NJ TRANSIT is seeking an amendment to restore program T534 (Passaic Bergen Passenger Service Restoration Project), and add \$1.000M of FY2017 DEMO funds, in the NJTPA region. These funds are repurposed from earmark NJ 201 (Construct Hackensack River Walkway).

REASON FOR CHANGE:

Funds will be used to identify and evaluate transit alternatives in the study corridor.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: Fiscal constraint is maintained

CONFORMITY:

- The current conformity determination will not be impacted. The Metropolitan Planning Organization (MPO) has determined that this project is exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127).

PUBLIC INVOLVEMENT:

- The MPO has followed their adopted public involvement procedures for this type of amendment / modification.



**DRAFT RESOLUTION: APPROVAL OF A MINOR AMENDMENT TO THE  
FY 2016 – 2019 TRANSPORTATION IMPROVEMENT  
PROGRAM TO ADD THE KAPKOWSKI ROAD  
CORRIDOR PROJECT AS REQUESTED BY UNION  
COUNTY**

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

**WHEREAS**, the NJTPA formally adopted the FY 2016 – 2019 Transportation Improvement Program (TIP) on September 8, 2015; and

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

**WHEREAS**, the TIP may be revised any time; and

**WHEREAS**, according to the MOU the addition of a new project to the TIP that does not require a new conformity determination constitutes a minor amendment; and

**WHEREAS**, Union County is requesting the addition of federal funds to the Kapkowski Road Corridor project (DB# 17339); and

**WHEREAS**, fiscal constraint is being maintained because congressionally designated funds are specified for this project (NJ200); and

**WHEREAS**, this minor amendment is exempt from an air quality conformity determination and does not impact the current conformity determination; and

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

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2016 – 2019 Transportation Improvement Program.

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

## Summary of Action

### **Approval of a Minor Amendment to the FY 2016 - 2019 Transportation Improvement Program to Add the Kapkowski Road Corridor Project as Requested by Union County**

**Action:** In order to advance the following project, Union County has requested that the FY 2016 – 2019 Transportation Improvement Program (TIP) be amended to add the project, including the use of federal funds.

**Background:** According to the *TIP Memorandum of Understanding*, when a new project is added to the TIP, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The details of this minor amendment are outlined below.

Supporting documents are attached.

#### **Minor Amendment:**

- **Kapkowski Road Corridor Project (Liberty Corridor) DB# 17339**  
This request is to program existing congressionally designated funding in FY 2017 for the Concept Development phase to consider roadway improvements on the Kapkowski Road Corridor project. (\$1.0 million of NJ200 funds)

**Justification for Action:** Approval of this minor amendment to the FY 2016 – 2019 TIP will allow the funds to be programmed and the project to advance.

**Staff Recommendation:** Central Staff recommends approval of this action.

**NJTPA**

**Transportation Improvement Program Fiscal Years 2016 - 2019**

**Routes:** Mileposts: DBNUM: 17339  
**Name:** Kapkowski Road Corridor Project

This project involves the traffic signal and roadway improvements to five existing antiquated signalized intersections to current MUTCD standards in the City of Elizabeth. The intersections include the following locations: North Avenue East / Dowd Avenue / Division Street; Intersection; Veterans Memorial Drive / Trumbull Street / Third Street Intersection; Division Street / Trumbull Street Intersection, and Underpass Road Lowering; Trumbull Street / Dowd Avenue Intersection; and North Avenue East / Kapkowski Road Intersection. This project is to improve visibility of motorists, reposition traffic and pedestrian signals to more appropriate locations by installing new traffic signal poles and mast arms, installing video detection and CCTV on the mast arms, upgrade pedestrian signals to count down type push button activation, upgrade the signals to Light Emitting Diodes (LED), replace the existing traffic signal controllers and cabinets, install public sidewalk curb ramps with detectable warning surfaces where possible, add mast-arm mounted LED street name signs, replace the existing regulatory signs with signs conforming to the MUTCD Manual, improve drainage, curbing, sidewalks, roadway subbase, repaving, and restripe the crosswalks, stop bars and roadway center lines. The project also includes the lowering of the roadway under the Central Railroad bridge at the Division Street / Trumbull Street intersection to allow for a 14'-6" clearance. The current clearance is 12'-6". The improved clearance will eliminate a bottleneck and allow trucks to safely navigate this important area and avoid detours into residential neighborhoods. The underpass has a history of being struck by trucks.

The following federal appropriations was allocated to this project: DEMO ID# NJ200.

