



NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.

PETER PALMER, CHAIR

March 13, 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. Presentation – “Beyond Traffic in the City of Newark: The Smart City Challenge” – Dr. Don Sebastian, New Jersey Institute of Technology
 - F. Chairman’s Remarks
 - G. Executive Director’s Report
 - H. Committee Reports/Action Items*
 - Project Prioritization – Freeholder Angel Estrada, Chair
 1. Approval of Minor Amendments and Modifications to Ten Projects in the FY 2016-2019 Transportation Improvement Program (TIP) as Requested by the Port Authority of New York & New Jersey to Use Disaster Recovery and Resilience Program Funding (Attachments H.1.a., H.1.b.)
 2. Approval of a Minor Amendment to the FY 2016-2019 TIP to Add the Replacement of Bridge 3.08 on Conrail Passaic & Harsimus (P&H) Line (Attachments H.2.a., H.2.b.)
 3. Approval of Studies for the Local Concept Development Phase of the Local Capital Project Delivery Program (Attachments H.3.a., H.3.b.)
 4. Approval of the Scores of Projects in the FY 2018 Project Pool and Authorization to Enter into Negotiations on the Development of the Transportation Capital Program (Attachments H.4.a., H.4.b., H.4.c.)
 5. Approval of Projects for FY 2016 Safe Routes to School Program (Attachments H.5.a., H.5.b.)

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

- Planning and Economic Development – Freeholder Matthew Holt, Chair

6. Approval of the FY 2018 Unified Planning Work Program (Attachments H.6.a., H.6.b., H.6.c.)

- Freight Initiatives – Freeholder Kathy DeFillippo, Chair

- Federal Policy Update – Freeholder Matthew Holt

H. Public Participation

I. Next Meeting: May 8, 2017 at the NJTPA, One Newark Center, 17th Floor, Newark, NJ

J. Adjournment



PETER PALMER, CHAIR

MINUTES

January 9, 2017

A. Open Public Meetings Act Compliance

Chairman Peter Palmer, Freeholder, Somerset County called the meeting to order at 10:00 a.m. He asked Board members to contact him if they are interested in new committee assignments. The Chairman welcomed Freeholder Virginia Haines, the new alternate Trustee from Ocean County; Freeholder Carl Lazzaro, Sussex County, who replaces retired Freeholder Richard Vohden as Trustee; and Labinot Berlijolli, the new alternate Trustee from the Governor's Authorities Unit.

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. Eighteen voting members were present. (Attachment 1).

D. Approval of Minutes

A motion to approve the minutes of the November 14, 2016 meeting was made by Union County, seconded by Ocean County and carried unanimously.

E. Chairman's Remarks

Chairman Palmer shared his thoughts on Action Item H.7., Approval of the Fiscal Year (FY) 2017 Amendment to the Memorandum of Understanding for the Exchange of Program Funds. He explained that, for the last three years, the NJTPA has participated in a funding exchange between the New Jersey Department of Transportation (NJDOT), NJ TRANSIT and New Jersey's three Metropolitan Planning Organizations (MPOs). Under the agreement, the NJTPA exchanges federal funds, which are used by NJ TRANSIT for preventative maintenance, for state Transportation Trust Fund (TTF) dollars, which the NJTPA uses for locally led projects. He said this year's proposed exchange totals \$89.5 million statewide, about 75 percent of which is for the NJTPA region. However, the lack of a Transportation Trust Fund renewal this summer meant that state funds weren't available, and state funded projects were shut down.

Chairman Palmer said the Project Prioritization Committee had recommended approval, but Board action was tabled while the TTF renewal was sorted out in Trenton. Now that it has been renewed, NJDOT and NJ TRANSIT have asked the NJTPA Board to approve this year's exchange, which has already been endorsed by the state's other two MPOs. At the Joint Committee meeting in December, Board members discussed the issue at length, and they have not all agreed about how to move forward on the exchange. The Chairman said the funding exchange allows the NJTPA to have a robust program of local projects and to keep state dollars on hand at the end of the fiscal year—federal funds are lost if not authorized in their given fiscal year. That means that failure to approve the funding exchange this year would lead to a loss of over \$60 million from the region's local projects program.

Chairman Palmer said some Board members have objected to the exchange in the wake of the TTF shutdown this summer and its impact on projects in the region. This, along with other issues surrounding Local Aid funding and the new Annual Transportation Capital Program Approval Committee that was established under the Trust Fund legislation, has created concerns about the future security of state Trust Fund dollars.

The Chairman said that, while he understands these concerns, he strongly believes that the Board must approve this year's funding exchange in order to maintain the region's local projects program at its current programmed levels, and it would be unwise to let the program lose over \$60 million. He said they should re-examine the mechanics of the exchange and the security of state Trust Fund dollars when they consider the funding exchange for FY 2018. Chairman Palmer said he asked the Executive Committee to take the lead on examining the issue and working with staff to develop recommendations for this funding mechanism, and he has added the NJTPA's immediate past Chairman, County Executive Thomas DeGise, Hudson County, to the committee for this discussion. He said that NJDOT must also address their concerns about compensation for the costs associated with the TTF shutdown and the impacts of the Annual Transportation Capital Program Approval Committee.

Chairman Palmer said that transportation across the Hudson River is one of the region's highest priorities, because New York City is the financial capital of the world and a global cultural capital as well. He said it is the central economic engine of the NJTPA region and vital to its prosperity, because hundreds of thousands of New Jersey residents commute to high-paying jobs

in the city, and the proximity to New York enhances home values. However, he noted that potential economic gains are limited by the constraints of getting across the Hudson. The Chairman said the project to build two new tunnels to New York Penn Station is only the beginning. The station itself must be reconstructed to handle more passengers, and a new Port Authority bus terminal is also essential.

The Chairman said New Jersey's transit system needs to be expanded as well. Critical projects include: the Northern Branch, the extension of the Hudson Bergen Light Rail, triple-tracking the Lehigh Valley Line, building the Hunter Flyover, the Secaucus Loop and the Lackawanna Cutoff, extending the NYS&W, the West Trenton Line and others. He pointed out that the Port Authority of New York & New Jersey (PANYNJ) just released its draft capital plan, which includes significant funding for the Hudson River tunnels and the bus terminal. At the Joint Committee meeting in December, Lou Venech, PANYNJ briefed members on the trans-Hudson commuter capacity study and plans for handling increased bus demand across the Hudson and at the Port Authority Bus Terminal in midtown Manhattan. He said it is clear that passenger demand on buses to midtown Manhattan will continue to grow in the years to come, and the NJTPA will work closely with NJ TRANSIT and the PANYNJ to address this growing need.

Chairman Palmer said Trans-Hudson travel was also an important part of the discussion at a recent meeting of the Metropolitan Area Planning Forum where the NJTPA and New Jersey's other MPOs meet with their counterparts from New York City, Connecticut, and Pennsylvania.

The Chairman reported that, also related to trans-Hudson travel, the Federal Railroad Administration has issued its final Tier 1 Environmental Impact Statement for NEC Future, the initiative that envisions how the Northeast Corridor can be developed to meet the growing demand for intercity travel and continue to be an economic engine for the mid-Atlantic and Northeast. He said it provides context for the Gateway program, which is looking at ways to improve overall capacity between New Jersey and midtown Manhattan.

Chairman Palmer said the NJTPA is considering these issues and more in developing Plan 2045: Connecting North Jersey, the next long-range plan for the region. He said development and outreach for the plan began in November with a symposium featuring keynote speakers New York City Parks Commissioner Mitchell Silver and Dean James Hughes of the Rutgers Bloustein School of Planning and Public Policy. Presentations from the symposium are available on the NJTPA website. He encouraged all Board members to participate as the NJTPA continues to reach out to the public to hear their thoughts on the future of transportation in the region.

Mr. Venech said that the PANYNJ held a Board meeting on January 5th and its commissioners released the draft 10-year capital program, which totals \$29.5 billion plus \$2.7 billion earmarked as a contribution to the Gateway program. He said the agency will post the draft program for public comment shortly, and public hearings will be held January 31st at the World Trade Center, and February 7th in Jersey City.

David Kuhn, NJDOT, said he is happy to report that Commissioner Hammer is heavily involved in trying to work out a solution to help alleviate the impacts of the summer shutdown on the

subregions, and the agency will reach out to the counties and municipalities that week. Mr. Kuhn said NJDOT fully supports the program exchange, which he said benefits all parties involved.

F. Executive Director's Report

NJTPA Executive Director Mary K. Murphy welcomed the new members of the Board. She then reported on Central Staff activities. She said the latest edition of InTransition magazine was just published. This issue focuses on pedestrian safety and features a story on the NJTPA Street Smart NJ campaign as well as other efforts around the nation.

Ms. Murphy said Central Staff is close to finalizing the draft FY 2018 Unified Planning Work Program (UPWP), which will guide the work of Central Staff, the subregions and the Transportation Management Associations (TMAs) during the fiscal year beginning July 1st. The Planning and Economic Development Committee will make a recommendation on the final FY 2018 UPWP at its February meeting, and the Board will vote on it in March. She encouraged all to share their thoughts on the draft UPWP. (A special UPWP workshop was held after the Board meeting, where Central Staff provided further details and Board members and subregional staff had the opportunity to ask questions and offer ideas.)

Ms. Murphy provided some background details on one of the action items on the day's agenda – funding for six pilot roundabouts in the region. She said this action comes after the Federal Highway Administration urged the NJTPA to consider how the region could benefit from modern roundabouts. She emphasized that these projects represent an innovative and proven safety approach to long standing traffic problems in many locations. A number of roundabouts in the region have shown how they can reduce traffic collisions and fatalities dramatically. Ms. Murphy said subregional staff have been cooperative and enthusiastic about this effort, proposing various locations. She thanked those who contributed to the development of the six projects.

Ms. Murphy reported that a renewed agreement between NJTPA, NJDOT and the New Jersey Institute of Technology (NJIT) has been reached and should be finalized shortly. The agreement allows NJIT to continue as the NJTPA's host agency over the next five years. As part of this beneficial arrangement, NJIT provides financial, administrative, contractual, and human resources services to the NJTPA.

Ms. Murphy announced that Together North Jersey will hold a meeting at the NJTPA on January 31st.

G. Service Awards

Ms. Murphy recognized retired Freeholder Richard Vohden, who has been active member of the Board serving Sussex County and region with distinction.

Ms. Murphy acknowledged Board members who have reached milestones at NJTPA:

Five years of service:

- Passaic County Freeholder John Bartlett
- Jersey City Mayor Steven Fulop
- Union County Freeholder Angel Estrada, First Vice Chair and Chair of the Project Prioritization Committee
- Monmouth County Freeholder Thomas Arnone
- Warren County Freeholder Jason Sarnoski

Ten years of service:

- Hunterdon County Freeholder Matthew Holt, Board Chair 2012-2013 and Chair of the Planning and Economic Development Committee

Fifteen years of service:

- Essex County Executive Joseph DiVincenzo, Third Vice Chair
- Hudson County Executive Thomas DeGise, immediate past Chairman of the Board

H. Committee Reports/Action Items

Project Prioritization – Freeholder Angel Estrada, Union County, Chair

Freeholder Estrada reported that the Committee met in December and again on January 5th for a special teleconference. He said, since the last Board meeting, the Committee considered nine action items. Some of them involve repurposed congressionally designated funds. He explained that the most recent federal appropriations act allowed states to repurpose funding for earmarks that are 10 or more years old with less than 10 percent of their funding obligated. Central Staff worked with NJDOT and the subregions to identify appropriate projects to receive the repurposed funding.

The Committee recommended approval of the following projects at the December Joint meeting:

- A minor amendment to the FYs 2016-2019 Transportation Improvement Program (TIP), to add \$6 million in repurposed earmark funding into Fiscal Year 2019 for construction of the Livingston Avenue Complete Streets Project, as requested by Middlesex County.
- Two minor amendments to the TIP as requested by NJ TRANSIT. The first will program \$2.5 million in repurposed earmark funding in Fiscal Year 2017 for design and construction of a new bus terminal in the City of Passaic. The second will program \$1 million in Fiscal Year 2017 to conduct a planning study of transit options between Hawthorne and Hackensack in Passaic and Bergen counties, with potential future connection to the Hudson Bergen Light Rail.
- A minor amendment to the TIP to program \$1 million in Liberty Corridor funding in Fiscal Year 2017 for Concept Development on the Kapkowski Road Corridor Project as requested by Union County.

- A minor amendment to the TIP to program \$450,000 in Liberty Corridor funding in Fiscal Year 2017 for Concept Development on the Pedestrian Bridge over Route 440 Project as requested by the City of Bayonne.

Two more action items were recommended for approval at the special teleconference:

- A minor amendment to the TIP to add more than \$45 million for several new pavement preservation projects in the NJTPA region that will advance in FY 2017. These projects involve a roadway overlay process that has proven to be very successful in delaying the need for more costly roadway resurfacing and reconstruction work.
- Inclusion in the Local Safety/High Risk Rural Roads Program of six roundabout projects in Essex, Hunterdon, Monmouth, Morris, Passaic and the City of Newark as part of a pilot program for 2017. NJDOT is striving to reduce crashes at intersections by implementing modern roundabouts where feasible. The Department has committed to eventually funding one roundabout project in each subregion with Highway Safety Improvement Program funds.

Freeholder Estrada reported that, also at the December Joint meeting, the Committee approved two TIP modifications and a financial plan update, which do not require Board action:

- The first TIP modification adds \$8 million in Liberty Corridor funding to the Hudson-Bergen Light Rail Transit System as requested by NJ TRANSIT for preliminary engineering of the extension over Route 440.
- The second modification adds \$10 million in federal funding to NJDOT's pavement preservation program for FYs 2017-2019. Freeholder Estrada noted that this ongoing program is distinct from the pavement preservation projects mentioned above that were recommended for Board approval.
- Approval of the federally required annual update of the Financial Plan for the Route 3/Route 46, Valley Road and Notch/Rifle Camp Road Interchange project in Passaic County. This plan reflects an increase in total project cost of nearly \$2.4 million, bringing the project total to approximately \$252 million due to Right-of-Way acquisitions and construction engineering costs.

The Freeholder said the Committee spent a good deal of time at the December meeting discussing the annual exchange of federal and state funds under the Memorandum of Understanding (MOU) between the NJTPA, NJDOT, NJ TRANSIT and the State's two other MPOs, which Chairman Palmer spoke about earlier in the meeting.

Action Item 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 (Attachment 2)

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

Action Item 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 (Attachment 3)

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

Action Item 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 (Attachment 4)

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

Action Item 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 (Attachment 5)

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

Action Item 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 (Attachment 6)

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

Action Item 6: Approval to Include Six Roundabout Projects in the FY 2016-2017 Local Safety/High Risk Rural Roads Program (Attachment 7)

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

Action Item 7: Approval of the FY 2017 Amendment to the Memorandum of Understanding for the Exchange of Program Funds for Federal Fiscal Years 2014-2018 (Attachment 8)

County Executive DeGise said the Board has been consistently cooperative with the state, but he would vote “no” on the resolution. He said the Board should use the leverage presented by the situation to get their arguments listened to, and the State should be willing to sit and talk with them, primarily about the shutdown of TTF funded projects last summer and the millions of dollars the shutdown cost the subregions. He said the Board did everything it was supposed to do to move the projects forward, and the State should be liable for the costs. He also called for a change in the language of the MOU, which allowed for the interruption of the local projects.

County Executive DeGise also called for revisiting the funding allocation formula of the Local Aid program.

Freeholder Sarnoski, said Warren County will vote for the exchange, but he shares the County Executive's concerns about the future fiscal handling of the funding exchange. He said his county is rural, but he wants all the subregions to get the necessary funding to keep their infrastructure operating effectively. He said he looks forward to working with Mr. DeGise to make the program more fiscally responsible to all the subregions.

Chairman Palmer noted that the action item only refers to the FY 2017 funding exchange for the next five and a half months, and Executive Committee and County Executive DeGise will revisit the MOU for FY 2018.

Freeholder Holt said the funding exchange program has allowed projects to move forward, that may have never advanced without it. He said 10 to 20 years of lack of effort at the legislative level can be blamed for the situation. He advised caution in considering the impact of losing over \$60 million if the FY 2017 exchange is not approved. The Freeholder said he agreed there should be more discussion and pointed out that the exchange has worked for the region before FY 2016, and Hunterdon County would vote "yes."

Freeholder Estrada said the counties need compensation for the costs of the shutdown, and they still do not have answers. He said no one wants to give back any funding, but stakeholders have to react and send a clear message to the decision makers that this is not the way to do business.

Chairman Palmer noted that unanimous decisions on any project will be required of the new Annual Transportation Capital Program Approval Committee, and he has concerns about that.

County Executive DiVincenzo said Essex County would vote "yes" to avoid returning any funding. He said he believes NJDOT will try to "make us whole," but there is no question the exchange issue must be revisited. Mr. Kuhn said NJDOT would reach out to counties that week concerning the costs to the subregions of the shutdown.

Freeholder Bartlett said he and his staff had discussed the list of projects that might not be funded if the exchange was not approved, and he is confident that Passaic County could have its Fifth Avenue Bridge project authorized for federal funding by the Federal Fiscal Year deadline. However, he said that risking the loss of \$60 million this year would further impact the outer years of the local projects program, and he feels constrained to vote "yes." As for FY 2018 and beyond, he said he would like to hear from counsel on how the language in the MOU can be strengthened to protect the NJTPA and its members in future years and ensure that, should a similar situation occur again, the state will "make us whole." He said, in the absence of such additional protections he is unlikely to vote in favor of the exchange in the future.

In addition, Freeholder Bartlett said NJDOT has done little to clarify specific impacts of the new Annual Transportation Capital Program Approval Committee introduced in the current TTF legislation. He said the 10-year program is coming due this spring and has been routinely late over the last several years, which gives the counties and the NJTPA Board very little time to

review the program before it is sent to the Legislature. He said it is imperative that NJTPA get the program earlier so that the subregions have time to properly understand it and the NJTPA Board can exercise its fiduciary obligations with sufficient information. The Freeholder expressed strong agreement with the recommendation that the Executive Directors of the state's three MPOs be appointed to the Annual Transportation Capital Program Approval Committee that will oversee all capital projects.

Freeholder Lazzaro said Sussex County will vote in favor of the exchange to avoid jeopardizing the \$60 million, but he agreed with County Executive DeGise that the Board should have the courage to stand up to the State. He said the shutdown was reprehensible, causing the suspension of work on several bridges in Sussex County and great inconvenience to residents.

Chairman Palmer asked if any member of the public would like to comment on the issue. Tim Sevenser, New Jersey Association of Railroad Passengers, said the state should not be overfunding rural roads, and the current Local Aid formula sounds like it does. Chairman Palmer noted that Local Aid was not the subject of discussion. Mr. Sevenser said the shutdown impacted the public statewide.

A motion to approve the resolution was made by Morris County, seconded by Hunterdon County and carried with 16 affirmative votes. Hudson and Union counties voted no.

Planning and Economic Development – Freeholder Matthew Holt, Hunterdon County, Chair

Freeholder Holt reported that, at the December Joint meeting, Central Staff updated the Committee on the development of the FY 2018 UPWP, which sets out the planning activities for Central Staff, the subregions and the TMAs for the fiscal year beginning July 1st. He said the draft program reflects initial input from the U.S. Department of Transportation (USDOT), NJDOT, and NJ TRANSIT, and Central Staff provided a preliminary overview of the program at the October RTAC and Joint Committee meetings, followed by a more in-depth review at the December round of Committee meetings. The Freeholder said a number of new initiatives in the draft UPWP include implementing new system performance measures, updating freight forecasts and commodity profiles, evaluating Street Smart campaigns and deploying an online Local Project Management System. The draft work program and budget are available for review on the NJTPA website.

Freeholder Holt said one initiative of particular interest to the Board is the update of the Strategic Business Plan. He noted that the plan could be affected by the USDOT Metropolitan Planning Coordination rule, but regardless, updating the Strategic Business Plan will require hands-on involvement from the Board.

The Freeholder said, also of note in the UPWP is the ongoing effort to implement new and innovative ways to engage the public, and the NJTPA will soon conduct outreach across the region to gather input for Plan 2045: Connecting North Jersey. He said the effort will draw on a special research project conducted by Rutgers University that identifies best practices around the country for public involvement. Methods studied included working with local leaders to reach

out to their communities, getting millennials to host social gatherings to discuss issues, and creating targeted social media campaigns. He said during Plan 2045 outreach, the NJTPA will look to tailor these and other methods to this issues particular to this region.

Freeholder Holt reported that, also at the December meeting, Central Staff updated the committee on the Subregional Studies Program, which awards subregions funds to consider their own priority issues and needs consistent with the region’s long-range plan. He said five proposals totaling over \$1.2 million were selected for the program for FYs 2018 to 2019:

- Essex County’s Newark Downtown Circulation Improvement Study
- Hudson County’s John F. Kennedy Boulevard East Safety Corridor Study
- Monmouth County’s Comprehensive Freight-Related Transportation Study in Western Monmouth County and Southern Mercer County
- Ocean County’s Bicycle and Pedestrian Linkages from the Barnegat Branch Trail, Northern Section
- The Somerset County Bicycle and Pedestrian Facilities and Trails Plan.

Freight Initiatives – Freeholder Kathy DeFillippo, Vice Chair

Freeholder Kathy DeFillippo, Morris County, Vice Chair of the Freight Initiatives Committee, said the December Committee meeting focused on port-related activities from both the public and private sector.

John Nardi, President of the New York Shipping Association, briefed the Committee on activities of the Council on Port Performance, which is working to make port operations more efficient. The Council is focusing on such critical issues as developing of a “shared chassis pool” that simplifies chassis use for Port customers and truckers and implementing a truck management system. Both of these efforts are anticipated to be implemented in 2017. Mr. Nardi also talked about the Council’s role in addressing a serious shortage of longshoremen through a hiring program that started in 2014. Since then, there has been a steady improvement in vessel productivity.

Gary Love, Vice President of Sales and Marketing at Foreign Automotive Preparation Services, Inc. better known as FAPS, briefed the Committee on the wide range of automobile import and export services they conduct at the Port Newark Marine Terminal. These operations include domestic preparation and pre-delivery services at the port, including production processes such as pre-delivery inspection, modifications and parts distribution, among other work.

The third speaker was Bethann Rooney, Assistant Director of the PANYNJ Port Department, provided an overview of the Port Clean Air 2.0 Program, which is aimed at reducing maritime-related air emissions at the port, even with an anticipated growth in volume. Progress is being made in the implementation of clean air strategies through an assortment of programs focused on ocean-going vessels, trucks, cargo handling equipment, rail, and harbor craft. Ms. Rooney pointed out that while cargo throughput at the port has increased by 13 percent from 2006 to 2014, various emission types have decreased during that time by as much as 88 percent.

Freeholder DeFillippo said that, also at the meeting, Central Staff reported that the findings from the NJTPA Inventory and Assessment of Waterborne Transportation Resources study, which concluded in December and will be presented at the next Committee meeting in February.

Chairman Palmer announced that Freeholder DeFillippo will become Chair of the Freight Initiatives Committee in February.