**Counties:** Union **Municipalities:** Elizabeth  
**Project Type:** **RCIS Category:** Not Available  
**Sponsor:** Union **Est. Total Project Cost: (Million)**

**TIP:**

**PENDING**

FY 2016 - 2019 TIP Cost: (Million) \$1.000

Unconstrained  
Year

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CD	DEMO		\$1.000			
				\$1.000			



# COUNTY OF UNION

DEPARTMENT OF ECONOMIC DEVELOPMENT

*Amy C. Wagner, Director*

**BOARD OF  
CHOSEN FREEHOLDERS**

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**ALFRED J. FAELLA**  
*County Manager*

**ROBERT E. BARRY, ESQ.**  
*County Counsel*

**JAMES E. PELLETTIERE, RMC**  
*Clerk of the Board*

October 11, 2016

Ms. Mary Kay Murphy  
Executive Director  
North Jersey Transportation Planning Authority  
One Newark Center, 17th Floor  
Newark, NJ 07102

RE: Kapkowski Road

Dear Mary Kay;

Please accept this letter as a formal request that the Kapkowski Road Project be amended into the FY 2017 element of the Transportation Improvement Program for \$1 million for the Concept Development phase. The source of the funding will be Demo ID # NJ200.

As you know, the scope of this project has evolved from the initial plans. Attached please find a brief description of the intended project as envisioned today. Please note, the project has been reviewed by representatives from the Port Authority and they are in agreement that the proposed project will greatly improve traffic flow in the area.

Please let me know if you require any additional information from us. We eagerly anticipate moving this project to the next phase.

Sincerely,

Amy C. Wagner  
Director, Department of Economic Development

CC: Alfred Faella, Union County Manager  
Tom Mineo, Union County Engineer  
Raymond Sullivan, UC Division of Engineering

ADMINISTRATION BUILDING

Liza Betz, Union County Transportation Planning Manager  
Kay LiCausi, Hoboken Strategies  
Mike Merola, Winning Strategies Washington  
Steven P. Rinaldi, PLS, PP City of Elizabeth Land Surveyor, Principal Engineer  
Dan Loomis, City of Elizabeth Engineer  
Amy Magnuson, NJPTA Special Projects Manager, Board & Subregional Support  
Paul Truban, NJDOT Manager, Bureau of Freight Planning & Services  
James Vari, NJDOT Capital Program Development  
Eileen Schack, NJDOT Local Aid Administrator

Kapkowski Road Corridor Project Description:

This project involves the traffic signal and roadway improvements to five existing antiquated signalized intersections to current MUTCD standards in the City of Elizabeth. These intersections experience large volumes of both vehicular and truck traffic. The intersections include the following locations:

North Avenue East / Dowd Avenue / Division Street Intersection  
Veterans Memorial Drive / Trumbull Street / Third Street Intersection  
Division Street / Trumbull Street Intersection, and Underpass Road Lowering  
Trumbull Street / Dowd Avenue Intersection  
North Avenue East / Kapkowski Road Intersection

This project is to improve visibility of motorists, reposition traffic and pedestrian signals to more appropriate locations by installing new traffic signal poles and mast arms, installing video detection and CCTV on the mast arms, upgrade pedestrian signals to count down type push button activation, upgrade the signals to Light Emitting Diodes (LED), replace the existing traffic signal controllers and cabinets, install public sidewalk curb ramps with detectable warning surfaces where possible, add mast-arm mounted LED street name signs, replace the existing regulatory signs with signs conforming to the MUTCD Manual, improve drainage, curbing, sidewalks, roadway subbase, repaving, and restripe the crosswalks, stop bars and roadway center lines. The project also includes the lowering of the roadway under the Central Railroad bridge at the Division Street / Trumbull Street intersection to allow for a 14'-6" clearance. The current clearance is 12'-6". The improved clearance will eliminate a bottleneck and allow trucks to safely navigate this important area and avoid detours into residential neighborhoods. The underpass has a history of being struck by trucks.

- All work will be in accordance with current MUTCD standards.
- The traffic signal controllers will be equipped with an Uninterruptible Power Source (UPS) battery backup system, transfer switch and emergency generator.
- The implementation of this project will result in improved traffic flow, reduction in congestion, increase in vehicular and pedestrian safety and a reduction in traffic signal maintenance and energy costs.



**DRAFT RESOLUTION: APPROVAL OF A MINOR AMENDMENT TO THE  
FY 2016 – 2019 TRANSPORTATION IMPROVEMENT  
PROGRAM TO ADD THE PEDESTRIAN BRIDGE OVER  
ROUTE 440 PROJECT AS REQUESTED BY THE CITY OF  
BAYONNE**

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

**WHEREAS**, the NJTPA formally adopted the FY 2016 – 2019 Transportation Improvement Program (TIP) on September 8, 2015; and

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

**WHEREAS**, the TIP may be revised any time; and

**WHEREAS**, according to the MOU the addition of a new project to the TIP that does not require a new conformity determination constitutes a minor amendment; and

**WHEREAS**, the City of Bayonne is requesting the addition of federal funds to the Pedestrian Bridge over Route 440 project (DB# 17356); and

**WHEREAS**, fiscal constraint is being maintained because congressionally designated funds are specified for this project (NJ272); and

**WHEREAS**, this minor amendment is exempt from an air quality conformity determination and does not impact the current conformity determination; and

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

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2016 – 2019 Transportation Improvement Program.

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

## Summary of Action

### **Approval of a Minor Amendment to the FY 2016 - 2019 Transportation Improvement Program to Add the Pedestrian Bridge over Route 440 Project as Requested by the City of Bayonne**

**Action:** In order to advance the following project, the City of Bayonne has requested that the FY 2016 – 2019 Transportation Improvement Program (TIP) be amended to add the project, including the use of federal funds.

**Background:** According to the *TIP Memorandum of Understanding*, when a new project is added to the TIP, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The details of this minor amendment are outlined below.

Supporting documents are attached.

#### **Minor Amendment:**

- **Pedestrian Bridge over Route 440 Project (Liberty Corridor) DB# 17356**  
This request is to program existing congressionally designated funding in FY 2017 for the Concept Development phase on the Pedestrian Bridge over Route 440 project. (\$450,000 of NJ272)

**Justification for Action:** Approval of this minor amendment to the FY 2016 – 2019 TIP will allow the funds to be programmed and the project to advance.

**Staff Recommendation:** Central Staff recommends approval of this action.

# NJTPA

## Transportation Improvement Program Fiscal Years 2016 - 2019

**Routes:** Mileposts: 21.1-21.2 DBNUM: 17356  
**Name:** Pedestrian Bridge over Route 440

The purpose of this Concept Development study is to comply with federal regulations, which is to determine the purpose and need of the pedestrian crossing over Route 440; agree to a preferred alternative; and to identify the appropriate environmental document needed to advance the project through the construction work phase.

The following federal appropriation was allocated to this project: DEMO ID# NJ 272.

**Counties:** Hudson **Municipalities:** Bayonne  
**Project Type:** **RCIS Category:** Bike/Ped  
**Sponsor:** Bayonne **Est. Total Project Cost: (Million)**

**TIP:**

**PENDING**

**Unconstrained**

**FY 2016 - 2019 TIP Cost: (Million) \$0.450** **Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CD	DEMO		\$ .450			
				\$ .450			

**DATE SUBMITTED:**



OFFICE OF THE MAYOR

# CITY OF BAYONNE

630 AVENUE C • BAYONNE, NEW JERSEY 07002-3898  
TEL. (201) 858-6010 • FAX (201) 436-2413



JAMES DAVIS, Mayor  
November 28, 2016

Mary K. Murphy, Executive Director  
North Jersey Transportation Planning Authority  
One Newark Center, 17<sup>th</sup> Floor  
Newark, NJ 07102

Re: Request to amend the Bayonne 34<sup>th</sup> Street Pedestrian Overpass Project to the FY 2017  
Element of the current Transportation Improvement Program

Dear Ms. Murphy:

Due to a recent update of the required work phase, this letter is to rescind and replace my correspondence dated November 10<sup>th</sup>. The City of Bayonne is requesting to conduct a Concept Development (CD) planning study. The purpose of this study is to comply with federal regulations, which is to determine the purpose and need of the pedestrian crossing; agree to a preferred alternative; and to identify the appropriate environmental document needed to advance the project to final design, right-of-way acquisition and construction work phases.

Therefore, the following information should be entered on to the TIP page:

- Project Name: Pedestrian Bridge over Route 440 at 34<sup>th</sup> Street
- Mile Posts: 21.1 – 21.2
- DBNUM: 17356
- Phase of Work: Local Concept Development (LCD)
- LCD Cost: \$450 thousand
- Funding Source: DEMO ID# NJ272 (Liberty Corridor Funds)
- Project Description: The Concept Development Study will determine the purpose and need for a pedestrian bridge over Route 440 and will select the preferred alternative.