I. Federal Policy Update – Freeholder Matthew Holt

Freeholder Holt recalled that in June USDOT released a draft rule, which would require MPOs that share a Census-designated Urbanized Area to merge or, at a minimum, to have a common long-range plan, TIP and performance measures. The NJTPA, other MPOs around the country, and their national organizations all felt the draft rule was hugely problematic, with potentially disastrous ramifications for regional planning. He said all believed the rule was seeking to fix a problem that didn't exist in most regions, particularly the NJTPA region, with its long-standing history of coordination with neighboring MPOs.

The Freeholder said that USDOT was deluged with hundreds of comments calling for the rule to be withdrawn or severely modified, but following a second comment period, USDOT issued a final rule, which was published in the Federal Register in mid-December. He the final rule includes somewhat specific language on how an MPO can apply for an exemption from the merger or common planning documents requirement, and it provides a clearer timeline for implementation. MPOs would need to be in compliance with the rule within two years following the release of updated Urbanized Area information from the 2020 Census, which means compliance would not be required until 2024.

The Freeholder noted that it is likely that this rule and others will be blocked by Congress under the Congressional Review Act, which empowers lawmakers on the Hill to review and overrule regulations. He said that House Republicans in particular have indicated they plan to use this measure to block any regulations finalized by the Obama administration in recent weeks. He said, if the MPO rule makes it past that stage, there will still be an opportunity for Congress to block it when it passes an omnibus budget bill, which is currently expected in March. Freeholder Holt said this action would rest largely in the hands of the Appropriations Committee, and luckily for the region, Congressman Frelinghuysen will assume the chairmanship of this powerful committee, and his office has expressed strong support for the NJTPA's position on the rule.

In other news at the federal level, Freeholder Holt reported that President-elect Trump has announced his choice for Secretary of Transportation: Elaine Chao, an experienced federal administrator who served as Secretary of Labor for eight years under President George W. Bush and as Deputy Secretary of Transportation under the first President Bush. The Freeholder said that this is an encouraging choice that appears to have strong bipartisan support.

The Freeholder noted that reports indicate the president-elect plans to assemble a task force to help implement his major infrastructure investment proposal; he has proposed public-private investment of up to a trillion dollars for the nation's infrastructure.

J) Public Participation

Mr. Sevener said there has been a failure to implement Green Transit initiatives on the part of the state, and he encouraged the expanded use of existing rail and bus transit infrastructure.

K) Time and Place of Next Meeting

Chairman Palmer announced that the next meeting of the NJTPA will be held on Monday, March 13, 2017 at 10:00 a.m., at the NJTPA offices at One Newark Center, Newark, NJ.

L) Adjournment

At 11:45 a.m., motion to adjourn was made by Middlesex County, seconded by Union County and carried unanimously.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: January 9, 2017

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	
Essex County	Hon. Joseph DiVincenzo Sanjeev Varghese	David Antonio
Hudson County	Hon. Thomas DeGise	
Hunterdon County	Hon. Matthew Holt	
Jersey City		Barkha Patel
Middlesex County	George Ververides	
Monmouth County	Hon. Thomas Arnone	Joseph Ettore
Morris County	Hon. Kathy DeFillippo Gerald Rohsler	
Newark	Phillip Scott	Kimberly Singleton Uzoma Anukwe
Ocean County	Hon. Virginia Haines	John Ernst Mark Jehnke
Passaic County	Hon. John Bartlett	
Somerset County	Hon. Peter Palmer Walter Lane	Ken Wedeen
Sussex County	Hon. Carl Lazzaro Tom Drabic	
Union County	Hon. Angel Estrada	Liza Betz
Warren County	Hon. Jason Sarnoski David Dech	
Governor's Office	Labinot Berljolli	
NJDOT	David Kuhn	
NJ TRANSIT	Lou Millan	Jennifer Adam
Port Authority of NY & NJ	Lou Venech	
Citizen's Representative	Not represented	

Other Attendees	
Jim Beattie	AECOM
Ted Daly	Bergmann Associates
Neal Freyman	Choose NJ
Suzanne Mack	City of Bayonne
Jack Kanarek	Dewberry

Cyrenthia Ward	Federal Transit Administration
Bob Werkmeister	GPI
Jon Livingston	Jacobs
Denysse Nair	Louis Berger
Bakari Lee	McManimon, Scotland & Baumann, LLC
Sirish Peyyeti	Michael Baker International
Frank Scarantino	Mott MacDonald
Tim Sevener	NJ Association of Rail Passengers
Vic Mottola	Stokes C.G.
John Ciaffone	TransOptions
Susan O'Donnell	VHB
Various members of Central Staff	NJTPA

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.

**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

(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 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.

(Continued)

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 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

(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 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.

(Continued)

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 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

(Continued)

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.

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

(Continued)

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.

Attachment H.1.

DRAFT RESOLUTION: APPROVAL OF MINOR AMENDMENTS AND MODIFICATIONS TO TEN PROJECTS IN THE FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM AS REQUESTED BY THE PORT AUTHORITY OF NEW YORK & NEW JERSEY TO USE DISASTER RECOVERY AND RESILIENCE PROGRAM FUNDING

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

WHEREAS, the NJTPA formally adopted the FY 2014 – 2017 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 (STIP) and the NJTPA TIP; and

WHEREAS, the TIP may be revised any time; and

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

WHEREAS, the Port Authority of New York & New Jersey (PANYNJ) is recommending the addition of five projects in Hudson and Essex counties to use federal Disaster Recovery and Resilience Program Section 5324 funding: Priority Protective Measures with Potential Environmental Impact (DB# PA1411); Salt Mitigation (DB# PA1412); Equipment Purchases (DB# PA1421); Rehabilitation of Path Stations (DB# PA1711); and Repairs at Harrison Car Maintenance Facility (DB# PA1710); and

WHEREAS, PANYNJ is recommending the deletion of two projects in Hudson County which will no longer use Section 5324 funding: Signal Replacement Program (DB# PA1418) and Ductbanks (DB# PA1414); and

WHEREAS, PANYNJ is recommending reprogramming Section 5324 funding for three projects in Hudson County: Substations (DB# PA1413); Trackwork Repairs and Restoration (DB# PA1419); and Vertical Transportation (DB# PA1415); and

WHEREAS, fiscal constraint is maintained due to the availability of federal funds through Section 5324 Disaster Recovery and Resilience Program ; 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 Minor Amendments and Modifications to Ten Projects in the FY 2016 - 2019 Transportation Improvement Program As Requested by the Port Authority of New York & New Jersey to Use Disaster Relief and Resilience Program Funding

Action: In order to meet current project needs, the Port Authority of New York & New Jersey (PANYNJ) has requested that the FY 2016 – 2019 Transportation Improvement Program (TIP) be amended for programming of federal Disaster Recovery and Resilience Program Section 5324 funding and PANYNJ matching funds. This will reprogram existing funds and program additional Section 5324 funds recently allocated to PANYNJ for PATH system recovery.

Background: According to the *TIP Memorandum of Understanding*, the addition or deletion of a TIP project requires action by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following minor amendments are for the addition of five projects and the deletion of two projects related to Superstorm Sandy that use Section 5324 funding. PANYNJ also requested three actions that will be processed administratively but are included in this package.

Supporting documents are attached.

Minor Amendment Additions:

- **Priority Protective Measures with Potential Environmental Impacts, *Hudson County* DB# PA1411**
This request is to program funds for Priority Protective Measures to ensure PATH facilities at Exchange Place in Jersey City and the Harrison Car Maintenance facility are well-prepared for future hurricane seasons and to provide protection against flash floods and storm surges. (\$1.266 million Section 5324 funds and \$134,000 in PANYNJ funds in FY 2017)
- **Salt Mitigation, *Hudson County and Essex County* DB# PA1412**
This request is to program funds for PATH to continue essential Salt Mitigation permanent repairs and replacement of infrastructure to the PATH Rail tunnels A, B, E and F due to damage sustained from Superstorm Sandy. (\$51.071 million Section 5324 funds and \$5.675 million PANYNJ funds in FY 2017)
- **Equipment Purchases, *Hudson County and Essex County* DB# PA1421**
This request is to program funds for equipment purchases to assist PATH in performing repairs and inspecting track that was damaged during Superstorm Sandy and to provide backup power in case of future outages. Equipment purchases include pumps and other emergency response capabilities, replacement of the Hackensack River Bridge disconnect controls and the South Street compressor. (\$10.350 million Section 5324 funds and \$1.150 million PANYNJ funds in FY 2017)

- **Rehabilitation of PATH Stations, *Hudson County* DB# PA1711**
 This request is to program funds for restoration work to address latent damage from Superstorm Sandy at the platform and mezzanine levels at Exchange Place, Grove Street, and Newport stations in Jersey City and Hoboken Station. The scope includes investigation and repair of latent damage to the structural, mechanical, and electrical facilities at these stations and restoration of architectural finishes throughout the stations and mezzanines, as well as waterproofing of Newport Station. (\$238.5 million Section 5324 funds and \$26.5 million PANYNJ funds in FY 2017)
- **Repairs at Harrison Car Maintenance Facility, *Hudson County* DB# PA1710**
 This request is to program funds for permanent repairs to the Harrison Car Maintenance Facility from flooding damages due to Superstorm Sandy. These include the removal and replacement in kind of all approach-track infrastructure, pavement rehabilitation and related improvements, replacement of the sanitary ejector pit and internal electrical systems. (\$88.729 million Section 5324 funds and \$9.859 million PANYNJ funds in FY 2017)

Minor Amendment Deletions:

- **Signals Replacement Program, *Hudson County and Essex County* DB# PA1418**
 Work is no longer being carried out under this program. (\$20.7 million Section 5324 funds and \$2.3 million PANYNJ funds are being reprogrammed to DB# PA1413, DB# PA1415 and DB# PA1419)
- **Ductbanks, *Hudson County and Essex County* DB# PA1414**
 Work is no longer being carried out under this program. (\$51.958 million Section 5324 funds and \$5.766 PANYNJ funds are being reprogrammed to DB# PA1411 and DB# PA1412)

Modifications:

- **Substations, *Hudson County and Essex County* DB# PA1413**
 This request is to program funds for replacement and upgrades of electrical substations damaged by Superstorm Sandy storm surges and flooding. (\$13.638 million Section 5324 funds and \$98,000 PANYNJ funds in FY 2017).
- **Trackwork Repair and Restoration, *Hudson County and Essex County* DB# PA1419**
 This request is to program funds for trackwork repair and rehabilitation due to damage by flooding from Superstorm Sandy throughout the PATH system, including replacement in Hoboken of interlocking and platform tracks, pump room rehabilitation systemwide, replacement of open track areas G, H, P. and replacement of the fire suppression system in Tunnels A and B. (\$170.1 million Section 5324 funds and \$18.9 million in PANYNJ funds in FY 2017)

- **Vertical Transportation, *Hudson County* DB# PA1415**

This request is to program funds for the replacement of elevators and escalators damaged by flooding from Superstorm Sandy at the Hoboken, Exchange Place, Newport and Grove Street PATH stations and the Harrison Car Maintenance Facility. (\$71.333 million Section 5324 funds and \$7.926 million PANYNJ funds in FY 2017).

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

Staff Recommendation: Central Staff recommends approval of these actions.

NJTPA

Transportation Improvement Program Fiscal Years 2016 - 2019

Routes: Mileposts: N/A DBNUM: PA1411

Name: Priority Protective Measures with Potential Environmental Impacts

For high priority protective measures to ensure PATH is well prepared for future hurricane seasons and to provide protection to PATH facilities against flash floods and storm surges - measures to include Concrete Bench (Exchange Place), Concrete Wall (West) Harrison Car Maintenance Facility, Concrete Wall (East) Harrison Car Maintenance Facility, cast-in-place walls at substations and bungalows. ADDED: This item also will provide for the reimbursement of additional expenditures related to priority protective measures that were implemented throughout Hoboken Station after Superstorm Sandy.