Please let me know if you require additional information from us and we appreciate your assistance with this vital project for the City of Bayonne.

Sincerely,

James M. Davis  
Mayor



**DRAFT RESOLUTION: APPROVAL OF A MINOR AMENDMENT TO THE  
FY 2016 – 2019 TRANSPORTATION IMPROVEMENT  
PROGRAM TO ADD PAVEMENT PRESERVATION,  
NJTPA PROGRAM AS REQUESTED BY THE NEW  
JERSEY DEPARTMENT OF TRANSPORTATION**

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

**WHEREAS**, the NJTPA formally adopted the FY 2016 – 2019 Transportation Improvement Program (TIP) on September 8, 2015; and

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

**WHEREAS**, the TIP may be revised any time; and

**WHEREAS**, according to the MOU the addition of a new program to the TIP that does not require a new conformity determination constitutes a minor amendment; and

**WHEREAS**, NJDOT is requesting the programming of federal National Highway Performance Program funds and Surface Transportation Program funds to the Pavement Preservation, NJTPA Program (DB# X51B); and

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

**WHEREAS**, this minor amendment is exempt from an air quality conformity determination and does not impact the current conformity determination; and

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

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2016 – 2019 Transportation Improvement Program.

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

## Summary of Action

### **Approval of a Minor Amendment to the FY 2016 - 2019 Transportation Improvement Program To Add Pavement Preservation, NJTPA Program As Requested by the New Jersey Department of Transportation**

**Action:** In order to advance the following program the New Jersey Department of Transportation (NJDOT) has requested that the FY 2016 – 2019 Transportation Improvement Program (TIP) be amended to add the new Pavement Preservation, NJTPA Program.

**Background:** According to the *TIP Memorandum of Understanding*, when a new program is added to the TIP, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The details of this minor amendment are outlined below. Supporting documents are attached.

#### **Minor Amendment:**

- **Pavement Preservation, NJTPA DB# X51B**  
This new program will allow NJDOT to accomplish eligible federal pavement preservation activities in the NJTPA region in order to help keep New Jersey's highway system in a state of good repair. This amendment would program \$42.113 million of National Highway Performance Program (NHPP) funds and \$3 million of Surface Transportation Program (STP) in FY 2017 for engineering and construction. The NHPP funds are available from the repurposed earmark actions and the STP funds are being reprogrammed from the ongoing statewide Pavement Preservation program. The attached list of potential projects is estimated to cost a total of more than \$70 million. The estimates and schedules will be refined in the coming months. NJDOT will request a future TIP action to cover the balance.

**Justification for Action:** Approval of this minor amendment to the FY 2016 – 2019 TIP will allow the funds to be secured and the projects to advance.

**Staff Recommendation:** Central Staff recommends approval of this action.

**NJTPA**

**Transportation Improvement Program Fiscal Years 2016 - 2019**

**Routes:** Mileposts: DBNUM: X51B  
**Name:** Pavement Preservation, NJTPA

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

**Counties:** Various **Municipalities:** Various  
**Project Type:** **RCIS Category:** Not Available  
**Sponsor:** NJDOT **Est. Total Project Cost: (Million)**

**TIP:**

**PENDING**

**Unconstrained**

**FY 2016 - 2019 TIP Cost: (Million) \$45.113** **Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	EC	NHPP		\$42.113			
NJTPA	EC	STP		\$3.000			
				\$45.113			



# State of New Jersey

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

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MPO: **Statewide**

PROJECT: **Pavement Preservation, NJTPA**

DBNUM: X51B

TRACK #: SW-X51B-0-A-2016

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Creates DBNUM X51B (Pavement Preservation, NJTPA), which is identical to X51 (Pavement Preservation), except it is to be used solely in the NJTPA MPO.

Adds \$42.113M of NHPP in FFY 17.

Adds \$3.0M of STP in FFY 17. (STP funds taken from STATEWIDE Pavement Preservation, and moved into Pavement Preservation, NJTPA).

REASON FOR CHANGE:

Due to influx of accelerated Pavement Preservation projects scheduled for FY 2017, we determined that the easiest way of going about providing available funds and tracking the projects coming in was by breaking out the original X51 into MPO specific programs.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 16-25 #23

CONFORMITY:

PUBLIC INVOLVEMENT:

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS										
FUNDING CODE	FUNDING CATEGORY				FFY 16	FFY 17	FFY 18	FFY 19	FFY 16-19	
NET- FEDERAL					17.252	32.667	-11.962	4.155	42.113	
PROJECT MODIFICATIONS										
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 16	FFY 17	FFY 18	FFY 19	FFY 16-19	
STP Resources From Pavement Preservation	N/A	BEFORE		Various	0.000	0.000	0.000	0.000	0.000	
		ERC	STP		0.000	(3.000)	0.000	0.000	(3.000)	
		AFTER			0.000	(3.000)	0.000	0.000	(3.000)	
Pavement Preservation, NJTPA	X51A	BEFORE		Various	0.000	0.000	0.000	0.000	0.000	
		EC	STP		0.000	3.000	0.000	0.000	3.000	
		AFTER			0.000	3.000	0.000	0.000	3.000	
Pavement Preservation, NJTPA	X51A	BEFORE		Various	0.000	0.000	0.000	0.000	0.000	
		EC	NHPP		0.000	42.113	0.000	0.000	42.113	
		AFTER			0.000	42.113	0.000	0.000	42.113	
<b>Total</b>					<b>0.000</b>	<b>42.113</b>	<b>0.000</b>	<b>0.000</b>	<b>42.113</b>	
FISCAL CONSTRAINT BANK AFTER MODIFICATIONS										
					FFY 16	FFY 17	FFY 18	FFY 19	FFY 16-19	
NET- FEDERAL					17.252	-9.446	-11.962	4.155	0.000	
<i>... the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)</i>										

**Pool of Projects able to be advanced through  
Pavement Preservation, NJTPA (DB# X51B)\***

Subregion	DB#	Project Name
Hunterdon	16357	Route 78, Charlestown Rd/Perryville Rd (CR 625) to Route 31
Hunterdon, Somerset	16358	Route 78, Route 31 to Route 287
Monmouth, Middlesex	16359	Route 18, Route 34 to Route 9 SB
Warren, Hunterdon	16361	Rt 78, Rt 22 to Tunnel Rd
Ocean	17317	Rt 70, Vermont Ave to CR 549 S (Herbertsville Rd)
Essex	17318	Rt 280, Laurel Ave (CR 634) to Broad St
Bergen	17348	Rt 208, Rt 4 to Boulevard Ave
Morris, Essex	17349	Rt 280, Rt 80 to Laurel Ave (CR 634)
Somerset, Morris	17350	Rt 206, Center Dr to Colby Farm Rd
Warren	17351	Rt 46, Rt 31 to Water St (CR 614)
Warren	17352	Rt 80 EB, Old Mine Rd to CR 519 (Hope-Johnsonburg Rd)

**NOTE: \* The estimated total cost is in excess of \$70 million.  
These estimates will be refined in the coming months.**



**DRAFT RESOLUTION: APPROVAL TO INCLUDE SIX ROUNDABOUT PROJECTS  
IN THE FY 2016-2017 LOCAL SAFETY/HIGH RISK  
RURAL ROADS PROGRAM**

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

**WHEREAS**, the NJTPA Local Safety Program (LSP) provides federal Highway Safety Improvement Program (HSIP) funding for the construction of safety improvements on county and local roads; and

**WHEREAS**, HSIP funds are used to address safety problems at locations with demonstrated safety needs and supportive crash data through proposed countermeasures that will result in specific safety improvements; and

**WHEREAS**, New Jersey Department of Transportation (NJDOT) and the Federal Highway Administration (FHWA) are working to advancing modern roundabouts in the State; and

**WHEREAS**, NJDOT announced in July 2015 a statewide systemic pilot roundabout program offering HSIP funding for one roundabout project in each county; and

**WHEREAS**, HSIP funding is available for construction, design assistance and construction inspection; and

**WHEREAS**, all fifteen member subregions received notification in December 2015 requesting potential locations; and

**WHEREAS**, six locations were submitted for consideration and reviewed by NJDOT's Bureau of Transportation Data and Safety; and

**WHEREAS**, NJDOT recommends all six locations be included in the program for construction authorization in Fiscal Year 2018; and

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

**NOW, THEREFORE, BE IT RESOLVED**, that the North Jersey Transportation Planning Authority hereby approves the inclusion of six roundabouts in the FY 2016-2017 Local Safety Program and High Risk Rural Roads Program; and

**BE IT FURTHER RESOLVED** that a copy of this resolution and the attached list of projects be forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration and to the subregions; and

**BE IT FURTHER RESOLVED**, that the North Jersey Transportation Planning Authority requests the New Jersey Department of Transportation to seek Federal Highway Administration authorization for the total amount of the funding once final documentation is provided by the subregions.