Counties: Hudson **Municipalities:** Harrison Twp Jersey City
Project Type: **RCIS Category:** Transit Preservation
Sponsor: PANYNJ **Est. Total Project Cost: (Million) \$12.350**

TIP:

PENDING

FY 2016 - 2019 TIP Cost: (Million) \$1.400

**Unconstrained
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY&NJ		\$1.134			
NJTPA	CON	SECT 5324		\$1.266			
				\$1.400			

NJTPA

Transportation Improvement Program Fiscal Years 2016 - 2019

Routes:

Mileposts: N/A

DBNUM: PA1412

Name: Salt Mitigation

Funds mitigation of salt water damage in PATH Rail Tunnels A, B, E, and F. The four under-river PATH tunnels were inundated by Superstorm Sandy and its associated storm surge in October 2012. Although immediate repairs were made to restore service as soon as possible, subsequent investigation of facilities and equipment revealed deep penetration of saltwater, causing ongoing corrosion that requires more extensive mitigation. Long-term permanent repairs and replacements of infrastructure are required to return PATH to pre-Sandy state of good repair. The first phase of the project for latent damage repairs includes the survey work and removal of salt resident in PATH tunnels E and F consisting of power washing the tunnel rings and other surfaces in order to remove latent salt deposits. Additionally, this program funds the design, procurement, and replacement of power and communication cables, running rail, third-rail, trackside equipment, and other systems and equipment compromised by the salt residue. This work will begin with the design of the various infrastructure elements and construction will take place in accordance with a tunnel outage schedule. To minimize disruption of service during mitigation work in Tunnel E and F, the project also includes \$ 1.2 M in funding for weekend ferry service between Paulus Hook and WTC ferry terminals for one year.

Counties: Hudson Essex

Municipalities: Various

Project Type:

RCIS Category: Transit Preservation

Sponsor: PANYNJ

Est. Total Project Cost: (Million) \$400.245

TIP:

PENDING

FY 2016 - 2019 TIP Cost: (Million) \$56.746

**Unconstrained
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	EC	PANY&NJ		\$5.675			
NJTPA	EC	SECT 5324		\$51.071			
				\$56.746			

NJTPA

Transportation Improvement Program Fiscal Years 2016 - 2019

Routes: Mileposts: N/A DBNUM: PA1421
Name: Equipment Purchases

This program element encompasses equipment purchases in FFY 2014 and FFY 2015. The equipment will help PATH perform repairs and inspect track that was damaged during Superstorm Sandy and to provide backup power in case of future outages. Equipment will be stored in various yards system-wide (C-Yard in Jersey City, South St. Yard in Newark) and will be maintained at the Harrison Car Maintenance Facility (HCMF). Pumps are located throughout the PATH system including Tunnels A & B Tunnels E & F Caisson 1,2,3 Hoboken Station Elevator Pit and Exchange Place Station. PS & C component inventory will be used at various substations and in Caisson 3 Lower Signal Relay Room. Hackensack River Bridge Emergency Fuel Tank will be located at the Hackensack River Bridge in Jersey City. Emergency diesel generators will be at HCMF and C Yard. Funding added to these previously obligated funds will provide for the replacement of the Hackensack River Bridge disconnect controls and the South Street Compressor.

Counties: Hudson Essex **Municipalities:** Various
Project Type: **RCIS Category:** Transit Preservation
Sponsor: PANYNJ **Est. Total Project Cost: (Million) \$142.436**

TIP:

PENDING

FY 2016 - 2019 TIP Cost: (Million) \$11.500

**Unconstrained
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY&NJ		\$1.150			
NJTPA	CON	SECT 5324		\$10.350			
				\$11.500			

NJTPA

Transportation Improvement Program Fiscal Years 2016 - 2019

Routes:

Mileposts: N/A

DBNUM: PA1711

Name: Rehabilitation of PATH Stations

The scope of work for this project includes the restoration of latent damage at the platform and mezzanine levels resulting from Superstorm Sandy at the Exchange Place, Grove Street, and Newport stations in Jersey City and the Hoboken Station located in Hudson County, NJ. Each station will be investigated to determine the extent of latent damage to the structural, mechanical, and electrical facilities that has occurred from Superstorm Sandy. Architectural finishes will be restored throughout the stations and mezzanines. The item also will provide funds for the waterproofing of Newport Station.

Counties: Hudson

Municipalities: Hoboken Jersey City

Project Type:

RCIS Category: Transit Preservation

Sponsor: PANYNJ

Est. Total Project Cost: (Million) \$265.000

TIP:

PENDING

**Unconstrained
Year**

FY 2016 - 2019 TIP Cost: (Million) \$265.000

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY&NJ		\$26.500			
NJTPA	CON	SECT 5324		\$238.500			
				\$265.000			

NJTPA

Transportation Improvement Program Fiscal Years 2016 - 2019

Routes: Mileposts: N/A DBNUM: PA1710

Name: Repairs at Harrison Car Maintenance Facility

This item provides for the replacement of the sanitary ejector pit, the removal and replacement in-kind of all approach track infrastructure, pavement rehabilitation of three parking lots and the facility roadway, drainage improvement, minor regarding, traffic pavement marking and signage replacements which were damaged by Superstorm Sandy at the Harrison Car Maintenance Facility located in Harrison, NJ. This item also will provide for the replacement of internal electrical systems at the facility.

Counties: Hudson **Municipalities:** Harrison
Project Type: **RCIS Category:** Transit Preservation
Sponsor: PANYNJ **Est. Total Project Cost: (Million) \$98.588**

TIP:

PENDING

Unconstrained
Year

FY 2016 - 2019 TIP Cost: (Million) \$98.588

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY&NJ		\$9.859			
NJTPA	CON	SECT 5324		\$88.729			
				\$98.588			

NJTPA

Transportation Improvement Program Fiscal Years 2016 - 2019

Routes:

Mileposts: N/A

DBNUM: PA1418

Name: Signals Replacement Program

Funding is provided for the Signals Replacement Program Projects. The funds will be used to replace the existing Signal system with a federally compliant Automatic Train Control system throughout the entire PATH system. The existing signal system suffered extensive damage during Sandy and due to the age of the system replacement parts were not readily available with many parts requiring custom fabrication. The new system will incorporate flood resiliency throughout the system as much as practicable.

Counties: Hudson Essex

Municipalities: Various

Project Type:

RCIS Category: Transit Preservation

Sponsor: PANYNJ

Est. Total Project Cost: (Million)

TIP:

CURRENT

FY 2016 - 2019 TIP Cost: (Million) \$23.000

**Unconstrained
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY-NJ	\$2.300				
NJTPA	CON	SECT 5324	\$20.700				
			\$23.000				

PENDING

FY 2016 - 2019 TIP Cost: (Million) \$0.000

**Unconstrained
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY-NJ	\$0.000				
NJTPA	CON	SECT 5324	\$0.000				

NJTPA

Transportation Improvement Program Fiscal Years 2016 - 2019

Routes:

Mileposts: N/A

DBNUM: PA1414

Name: Ductbanks

Funding is provided for ductbank replacement projects. Replacement of the PATH Duct Bank system associated power cables in Tunnels A, Tunnel B, Tunnel E1, and Tunnel F1. The tunnels were completely flooded to the crown in some areas and the ductbanks were partially or completely submerged in salt water. The existing ductbanks were infiltrated by salt water causing them to deteriorate and due to the age of the ductbanks, salt water was able to seep in to where the cables are located. The existing ductbanks must be demolished and new ductbanks must be built in order to protect the power cables. The existing ductbanks have reached the end of their useful life and are in stages of collapse. The construction of new concrete ductbanks will provide more protection to the cables, from water and other impacts, allowing proper operation of the system.

Counties: Hudson Essex

Municipalities: Various

Project Type:

RCIS Category: Transit Preservation

Sponsor: PANYNJ

Est. Total Project Cost: (Million)

TIP:

CURRENT

FY 2016 - 2019 TIP Cost: (Million) \$57.724

**Unconstrained
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY-NJ	\$5.766				
NJTPA	CON	SECT 5324	\$51.958				
			\$57.724				

PENDING

FY 2016 - 2019 TIP Cost: (Million) \$0.000

**Unconstrained
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY-NJ	\$0.000				
NJTPA	CON	SECT 5324	\$0.000				

NJTPA

Transportation Improvement Program Fiscal Years 2016 - 2019

Routes:

Mileposts: N/A

DBNUM: PA1413

Name: Substations

Replacement/Upgrades of Substations 7, 8, 9, and 14 in Hudson County. The substations provide power for the PATH system. Funding is provided for these substation replacement projects along with midterm repairs that need to be made to the affected substations. These substations were damaged by storm surges and flooding. Equipment that was damaged and not operational has been replaced or refurbished. The outdoor switchyard and building also were undermined due to the storm surge. The existing substations have reached the end of their useful life. The new substations will be constructed above the advisory flood elevation. Land acquisition is necessary in multiple locations so that the current substations can continue to operate during the construction period without any interruption to service. The projects include Substation Interim Repairs/Rehab-Renovation and Midterm Repairs and Replacement/Updates for Substations 7, 8, 9, and 14.

Counties: Hudson Essex

Municipalities: Various

Project Type:

RCIS Category: Transit Preservation

Sponsor: PANYNJ

Est. Total Project Cost: (Million) \$221.429

TIP:

CURRENT

FY 2016 - 2019 TIP Cost: (Million) \$0.983

**Unconstrained
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY-NJ	\$.098				
NJTPA	CON	SECT 5324	\$.885				
			\$.983				

PENDING

FY 2016 - 2019 TIP Cost: (Million) \$15.153

**Unconstrained
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY-NJ		\$1.515			
NJTPA	CON	SECT 5324		\$13.638			
				\$15.153			

NJTPA

Transportation Improvement Program Fiscal Years 2016 - 2019

Routes:

Mileposts: N/A

DBNUM: PA1419

Name: Trackwork Repair and Restoration

This program element includes repair or replacement of trackwork, ties, welded rail, power rail, breakers, cabling, heater crossovers, Hoboken Station under-platform fans, drainage and related equipment damaged by floodwaters and related debris as well as saltwater damage. This project also provides for the replacement of the fire suppression system in Tunnels A & B, pump room rehabilitation system-wide, replacement of open track areas - Tracks G,H,P and replacment of Hoboken interlocking and platform tracks.

Counties: Hudson Essex

Municipalities: Various

Project Type:

RCIS Category: Transit Preservation

Sponsor: PANYNJ

Est. Total Project Cost: (Million) \$197.378

TIP:

CURRENT

FY 2016 - 2019 TIP Cost: (Million) \$174.422

**Unconstrained
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY-NJ	\$17.442				
NJTPA	CON	SECT 5324	\$156.980				
			\$174.422				

PENDING

FY 2016 - 2019 TIP Cost: (Million) \$189.000

**Unconstrained
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY-NJ		\$18.900			
NJTPA	CON	SECT 5324		\$170.100			
				\$189.000			

NJTPA

Transportation Improvement Program Fiscal Years 2016 - 2019

Routes:

Mileposts: N/A

DBNUM: PA1415

Name: Vertical Transportation

CURRENT

DESCRIPTION

Funding is provided for vertical transportation replacement projects. These replacement projects will replace the hydro ADA elevator at Hoboken, replace elevators at Harrison Car Maintenance Facility, three escalators at Exchange Place and four escalators at Newport Station. These elevators and escalators were damaged by Superstorm Sandy and need immediate repair. In the case of the Hoboken, due to the urgency of replacing the elevator, the project was started in January and will be complete in September. Hoboken, NJ; Hoboken Station, Harrison Car Maintenance Facility at Harrison, NJ, Exchange Place Station, Jersey City, NJ, Newport Station, Jersey City, NJ.