## Summary of Action

### Approval to Include Six Roundabout Projects in the FY 2016-2017 Local Safety/High Risk Rural Roads Program

**Action:** Approval to include six roundabouts in the FY 2016-2017 Local Safety Program/High Risk Rural Roads Program

**Background:**

The New Jersey Department of Transportation (NJDOT) and the Federal Highway Administration (FHWA) are working to advance the construction of modern roundabouts throughout New Jersey. Roundabouts are an FHWA proven safety countermeasure effective in significantly reducing severe and fatal crashes at intersections. In order to advance this effort, NJDOT announced in July 2015 a statewide systemic pilot roundabout program. The NJDOT offered federal Highway Safety Improvement Program (HSIP) funding for one roundabout project in each county. Central Staff contacted the subregions seeking potential locations for these roundabouts. At this point, six locations have been selected in the NJTPA region (see attached).

**Justification of Action:** A total of six locations were received. The locations were reviewed by the NJDOT Bureau of Transportation Data and Safety and all were deemed eligible for HSIP funds and are recommended to be included in the FY 2016-2017 Local Safety Program/High Risk Rural Roads Program. Funding is available for design assistance, construction and construction inspection.

**Staff Recommendation:** Central Staff recommends approval of this action.

Roundabout Projects to be Included in the

FY 2016-2017 Local Safety and High Risk Rural Roads Programs

<b>1</b>	Essex	Livingston Township	Walnut Street & West Hobart Gap Road
<b>2</b>	Hunterdon	Readington Township	Stanton Road, Springtown Road, Pleasant Run Road
<b>3</b>	Monmouth	Millstone Township	Stage Coach Road, Millstone Road, Paint Island Spring Road
<b>4</b>	Morris	Randolph Township	Quakerchurch Road and Millbrook Road
<b>5</b>	Newark	City of Newark	Backus Street, Chestnut Street, Wheeler Point Road, Elm Road, Gotthard Street, Denbigh Street
<b>6</b>	Passaic	North Haledon Borough	North Haledon Avenue & Manchester Avenue



**DRAFT RESOLUTION: APPROVAL OF THE FY 2017 AMENDMENT TO THE MEMORANDUM OF UNDERSTANDING FOR THE EXCHANGE OF PROGRAM FUNDS FOR FEDERAL FISCAL YEARS 2014 - 2018**

**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, on September 10, 2013 approved the Memorandum of Understanding (MOU) for the exchange of program funds among the NJTPA, the Delaware Valley Regional Planning Commission (DVRPC), and the South Jersey Transportation Planning Organization (SJTPO), hereinafter referred to as “the MPOs,” the New Jersey Department of Transportation (NJDOT), and NJ TRANSIT, which was signed on January 7, 2014; and

**WHEREAS**, the NJTPA, on July 13, 2015 approved the second amendment to the MOU; and

**WHEREAS**, the MPOs, NJDOT and NJ TRANSIT, hereinafter referred to as “the PARTIES,” agree that the MOU reflects a single, unified document that will serve the interests and requirements of all the PARTIES; and

**WHEREAS**, by federal and state law, NJ TRANSIT, NJDOT and the MPOs biennially establish the federal and state revenue levels that each organization will program for projects and programs in the State’s Transportation Capital Program (TCP) and the Statewide Transportation Improvement Program (STIP); and

**WHEREAS**, NJDOT, NJ TRANSIT, and the MPOs are permitted to make certain funding adjustments within the budget for the State’s TCP and within the STIP, subject to state and federal laws and regulations; and

**WHEREAS**, the Federal Highway Administration (FHWA) permits NJDOT to initiate transfers of FHWA apportionments to the Federal Transit Administration (FTA) for certain purposes and FTA permits NJ TRANSIT to initiate transfers of FTA apportionments to FHWA for certain purposes; and

**WHEREAS**, from time to time, NJ TRANSIT, NJDOT, and the MPOs may face circumstances that require changes in the mix of federal and state funding that each organization allocates; and

**WHEREAS**, the MOU provides for the PARTIES to enter into amendments to the MOU to set forth for each of the subsequent fiscal years for federal and state Fiscal Years (FY) 2014 through 2018 (the “Five-Year Period”), the specific exchange of program funds, subject to federal and state appropriation, for the third year of the Five-Year Period which is federal and state FY 2017; and

**WHEREAS**, in accordance with the MOU, in Federal Fiscal Year (FFY) 2017, NJDOT will direct the transfer of \$89.5 million of FHWA Surface Transportation Program (STP) funds

from FHWA to FTA to be allocated by NJ TRANSIT for the program items, Preventive Maintenance - Rail and Preventive Maintenance – Bus; and

**WHEREAS**, in accordance with the MOU, NJDOT will allocate \$89.5 million in New Jersey State Transportation Trust Fund (TTF) funds in the FY 2017 TCP and in the 2017 program year of the FY 2014-2023 STIP for allocation by the MPOs to local projects that would be eligible for STP funds under current federal transportation law; and

**WHEREAS**, in accordance with the MOU, NJDOT will allocate the \$89.5 million in FY 2017 TTF funds to each MPO as follows: \$70.5 million to NJTPA, \$11.5 million to DVRPC and \$7.5 million to SJTPO; and

**WHEREAS**, in accordance with the terms of the MOU, NJDOT, NJ TRANSIT, and the MPOs agree to exchange program funds, for each of the federal and state fiscal years within the Five-Year Period, in amounts commensurate with the annual federal apportionments made available to each MPO for allocation each respective FFY and subject to the annual appropriation of TTF funds for MPO use; and

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

**NOW, THEREFORE, BE IT RESOLVED** that the North Jersey Transportation Planning Authority hereby approves the third amendment to the Memorandum of Understanding for the Exchange of Program Funds for FFY 2014 - 2018.

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

## Summary of Action

### Approval of the FY 2017 Amendment to the Memorandum of Understanding for the Exchange of Program Funds for Federal Fiscal Years 2014 – 2018

**Action:** Approval of the Third Amendment to the Memorandum of Understanding for the Exchange of Program Funds for Federal Fiscal Year (FFY) 2014 - 2018.

**Background:** The New Jersey Department of Transportation, NJ TRANSIT and New Jersey's three Metropolitan Planning Organizations (MPOs) agreed to exchange program funds beginning in FFY 2014, as documented in the Exchange of Program Funds Memorandum of Understanding (MOU) approved by the NJTPA Board of Trustees.

The MOU covers a five-year period (FFY 2014 -2018) in amounts commensurate with the annual federal apportionments made available to each MPO in each respective FFY, subject to the annual appropriation of State Transportation Trust Fund (TTF) funds and their designation for MPO use. For each FFY, each MPO Board must approve the exchange of federal and state funds in order to revise the Transportation Improvement Program and the State Transportation Improvement Program as necessary, through an amendment to the MOU.

In FFY 2017, \$89.5 million in federal Surface Transportation Program (STP) funds sub-allocated to the MPOs for local projects will be exchanged for \$89.5 million from the TTF designated for NJ TRANSIT. NJ TRANSIT will allocate the STP funds for Rail and Bus Preventative Maintenance programs, and the MPOs will allocate the TTF funds for local projects on the federal-aid system.

The breakdown of the \$89.5 million between the three MPOs will be as follows:

- \$70.5 million to NJTPA
- \$11.5 million to DVRPC
- \$7.5 million to SJTPO

**Justification for Action:** The third amendment to the MOU permits the proposed FY 2017 funding exchange of federal STP funds to NJ TRANSIT for use in its capital program, providing greater flexibility in the use of transportation funds. It also will provide TTF funds to the MPOs for local projects on the federal aid system.

**Staff Recommendation:** Central Staff recommends approval of this action.

THIRD AMENDMENT-2017 TO MEMORANDUM OF  
UNDERSTANDING AMONG  
NEW JERSEY TRANSIT CORPORATION, THE NEW JERSEY  
DEPARTMENT OF TRANSPORTATION, THE NORTH JERSEY  
TRANSPORTATION PLANNING AUTHORITY, THE  
DELAWARE VALLEY REGIONAL PLANNING COMMISSION  
AND THE SOUTH JERSEY TRANSPORTATION PLANNING  
ORGANIZATION FOR EXCHANGE OF PROGRAM FUNDS  
FEDERAL FISCAL YEAR 2014 THROUGH  
2018

THIS THIRD AMENDMENT TO MEMORANDUM OF UNDERSTANDING (this "THIRD Amendment- 2017"), dated as of \_\_\_\_\_, 2016, is entered into by and among the parties listed as signatories hereto ("NJT, NJDOT and the MPOs", or the "Parties").