PENDING

DESCRIPTION

Funding is provided for vertical transportation replacement projects. These replacement projects will provide for stoplogs at the ADA elevator at Hoboken and replacement of elevators at the Harrison Car Maintenance Facility, three escalators and elevators at Exchange Place, and four escalators and elevators at Newport Station, and two escalators at Grove Street Station. These elevators and escalators were damaged in Superstorm Sandy and need to be replaced. In the case of Hoboken, the elevator was previously repaired and will now be made more resilient against future storm surges.

Counties: Hudson

Municipalities: Hoboken City Harrison Twp Jersey City

Project Type:

RCIS Category: Transit Preservation

Sponsor: PANYNJ

Est. Total Project Cost: (Million) \$130.124

TIP:

CURRENT

FY 2016 - 2019 TIP Cost: (Million) \$77.717

**Unconstrained
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY-NJ	\$7.772				
NJTPA	CON	SECT 5324	\$69.945				
			\$77.717				

PENDING

FY 2016 - 2019 TIP Cost: (Million) \$79.259

**Unconstrained
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	PANY-NJ		\$7.926			
NJTPA	CON	SECT 5324		\$71.333			
				\$79.259			



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Priority Protective Measures w/ Environmental Impacts**

DBNUM: PA1411

TRACK #: -PA1411-0-A-2016

TYPE OF PROJECT CHANGE: Project Phase Advance, Project Cost increase

ACTION TAKEN: Restore this project to current TIP

REASON FOR CHANGE:

Adding funds and scope

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: No FC Charts Needed

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Salt Mitigation**

DBNUM: PA 1412

TRACK #: -PA 1412-0-A-2016

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Restore this item to the current TIP. Reallocate Sec. 5324 and PANYNJ matching funds from PA 1414 (Ductbanks).

REASON FOR CHANGE:

Cost increase for Salt Mitigation work beyond previously obligated Sec. 5324 and PANYNJ funding.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: No FC Chart required

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Equipment Purchases**

DBNUM: PA1421

TRACK #: -PA1421-0-A-2016

TYPE OF PROJECT CHANGE: Project Phase Addition, Project Cost increase

ACTION TAKEN: Restore this program element to the current TIP reallocate Sec. 5324 FTA and PANYNJ matching funds (from NYMTC x82352) to this item.

REASON FOR CHANGE:

Addition to previously approved work scope of replacement of Hackensack River Bridge disconnect controls and South Street compressor

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: No FC sheets required

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Rehabilitation of PATH Stations**

DBNUM: PA1711

TRACK #: -TBA 1-0-A-2016

TYPE OF PROJECT CHANGE:

ACTION TAKEN: Add these repairs to investigate and address latent damage at the Exchange Place, Grove Street, Newport, and Hoboken PATH stations.

REASON FOR CHANGE:

Availability of recently allocated FTA Sec. 5324 funding allows for inclusion of this work in the current PATH Sandy Recovery Program

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: No FC charts required

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Repairs at Harrison Car Maintenance Facility**

DBNUM: PA1710

TRACK #: -TBA2-0-A-2016

TYPE OF PROJECT CHANGE:

ACTION TAKEN: Additional element of federally aided PATH Sandy program

REASON FOR CHANGE:

Identification of additional repairs needed to address damage from Superstorm Sandy at the Harrison Car Maintenance Facility (HCMF) and availability of additional and reprogrammed Sec. 5324 FTA funds to accomplish as part of the current PATH recovery program. Funding includes Sec. 5324 FTA and PANYNJ matching funds reprogrammed from allocation for PATH Ductbank work in NYMTC TIP (X82352), which is being deleted from the NJTPA and NYMTC federally aided PATH Recovery Program.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: No FC Charts required. Sec. 5324 funds allocated to PANYNJ and PANYNJ matching funds.

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Signals Replacement Program**

DBNUM: PA1418

TRACK #: N-PA1418-1-M-2016

TYPE OF PROJECT CHANGE:

ACTION TAKEN: Reallocate all remaining unobligated Sec. 5324 FTA and PANYNJ matching funds previously programmed for FFY 2016 to other PATH Sandy Program elements (PA1413, PA1415, PA1419), all with anticipated obligation in FFY 2017

REASON FOR CHANGE:

Reallocation consistent with overall PATH Recovery Program needs and consultation w/ FTA Superstorm Sandy recovery team.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: No FC sheets required

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Ductbanks**

DBNUM: PA1414

TRACK #: N-PA1414-2-M-2016

TYPE OF PROJECT CHANGE: Project Phase Deletion

ACTION TAKEN: Delete all Sec. 5324 and PANYNJ matching funds initially programmed for this PATH Sandy Program element and reallocate to other projects in the program (PA 1411 and PA 1412). Also deleting all Sec. 5324 and PANYNJ matching funds for companion Ductbanks entry in NYMTC TIP, to be reallocated to other PATH Sandy Program elements in NJTPA TIP. Close out Ductbanks in both MPO TIPs

REASON FOR CHANGE:

Scope and schedule are to be determined but will not involve Sec. 5324 funds

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: No FC Chart Needed

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Substations**

DBNUM: PA1413

TRACK #: N-PA1413-1-M-2016

TYPE OF PROJECT CHANGE: Project Phase Advance, Project Cost increase

ACTION TAKEN: Shift Sec 5324 and PANYNJ matching funds previously programmed in FY 2016 to FFY 2017 Reallocate from PA 1418, Signals Replacement, \$ 12,753,206 in Sec. 5324 funds and \$ 1,417,034 in PANYNJ Matching funds to this PATH Sandy Program element

REASON FOR CHANGE:

Increased cost of estimates for Substation program element.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: No FC Charts Required

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Trackwork Repair and Restoration**

DBNUM: PA1419

TRACK #: N-PA1419-1-M-2016

TYPE OF PROJECT CHANGE: Project Phase Addition, Project Cost increase

ACTION TAKEN: Shift unobligated Sec. 5324 FTA and PANYNJ matching funds from FFY 2016 to FFY 2017 reallocate Sec. 5324 FTA and PANYNJ matching funds from PA1418 and from NYMTC X82352 (Ductbanks).

REASON FOR CHANGE:

Expanded work scope for this PATH Sandy program element

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: No FC sheets required

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Vertical Transportation**

DBNUM: PA 1415

TRACK #: -PA 1415-1-M-2016

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Shift Sec. 5324 and PANYNJ matching funds previously programmed for FFY 2016 to FFY 2017 reallocate from PA 1418 \$ 1,387,629 in Sec. 5324 funds and \$ 154,181 in PANYNJ matching funds to this program element.

REASON FOR CHANGE:

Increased scope of work for elevator and escalator replacement at Hoboken, Exchange Place, Newport Station, and the Harrison Car Maintenance Facility, as well as the replacement of two escalators at the Grove Street Station.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: No FC charts required.

CONFORMITY:

PUBLIC INVOLVEMENT:

**DRAFT RESOLUTION: APPROVAL OF A MINOR AMENDMENT TO THE
FY 2016 – 2019 TRANSPORTATION IMPROVEMENT
PROGRAM TO ADD THE REPLACEMENT OF BRIDGE
3.08 ON CONRAIL PASSAIC & HARSIMUS LINE**

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, Conrail is requesting the programming of federal National Highway Freight Program funds for the Replacement of Bridge 3.08 on Conrail Passaic & Harsimus Line, (DB# N1709); and

WHEREAS, fiscal constraint is being maintained because funds are specified for this project; and

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

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

WHEREAS, 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 Replacement of Bridge 3.08 on Conrail Passaic & Harsimus (P&H) Line

Action: In order to advance the following project, Conrail has requested that the FY 2016 – 2019 Transportation Improvement Program (TIP) be amended to add the project, including the use of federal funds. This project will be funded through the National Highway Freight Program created by the Fixing America’s Surface Transportation (FAST) Act.

Background: According to the *TIP Memorandum of Understanding*, when a new project using federal funds 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:

- **Replacement of Bridge 3.08 on Conrail Passaic & Harsimus (P&H) Line, Essex County DB# N1709**
This request is to program National Highway Freight Program (NHFP) funding in FY 2017 for the construction of Bridge 3.08 on the P&H Line. Conrail will be funding the balance of the project. (\$1.25 million NHFP funds in FY 2017; \$750,000 Conrail)

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: N1709

Name: Replacement of Bridge 3.08 on ConRail Passaic & Harsimus (P&H) Line

Undergrade Bridge (UG) 3.08 is a two track, riveted steel through girder bridge with floorbeams and stringers. The 70-ft long superstructure carries two tracks and is supported on stone abutments. It carries Conrail's P & H Line over Conrail's Manufacturer's Branch. The bridge is nearing the end of its useful life.

This construction project would remove the existing UG 3.08 superstructure and replace it with a new ballasted deck girder bridge. Construction costs and activity consist of mobilization, demolition of the existing structure, construction of the replacement spans and abutments, track and track installation, and anticipated historic mitigation costs associated with upgraded façade treatments. The stone abutments and back walls would be modified to accommodate the new bridge.

The project is included under Goal #3 of 2015 New Jersey State Rail Plan: "Maintain Rail System at State of Good Repair."

Counties: Essex **Municipalities:** Newark
Project Type: **RCIS Category:** Not Available
Sponsor: ConRail **Est. Total Project Cost: (Million) \$2.000**

TIP:

PENDING

FY 2016 - 2019 TIP Cost: (Million) \$2.000

**Unconstrained
Year**

MPO	PHASE	SOURCE	2016	2017	2018	2019	2020-2025
NJTPA	CON	NHFP - Rail		\$1.250			
NJTPA	CON	OTHER		\$.750			
				\$2.000			

Chamberlain, Eve

From: Yost, Jayne <jayne.yost@jacobs.com>
Sent: Tuesday, February 07, 2017 3:43 PM
To: Murphy, Mary K
Cc: Chamberlain, Eve
Subject: Request for TIP Amendment: Conrail Bridge 3.08 on the P&H Line

Ms. Murphy:

Conrail requests that the Replacement of Undergrade Bridge 3.08 on their Passaic & Harsimus (P&H) Line be amended into the current Transportation Improvement Program (TIP). We understand that the deadline for Minor Amendments is January 20 for the February 21 Committee Meeting and March 13 Board Meeting.

Project Details are as follows:

Project Location: City of Newark, Essex County
Facility: Conrail's Passaic and Harsimus Line (P&H), Bridge at milepost 3.08
Milepost: 3.08 on the P&H Line (maps are attached)
Funding Source: NHFP FY'16 Funds
Fiscal Year: FY 2017
Sponsor Agency: NJDOT
Project Cost: \$2M total; NHFP \$1.25M and Conrail \$750,000 (63%/37% ratio)
Phase: Construction

Project Description:

Undergrade Bridge (UG) 3.08 is a two track, riveted steel through girder bridge with floorbeams and stringers. The 70-ft long superstructure carries two tracks and is supported on stone abutments. It carries Conrail's P & H Line over Conrail's Manufacturer's Branch.

The bridge was constructed in 1901 and has been in service since that time. It was originally designed for lighter rail traffic than the 286 kip cars that currently operate over it. The stresses caused by these cars is high and the bridge is nearing the end of its useful life.

The project would remove the existing UG 3.08 superstructure and replace the existing with a new ballasted deck girder bridge. As the bridge crosses another railroad and not a public roadway, the new superstructure would be placed at the same elevation as the existing bridge. The stone abutments and back walls would be modified to accommodate the new bridge.

The \$2M total project cost reflects the cost of the construction phase, only. All prior permitting and design work has been undertaken by Conrail directly. Construction costs and activity consist of mobilization, demolition of the existing structure, construction of the replacement spans and abutments, track and track installation, and anticipated historic mitigation costs associated with upgraded façade treatments. Construction is anticipated to take approximately six months and will begin following notice to proceed and the completion of the NJDOT construction authorization process. (Construction is planned for 2018 to account for the time required to complete the authorization, pre-construction, and bidding processes and seasonal restrictions on construction activity.)

NJDOT has been consulted regarding the project and the criteria for use of NHFP funds. NJDOT determined that the project is eligible for NHFP funding in accordance with FAST Act Section 1116 Implementation Guidance: the improvement of Bridge 3.08 contributes to the efficient movement of freight. Himanshu Patel at NJDOT and copied above forwarded this determination to us on January 3, 2017.

The project is included under Goal #3 of 2015 New Jersey State Rail Plan: “Maintain Rail System at State of Good Repair.” The first strategy to achieve this goal recommends that NJDOT “Collaborate with railroads to upgrade rail lines in the state of New Jersey to 286,000-pound car capacity on a priority basis.” Bridge 3.08 represents a priority need for 286K service on the P&H Line. The project is also associated with the “P&H Branch: add second track to 1.8-mile-long segment, “Kearny” – “Hack,”” listed in Table 5-9 of the Plan. The need for the second track between Hack and Kearny is associated with congestion relief on the P&H, which serves as the clearance track connecting the Newark-area ports and the Lehigh Line. The capacity of the P&H is an essential element of this functionality, and Bridge 3.08 lies between the connection to the Lehigh Line and the Hack to Kearny section, effectively setting the freight car weight limit for the P&H Line.

This improvement additionally supports prior state, federal, and private investments in the Liberty Corridor freight service projects, including Port Reading Junction and the Hack to Kearny project, which is anticipated to begin construction in late 2018. Together, these improvements substantially enhance the efficiency of freight rail operations through a highly congested region of New Jersey, offer cost-effective alternatives to freight trucking, better coordinate freight and passenger rail service on shared tracks, improve air quality, and support the economic competitiveness of the region.

If you have any additional questions regarding this project or require more information to prepare the amendment, please let me know.

Thank you,
Jayne Yost for Conrail

Jayne D. Yost, AICP | Principal Environmental Planner | direct: 862-242-7337 | fax: 973-267.3555 | [JACOBS](#) | 299 Madison Avenue | P.O. Box 1936 | Morristown | NJ 07962-1936 | www.Jacobs.com | jayne.yost@jacobs.com

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Attachment H.3.

DRAFT RESOLUTION: APPROVAL OF STUDIES FOR THE LOCAL CONCEPT DEVELOPMENT PHASE OF THE LOCAL CAPITAL PROJECT DELIVERY PROGRAM

WHEREAS, the North Jersey Transportation Planning Authority Inc. (NJTPA) is the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

WHEREAS, the Local Capital Project Delivery (LCPD) Program is a competitive program that provides funding to all 15 member subregions of the NJTPA for proposed transportation projects for eventual construction with federal and/or state funds; and

WHEREAS, this preparation involves completing the multi-step capital project delivery process developed by the New Jersey Department of Transportation (NJDOT); and

WHEREAS, all 15 subregions received a solicitation for the Local Concept Development (LCD) Phase of the LCPD Program in June 2016 inviting them to submit applications for the FY 2018 Program; and

WHEREAS, seven LCD applications were received and reviewed by a Technical Review Committee comprised of Central Staff, NJDOT Bureau of Environmental Program Resources and NJDOT Local Aid Offices ; and

WHEREAS, as noted in the attached list, the TRC recommends four studies for FY 2018, two studies for FY 2019 and one in a future program year for the LCD phase of the LCPD Program based on the established criteria and field visits; 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 attached list of studies for the Local Concept Development phase of the Local Concept Development Program to be funded for FY 2018.

BE IT FURTHER RESOLVED that copies of this resolution and the attached list of studies be forwarded to the subregions of the selected applicants and to the New Jersey Department of Transportation for submission to the Federal Highway Administration.

Summary of Action

Approval of Studies for the Local Concept Development Phase of the Local Capital Project Delivery Program

Action: Approval of studies for the FY 2018 Local Concept Development (LCD) phase of the Local Capital Project Delivery (LCPD) Program.

Background: The LCPD Program provides funding to conduct concept development studies that identify a preliminary preferred alternative for local transportation projects that may eventually be constructed with federal and/or state funding. The program is open to the NJTPA's 15 member subregions, which can apply for funding of studies through a competitive selection process.

The LCD Phase involves drafting a well-defined and well-justified Purpose and Need Statement focusing on the primary transportation need to be addressed. The LCD phase elements include, but are not limited to: data collection, agency coordination, development of a reasonable number of prudent and feasible conceptual alternatives and investigation of all aspects of a project at a "planning level of effort." This process ultimately results in the selection of a preliminary preferred alternative.

A solicitation package for the LCD phase was sent to all subregions in June 2016 and seven applications were received. A Technical Review Committee (TRC) comprised of Central Staff, NJDOT Bureau of Environmental Program Resources and the NJDOT Local Aid Offices reviewed the applications, conducted site visits, and scored the projects. Established criteria for the LCPD Program were used to score the projects and subregions were provided the opportunity to challenge the scores.

Summary of Action Item: In the attached list, the TRC recommends four studies for FY 2018, two studies for FY 2019 and one study for a future program year for the LCD phase of the LCPD Program.

Staff Recommendation: Central Staff recommends approval of this action.

**Recommended Studies for the Local Concept Development Phase
of the Local Capital Project Delivery Program
LCPD Local Concept Development Phase**

1. Bergen County - East Anderson Street Bridge (02C0023A) over the Hackensack River - City of Hackensack, Township of Teaneck

This study will identify and compare conceptual alternatives in order to determine a preliminary preferred alternative for the existing twin six-span, simply supported structure. The bridge was built in 1971 and has a sufficiency rating of 23.

Funding recommendation: \$432,000

2. Morris County – Martin Luther King Avenue Bridge (No. 1400-118) over the Whippany River -Town of Morristown

This study will identify and compare conceptual alternatives in order to determine a preliminary alternative for an existing functionally obsolete and structurally deficient bridge. The bridge was built in 1900 and has a sufficiency rating of 45.9.

Funding recommendation: \$400,000

3. Ocean County – Chadwick Beach Island Bridge (No. 1507-007) over Barnegat Bay - Toms River Township

This study will identify and compare conceptual alternatives in order to determine a preliminary preferred alternative for an existing timber bridge built in the 1950s. The original superstructure was replaced in 1985 and has a sufficiency rating of 51.8

Funding recommendation: \$325,000

4. Somerset County –Picket Place, CR 567 Bridge (C0609) over South Branch of Raritan River- Branchburg and Hillsborough Townships

This study will identify and compare conceptual alternatives in order to determine a preliminary preferred alternative for an existing bridge built in 1979 and has a sufficiency rating of 50.5.

Funding recommendation: \$350,000

RECOMMENDED LOCAL CONCEPT DEVELOPMENT PHASE TOTAL: \$1,507,000

**Recommended Studies for the FY 2019 Local Concept Development Phase
of the Local Capital Project Delivery Program
LCPD Local Concept Development Phase**

1. Hudson County, Meadowlands Parkway Bridge, Secaucus

This study will identify and compare conceptual alternatives in order to determine preliminary preferred alternative for a 4-span simply supported multi-stringer bridge that

crosses over the NJ Transit's Norfolk Southern line. The bridge was built in 1973 and has a sufficiency rating of 64.3.

Funding recommendation: \$500,000

2. **Passaic County, Main Avenue Corridor Improvements, Passaic City**

This study will identify and compare conceptual alternatives in order to determine a preliminary preferred alternative for Main Avenue corridor from Monroe Street to Gregory Avenue. The current configuration of Main Avenue where the center median serves as parking area in the Central Business District. This configuration causes for traffic congestion, crashes, and safety issues within the project area.

Funding recommendation: \$750,000

**RECOMMENDED LOCAL CONCEPT DEVELOPMENT PHASE TOTAL:
\$1,250,000**

**Recommended Study for a Future Program Year of the
Local Concept Development Phase of the Local Capital Project Delivery Program
LCPD Local Concept Development Phase**

1. **Monmouth County, Corlies Avenue Bride (O-12) over Deal Lake, Borough of
Allenhurt, Township of Ocean**

This study will identify and compare conceptual alternatives in order to determine a preliminary alternative for an existing timber bridge built in the 1941. The original superstructure was replaced in the 1970s and has a sufficiency rating of 42.7.

Funding recommendation: \$500,000

DRAFT RESOLUTION: APPROVAL OF THE SCORES OF PROJECTS IN THE FY 2018 PROJECT POOL AND AUTHORIZATION TO ENTER INTO NEGOTIATIONS ON THE DEVELOPMENT OF THE TRANSPORTATION CAPITAL 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 is the MPO responsible for updating the Transportation Improvement Program (TIP) for the northern New Jersey region as required by 23 CFR 450 and CFR 613 B; and

WHEREAS, Federal regulations require that the TIP include a prioritized list of projects; and

WHEREAS, the NJTPA uses project prioritization criteria in developing a prioritized list of projects as input for the TIP; and

WHEREAS, the criteria are based on performance standards and a scoring system that categorizes projects according to the degree to which they satisfy the NJTPA's goals as stated in the Regional Transportation Plan; and

WHEREAS, of the 343 projects and programs in the FY 2018 Project Pool, Central Staff scored the new 36 New Jersey Department of Transportation (NJDOT) projects which were then subject to a challenge round by the subregions; and

WHEREAS, consistent with the 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 attached scores of the projects in the FY 2016 Project Pool.

BE IT FURTHER RESOLVED the North Jersey Transportation Planning Authority authorizes Central Staff to enter into negotiations with the subregions, the New Jersey Department of Transportation and NJ TRANSIT on the development of the Transportation Capital Program.

BE IT FURTHER RESOLVED that a copy of this resolution is forwarded to the New Jersey Department of Transportation and NJ TRANSIT.

Summary of Action

Approval of the Scores of Projects in the FY 2018 Project Pool and Authorization to Enter into Negotiations on the Development of the Transportation Capital Program

Action: In order to advance the development of the FY 2018 Transportation Capital Program (TCP), the NJTPA is requesting approval of the scores of projects in the FY 2018 Project Pool and authorization for Central Staff to enter into negotiations with the subregions, the New Jersey Department of Transportation (NJDOT) and NJ TRANSIT.

Background: Federal regulations require that the Transportation Improvement Program (TIP) include a prioritized list of projects. The NJTPA uses project prioritization criteria in developing a prioritized list of projects as input for the TIP. The criteria are based on performance standards and a scoring system that categorizes projects according to the degree to which they satisfy the NJTPA's goals as stated in the Regional Transportation Plan. The NJ TRANSIT listing of projects and programs will be distributed with the draft FY 2018 TCP.

The Project Pool: There is a total of 343 NJDOT projects and programs in the FY 2018 Project Pool. The 343 projects and programs break down into the following categories:

- 133 existing projects
- 108 existing programs
- **102 new projects and programs** (84 projects, 18 programs)

Central Staff used the existing criteria to score 36 of the 84 new NJDOT projects. The 48 projects not scored consist of nine previously scored projects being reintroduced to the TCP, 23 limited scope resurfacing projects, nine rockfall mitigation projects, five congressionally earmarked projects or Liberty Corridor projects, one small local pedestrian bridge, and one bridge scour countermeasure design in multiple municipalities. Programs are not scored. The 36 new NJDOT projects scored include:

- 25 bridge projects
- Six congestion relief projects
- Two full scope pavement projects
- Two safety improvement projects
- One bicycle-pedestrian project

This prioritized list of projects is used as a basis for development of the TCP. The FY 2018 Project Pool of projects and programs for NJDOT is attached.

Justification for Action: Approval of the scores of projects in the FY 2018 Project Pool and authorization for Central Staff to enter into negotiations with the subregions, the NJDOT and NJ TRANSIT, will allow for the development of the FY 2018 TCP.

Staff Recommendation: Central Staff recommends approval of this action.

NJTPA PROJECT POOL

NJDOT CANDIDATE PROJECT SCORES

The following 36 Projects have been scored by Central Staff and reviewed by each Subregion. Based on the review, adjustments to the scores have been made. The projects are sorted by score, highest to lowest.

	Project Name	Counties	Score
13318	Route 28, Rt 287 to Tea Street	Somerset	656
16307	Paterson Plank Road (CR 681), Bridge over Route 3 at MP 10.04	Hudson	638
15303	Route 1, NB Bridge over Raritan River	Middlesex	635
15430	Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway	Bergen Hudson	633
031	Route 1, Penns Neck Improvements (CR 571)	Mercer Middlesex	623
08327D	Route 31, HealthQuest Boulevard to River Road	Hunterdon	616
15432	Route 9, Washington Avenue to Beachwood Boulevard	Ocean	611
14319	Route 17, Bridges over NYS&W RR & RR Spur & Central Avenue (CR 44)	Bergen	610
17311	Route 46, Bridge over Lower Notch Road	Passaic	605
14418	Route 46, Bridges over Route 17	Bergen	604
12332	Route 202, Old York Road (CR 637) Intersection Improvements	Somerset	598
16303	Route 27 NB, Bridge over Former CNJRR (Abandoned)	Union	596
08327B	Route 31 SB, CR 523 (Walter Foran Boulevard) to Wescott Drive (CR 600)	Hunterdon	584
08327C	Route 31, Church Street (CR 650) to E Main Street/Flemington Jct Road	Hunterdon	560
15392	Route 35, Route 9 to Colonia Boulevard	Middlesex Union	559
16348	Route 46, Bridge over Erie-Lackawanna Railroad	Bergen	557
16318	Route 46, Pequannock Street to CR 513 (West Main Street)	Morris	551
15389A	Route 35, Old Bridge Road to Route 34 & Route 70	Monmouth	536
14424	Route 9W, Bridge over Route 95, 1& 9, 46, and 4	Bergen	530
16316	Route 71, Bridge over Shark River	Monmouth	523
16341	Route 78, Bridge over Beaver Brook	Hunterdon	513
17316	Route 80, Bridge over Passaic River, Riverview Drive & Mc Bride Avenue	Passaic	501
16352	Route 18 NB, Bridge over Conrail	Middlesex	494
16337	Route 206, Bridge over Dry Brook	Sussex	478
14350	CR 514 (Amwell Road), Bridge over D&R Canal	Somerset	473
16347	Route 46, Bridge over Paulins Kill	Warren	467
15447	Route 57, Bridge over Shabbacong Creek	Warren	464
15351	Route 80, Bridges over Howard Boulevard (CR 615)	Morris	455
16339	Route 130, Bridge over Millstone River	Mercer Middlesex	444
15449	Route 71, Bridge over NJ Transit (NJCL)	Monmouth	443
16345	Route 57, Bridge over Branch Lopatcong Creek	Warren	441
16338	Route 173, Bridge over Mulhockaway Creek	Hunterdon	440
16351	Route 29, Bridge over Copper Creek	Hunterdon	420
15323	F.R.E.C. Access Road, Bridge over Toms River	Ocean	405
14440	Route 23, NB Bridge over Pequannock River	Passaic	382
15439	Route 10, Chelsea Drive to Kelly Drive	Essex	365

FY 2018 NJTPA PROJECT POOL - NJDOT Projects and Programs

NJDOT Projects

Bergen County

NS9606 Fifth Avenue Bridge (AKA Fair Lawn Avenue Bridge) over Passaic River**Municipalities:** Fair Lawn Boro Paterson City**Counties:** Bergen Passaic

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

98546 Market Street/Essex Street/Rochelle Avenue**Municipalities:** Maywood Boro Lodi Boro**Counties:** Bergen

Bergen County will be undertaking roadway improvements at the intersection of Market Street, Essex Street, Rochelle Avenue, and Main Street in the Borough of Lodi, and the Townships of Rochelle Park and Saddle Brook. The project will also include the replacement of the Market Street Bridge over the Saddle River. This project will improve safety and traffic operations at this intersection.

9240 Route 1&9, Bridge over NYS&W RR & Division Street to Fairview Avenue**Municipalities:** Fairview Boro North Bergen Twp**Counties:** Bergen Hudson

Replacement of the existing structurally deficient Rt. 1&9 bridge over the NY Susquehanna & Western Railroad. Geometric upgrades include improvements to the Rt. 1&9 from south of Division Street to the intersection of Fairview Avenue with minor improvements to the intersection of Rt. 1&9 and Fairview Avenue.

M_Posts: 60.56 - 61.10 From: 60.56 To: 61.1

065C Route 4, Bridge over Palisade Avenue, Windsor Road and CSX Railroad**Municipalities:** Teaneck Twp**Counties:** Bergen

This is a breakout of the Route 4 Corridor Multi-Bridges and Roadway Improvement project. The project will replace the existing Route 4 Bridge over Palisade Avenue, Windsor Road, and CSX Railroad. Approach roadway work and improvement of Belle Avenue intersection will be part of the project as well.

M_Posts: 6.80 - 7.20 From: 6.8 To: 7.2

08410 Route 4, Grand Avenue Bridge**Municipalities:** Englewood City**Counties:** Bergen

This project will replace the deck structure of structurally deficient bridge built in 1931. The Westbound right through-lane through the intersection will be eliminated. The existing through lane will be used to provide a deceleration lane, an exclusive merge lane, and an acceleration lane that will introduce the right through-lane after the interchange to improve safety at the ramp terminus. A bus shelter will be constructed at the existing bus stop, along with ADA-compliant curb ramps and sidewalks. Gaps in existing sidewalk will be eliminated.

M_Posts: 8.8-9.3 From: 8.8 To: 9.3

02346 Route 4, Hackensack River Bridge**Municipalities:** Hackensack City Teaneck Twp**Counties:** Bergen

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

M_Posts: 5.70 - 6.10 From: 5.7 To: 6.1

94064 Route 4, Jones Road Bridge**Municipalities:** Englewood City**Counties:** Bergen

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

M_Posts: 9.62-9.7 From: 9.62 To: 9.7

12431A Route 4, River Drive to Tunbridge Road**Municipalities:** Elmwood Park Boro Fair Lawn Boro**Counties:** Bergen

Identified by the Pavement Management System, this project will resurface the roadway within the project limits. Safety and ADA elements will also be addressed, including; upgraded traffic signals (some relocations necessary), improved intersection lighting, upgraded/compliant curb ramps, and installation of median impact attenuators.

M_Posts: 0.17-1.94 From: 0.17 To: 1.94

93134 Route 4, Teaneck Road Bridge**Municipalities:** Teaneck Twp**Counties:** Bergen

Initiated from the Bridge Management system, this project will replace the bridge. Operational and safety improvements to Route 4 will be provided by adding acceleration/deceleration lanes and bus turn outs in both directions.

M_Posts: 7.27 - 7.86 From: 7.27 To: 7.86

12431B Route 4, Tunbridge Road to Route 9W**Municipalities:** Fair Lawn Boro Hackensack City Teaneck Twp Fort Lee **Counties:** Bergen

First identified by the Pavement Management System (PMS), this project will resurface the roadway within the project limits. This element of the project scope will include ADA upgrades and: curb repairs; guiderail replacement; and resets for utility covers, drainage grates, fire hydrants, manhole, and gas/water covers. Subsequently to the PMS review, the Safety Management System identified the intersection of Route 9 and Kelby Street as needing operational and safety improvements. This element of the project scope will include: new traffic signals with video detection; re-striping of thru and turn lanes; pedestrian push buttons and pedestrian signal heads; high visibility cross walks; ADA compliant curb ramp upgrades and sidewalk upgrades.

M_Posts: 1.94-10.59 From: 1.94 To: 10.59

12408A1 Route 7, Schuyler Avenue to Webster Ave, ADA Contract**Municipalities:** North Arlington Boro Kearny Town**Counties:** Bergen Hudson

This project is a breakout from DB #12408A that will address six locations for ADA ramps. Design will be done under original agreement and construction will be a separate contract upon completion of ROW acquisition. Consultant will prepare ROW documents for construction easements, and title search will be conducted from ROW Division.

M_Posts: 4.2-5.16 From: 4.2 To: 5.16

14424 Route 9W, Bridge over Route 95, 1& 9, 46, and 4**Municipalities:** Fort Lee Boro**Counties:** Bergen

Problem statement submitted by BMS for Tier 1 Screening. It is recommended for rehabilitation or replacement.

M_Posts: 0.05 From: 0.05 To: 0.05

11406 Route 9W, Palisades Avenue to New York State Line**Municipalities:** Englewood Cliffs Boro Alpine Boro**Counties:** Bergen

Identified by the Route 9W Assessment for Bicycle and Pedestrian Needs, the limited ability of this roadway to accommodate bicycle traffic and pedestrian crossings at NJ Transit bus stops was identified as a safety deficiency. Bicycle and pedestrian compatibility signing, striping, and drainage grate improvements will be implemented to address these safety issues.

M_Posts: 2.19 - 11.17 From: 2.19 To: 11.17

14319 Route 17, Bridges over NYS&W RR & RR Spur & Central Avenue (CR 44)**Municipalities:** Rochelle Park Twp**Counties:** Bergen

Deck Replacement Program FY 14

M_Posts: 10.80 - 10.91 From: 10.8 To: 10.91

15383 Route 17, Pierrepont Ave to Terrace Ave/Polify Rd (CR 55)**Municipalities:** Rutherford Boro East Rutherford Boro Hasbrouck Heights **Counties:** Bergen

Federal Resurfacing/Rehab project. MP NB 4.54-5.87, 7.5-8.85; SB 4.49-5.4, 7.5-8.48

M_Posts: 4.49-8.85 From: 4.49 To: 8.85

11357 Route 17, Sprout Brook, Culvert Replacement**Municipalities:** Paramus Boro**Counties:** Bergen

Initiated by the Bridge Management System, this project will replace the culvert within the project limits.

M_Posts: 15.0 - 15.1 From: 15 To: 15.1

12428 Route 46, Bergen Boulevard to Main Street

Municipalities: Lodi Boro Hasbrouck Heights Boro Teterboro Boro South **Counties:** Bergen
Initiated from the Pavement Management System, this project will resurface within the project limits.
M_Posts: 66.95 - 69.18 From: 66.95 To: 69.18

16348 Route 46, Bridge over Erie-Lackawanna Railroad

Municipalities: Saddle Brook Twp **Counties:** Bergen
Problem Statement submitted by BMS for Tier 1 Screening. It is recommended for replacement.
M_Posts: 65.4 From: 65.4 To: 65.4

14418 Route 46, Bridges over Route 17

Municipalities: Hasbrouck Heights Boro **Counties:** Bergen
As a result of a problem statement submitted by the BMS identifying the bridge decks as being in need of rehabilitation or replacement due to poor condition associated with observed cracks and spalls, CIPD completed a Tier 1 Screening and determined that further investigation is necessary to further evaluate the condition of the bridges and to address congestion within the project limits.
M_Posts: 68.01 - 68.11 From: 68.01 To: 68.11

15404 Route 80 EB, West Shore Avenue to Route 95

Municipalities: Ridgefield Park Village Bogota Boro Teaneck Twp **Counties:** Bergen
Federal Resurfacing/Rehab project.
M_Posts: 67.13-68.54 From: 67.13 To: 68.54

11415 Route 80 WB, McBride Avenue (CR 639) to Polify Road (CR 55)

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

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

Structures located within the project limits are: 1610-156, 1610-158, 1610-171, 1610-159, 1610-160, 1610-165, 1610-166, 1610-167, 1610-170, 1610-152; 0225-150, 0225-151, 0225-154, 0225-155, 0225-156, 0225-157, 0225-158, 0225-159; 1609-161, 1609-160; 0225-162, 0225-164, 0225-166, 0225-167, 0225-168; 0226-150, 0226-151
M_Posts: 56.43 - 65.4 From: 56.43 To: 65.4

00370 Route 80, Elmwood Park/Rochelle Park/Saddle Brook, Noise Walls

Municipalities: Elmwood Park Boro Lodi Boro **Counties:** Bergen
This project will provide for construction of noise walls on both eastbound and westbound I-80 between River Drive and the Garden State Parkway.

Structures located within this section are: 0225151, 0225154, 0225155, 0225156, 0225157, 0225158.
M_Posts: 60.50 - 63.70 From: 60.5 To: 63.7

11355 Route 208, Wyckoff Twp., Bergen Co., Culvert Replacement

Municipalities: Wyckoff Twp **Counties:** Bergen
Initiated by the Bridge Management System, this project will replace the culvert, built in 1950, within the project limits. The existing culvert is considered structurally deficient and hydraulically inadequate.
M_Posts: 6.3 - 6.4 From: 6.3 To: 6.4

15430 Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway

Municipalities: East Rutherford Boro Secaucus Town **Counties:** Bergen Hudson
Bridge Deck/Superstructure Replacement
M_Posts: 8.5 From: 8.5 To: 8.5

Essex County

NS0504 Delancy Street, Avenue I to Avenue P

Municipalities: Newark City

Counties: Essex

The Delancy Street corridor is 1.1 miles and connects freight railroad facilities, intermodal center and trucking and shipping outfits to Rt. 1&9 Portway and the airport/seaport support area. Currently the roadway is operating at an unacceptable Level of Service during peak hours. It frequently floods, interrupting pedestrian and vehicular access to freight and business centers.

N1706 Main Street and Scotland Road, Intersection Improvements

Municipalities: City of Orange

Counties: Essex

The project provides for intersection improvements, such as new hardware, removing utilities from cluttering sidewalks, reinstalling the sidewalks up to 50 feet from the intersection, and cameras. The following federal appropriations were repurposed to this project: \$463,082.20 (NJ144) and \$36,918.00 (NJ171).

M_Posts: 0.0 (Main St) - 4.59 (Scotland Rd) From:
0 To: 4.59

NS9812 McClellan Street Underpass

Municipalities: Newark City

Counties: Essex

The City of Newark is proposing improvements to the McClellan Street Underpass. Improvement will include improved drainage and horizontal and vertical clearances.

11407 PANY&NJ-NJDOT Project Program

Municipalities: Jersey City Newark City Kearny Town

Counties: Hudson Essex

Under this program, the Port Authority will provide funding support for improvements to four NJDOT facilities: Route 7, Hackensack River (WittPenn) Bridge, Route 139 (Hoboken and Conrail Viaducts), Route 1&9T Extension, and Route 1&9 Pulaski Skyway. This program will provide a total of \$1.8 billion from FY 2012 through FY 2016 for these four projects.

The Route 7 WittPenn Bridge will be replaced with a new vertical lift bridge. The total project cost is estimated at \$650 to \$700 million. The project is located in Kearny and Jersey City, Hudson County.

The Route 139 Contract 3 project will rehabilitate the Hoboken Viaduct, as well as replace the deck and rehabilitate the superstructure of the Conrail Viaduct. The total project cost is estimated at \$180 to \$200 million. The project is located in Jersey City, Hudson County.

The Route 1&9T Extension project, will provide a new roadway parallel to Route 1&9 along the railroad right-of-way in Jersey City. It will provide intermodal connections to the rail yards and divert trucks off the Tonelle Circle and Route 1&9, helping to ease congestion and facilitating goods movement throughout the region. The total project cost is estimated at \$70 to \$80 million. The project is located in Jersey City, Hudson County.

The Route 1&9 Pulaski Skyway project will rehabilitate the 3.5 mile-long structure that carries Route 1&9 over the Hackensack and Passaic Rivers, the New Jersey Turnpike, several railroads and industrial facilities. The total project cost is estimated at \$1.2 to \$1.5 billion. The project is located in Jersey City, Kearny, and Newark in Hudson and Essex Counties.

N1501 Port Newark Container Terminal (PNCT) Access Improvement and Expansion Project

Municipalities: Newark City

Counties: Essex

The Port Newark Container Terminal (PNCT) Public Private Partnership (PPP) project provides an infrastructure expansion and upgrade of the PNCT's Newark facility from a 720,000 lift container terminal without Ultra Large Container Vessel or barge capabilities to a 1,400,000 lift terminal with Ultra Large Container Vessel, barge, and significantly improved road capabilities. The project elements are: 1) Terminal Access Improvement & Expansion Project; 2) Wharf Revitalization & Improvement Project (Berths 55/57; Cranes 1/2); 3) Terminal Expansion Project; 4) High Capacity Straddle Carrier Shop; 5) Marsh Street Depot; and 6) West Yard Build Out. Previous project phase has been granted a 2014 TIGER grant of \$14.8 M.

12408B Route 7, Mill Street (CR 672) to Park Avenue (CR 646)

Municipalities: Belleville Twp Nutley Twp

Counties: Essex

A full depth pavement reconstruction is recommended for a distance of 9 ft. offset from both sides of the centerline of the roadway. A mill 'x' – pave 'x' pavement resurfacing is recommended for the remainder of the road surface and curb-to-curb. ADA compliant curb ramps should also be installed at curb ramp locations within the limits. Initiated as a pavement project, after further analysis, the project has since evolved into safety project.

M_Posts: 6.50-8.26 From: 6.05 To: 8.26

15439 Route 10, Chelsea Drive to Kelly Drive**Municipalities:** Livingston Twp West Orange Twp**Counties:** Essex

This proposed safety project will study installation of sidewalk on the Westbound side of Rt. 10 from Chelsea Dr. to Kelly Dr., with ADA curb ramps.

M_Posts: 21.42-21.87 From: 21.42 To: 21.87

15377 Route 21, Lafayette Street to On Ramp at Interchange 7**Municipalities:** Newark City Belleville Twp**Counties:** Essex

Federal Resurfacing/Rehab project. MP 2.4-4.0; NB 4.6-7.1; SB 6.2-7.1

M_Posts: 2.1-7.1 From: 2.1 To: 7.1

99381 Route 21, Newark Needs Analysis, Murray Street to Edison Place**Municipalities:** Newark City**Counties:** Essex

The Feasibility Assessment will provide recommendations to relieve traffic congestion via potential widening as well as providing for safety and pedestrian improvements.

M_Posts: 1.20 - 2.25 From: 1.2 To: 2.25

98540 Route 21, Newark Riverfront Pedestrian and Bicycle Access**Municipalities:** Newark City**Counties:** Essex

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

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

M_Posts: 4.1-4.3 From: 4.1 To: 4.3

12420A Route 23, Bloomfield Avenue to Bridge over NJ Transit, ADA Contract**Municipalities:** Verona Twp Cedar Grove Twp Little Falls Twp Wayne Tw**Counties:** Essex Passaic

This project is a breakout from DB #12420. This project will address acquisition of right of way (ROW) easements that are required to design the ADA curb ramp and pedestrian signals at several locations in the project. Acquisition of the required ROW easements will require preparation of ROW easement parcel maps, authorization of required right of way funds and completing the maps and acquisition process.

M_Posts: 0.0-4.9 From: 0 To: 4.9

9233B6 Route 23, Route 80 and Route 46 Interchange**Municipalities:** Wayne Twp Fairfield Twp**Counties:** Passaic Essex

The purpose of this project is to provide greater mobility, reduce congestion and enhance safety through simplicity of movement through the interchange. The improvements include a new ramp (NW-E) providing a direct connection from Rt 23 SB to I-80 WB. Three new bridges are anticipated to facilitate the construction of the new ramp. A connection allowing travel from I-80 EB to Rt 23 NB and SB and Rt 46 WB via a new ramp connection. Adjustments to the lane configuration on the I-80 between Rt 23 and the bridge over the Passaic River to improve lane continuity will be made and modifications to the existing exit and entry ramps on I-80 to improve the merge and diverge with the mainline roadway. A number of retaining walls are anticipated in conjunction with the bridge and ramp construction.

M_Posts: 23: 5.1-5.7; 80: 52.8-53.75 From: 5.1 To: 5.7

15371 Route 27, Dehart Place to Route 21**Municipalities:** Elizabeth City Newark City**Counties:** Union Essex

Initiated by the Pavement Management System, the project will mill 3" depth and resurface with 3" thick asphalt on the North and South Bound Route 27 mainline and shoulder. The Route 27 ramps, both North and South Bound will also mill 3" and resurface with asphalt 3". A construction of ADA compliant curb ramps at each corner of an intersection where a sidewalk exists will be built at all 33 signalized intersections and 34 un-signalized intersections. Damaged sidewalks will be repaired and drainage grate inlets will be replaced with bicycle safe grates. Right-of-Way is required for the construction of ADA compliant curb ramps.

M_Posts: 33.4-38.53 From: 33.4 To: 38.53

9233B3 Route 46, Passaic Avenue to Willowbrook Mall**Municipalities:** Fairfield Twp Wayne Twp**Counties:** Essex Passaic

Route 46 will be widened between Passaic Avenue and Willowbrook Mall, from four lanes to six lanes, to address existing traffic operations deficiencies. The Rt. 46 eastbound bridge over the Passaic River will be replaced to address structural, traffic operational and safety deficiencies. Four sign structures also will be constructed.

M_Posts: 54.96 - 55.56 From: 55.6 To: 55.8

Hudson County

17340 Conrail Passaic & Harsimus Line, Hack to Kearny Double Track (Liberty Corridor)

Municipalities: Kearny Town

Counties: Hudson

Improve operational efficiency on the Passaic & Harsimus (P&H) Line between Kearny and the Hackensack River by installing a second track within existing but unused rail right-of-way. The proposed second track would function as an additional main track, enabling the passing and staging of trains both terminating and pass through the North Jersey terminal.

M_Posts: 1.6-3.4 From: 1.6 To: 3.4

N1704 Johnson Avenue Road Improvements

Municipalities: Jersey City

Counties: Hudson

The project will restore the asphalt pavement and upgrade pedestrian improvements to .75 miles of Johnston Avenue between Phillip Street and Grand Avenue. The project will include: ADA/pedestrian improvements, utility improvement coordination, milling; and paving, and striping, landscaping and restoration. The following federal appropriations were repurposed to this project: \$128,171 (NJ171), \$400,590 (NJ221), and \$841,239 (NJ227).

M_Posts: 0.21-0.85 (Grand St), 0.0-0.16 (Phillip St)
From: 0.21 To: 0.85

11407 PANY&NJ-NJDOT Project Program

Municipalities: Jersey City Newark City Kearny Town

Counties: Hudson Essex

Under this program, the Port Authority will provide funding support for improvements to four NJDOT facilities: Route 7, Hackensack River (WittPenn) Bridge, Route 139 (Hoboken and Conrail Viaducts), Route 1&9T Extension, and Route 1&9 Pulaski Skyway. This program will provide a total of \$1.8 billion from FY 2012 through FY 2016 for these four