WHEREAS, on January 7, 2014, NJT, NJDOT and the MPOs entered into a certain Memorandum of Understanding (the "MOU") which provides for the general parameters of the exchange of program funds for federal and State fiscal years 2014 through 2018 (the "Five-Year Period") and for the specific exchange of program funds for the first year of the Five-Year Period which was federal and State fiscal year 2014; and

WHEREAS, Paragraph B.2 of the MOU provides that the Parties (NJDOT, NJT and the MPOs) agree to enter into amendments to the MOU to set forth for each of the fiscal years within the Five-Year Period, the specific exchange of program funds, subject to federal and State appropriation; and

WHEREAS, on August 4, 2014, NJT, NJDOT and the MPOs entered into an amendment to the MOU to set forth the specific exchange of program funds for the second year of the Five-Year Period which was federal and State fiscal year 2015; and

WHEREAS, on January 20, 2016 NJT, NJDOT and the MPOs entered into an amendment

to the MOU to set forth the specific exchange of program funds for the third year of the Five-Year Period which was federal and State fiscal year 2016; and

WHEREAS, the Parties wish to amend the MOU to set forth for Fiscal Year 2017 the FHWA Surface Transportation Program Funds in the amount of \$89.5 million to be sub-allocated to the MPOs;

NOW, THEREFORE, the Parties agree as follows:

1). The Recitals above are incorporated into this THIRD Amendment- 2017 as though set forth verbatim herein.

2) Paragraph C. Programming Exchange for Fiscal Year 2017 (Paragraphs C.1 through C.8, inclusive) of the MOU is deleted in its entirety and replaced with the following:

C. Programming Exchange for Fiscal Year 2017

1. In Federal Fiscal Year 2017, NJDOT agrees to direct the transfer of \$89.5 million of FHWA Surface Transportation Program funds from FHWA to FTA to be allocated by NJT for the program items, Preventive Maintenance - Rail and Preventive Maintenance - Bus.

2. The \$89.5million comprises \$70.5 million that would have been allocated by NJTPA, typically identified as STP-NJ funds; \$11.5 million that would have been allocated by DVRPC, typically identified as STP-STU funds; and \$7.5 million that would have been allocated by SJTPO, typically identified as STP-SJ funds.

3. As a result of NJDOT's directive to transfer funds as stated in paragraph C.1 above, NJT's 2076 FTA funds will reflect an increase of \$89.5 million.

4. As a result of such transfer, NJT's TTF appropriations are reduced by \$89.5 million and NJDOT's TTF appropriations are increased by \$89.5 million.

5. NJDOT will allocate the \$89.5 million in TTF funds in the Fiscal Year 2017 Transportation Capital Program and in the 2017 program year of the Federal Fiscal Year 2016-2025 STIP for allocation by the MPOs to projects that would be eligible under Fixing America's Surface Transportation (FAST) Act Sect. 1108 under 23 U.S.C.133.

6. NJDOT will allocate the \$89.5 million in TTF funds to each MPO as follows: \$70.5 million to NJTPA, \$11.5 million to DVRPC and \$7.5 million to SJTPO.

7. The State Fiscal Year 2017 Transportation Capital Program provides a TTF funded line item for each MPO showing where these funds will be allocated.

8. The Federal Fiscal Year 2016-2025 STIP and MPO TIPs identify the individual projects and funds allocated to each MPO for each year.

3) Except for the amendment to Paragraph C of the MOU as set forth above, all other provisions of the MOU shall remain unchanged and shall remain in full force and effect.

**IN WITNESS WHEREOF**, NJT, NJDOT and the MPOs have caused this instrument to be signed and attested by their duly authorized representatives.

ATTEST/WITNESS:

NEW JERSEY DEPARTMENT OF TRANSPORTATION

\_\_\_\_\_  
Secretary

By: \_\_\_\_\_  
Richard Hammer  
Commissioner

ATTEST/WITNESS:

NEW JERSEY TRANSIT CORPORATION

\_\_\_\_\_  
Secretary

By: \_\_\_\_\_  
Steven H. Santoro  
Executive Director

(SEAL)

ATTEST/WITNESS:

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

\_\_\_\_\_  
Secretary

By: \_\_\_\_\_  
Mary K. Murphy  
Executive Director

ATTEST/WITNESS:

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

\_\_\_\_\_

By: \_\_\_\_\_  
Barry Seymour  
Executive Director

ATTEST/WITNESS:

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

\_\_\_\_\_

By: \_\_\_\_\_  
Jennifer Maradino  
Acting Executive Director

This Agreement has been reviewed and approved as to form.

CHRISTOPHER S. Porrino  
Attorney General of New Jersey

By: \_\_\_\_\_  
Deputy Attorney General  
Date: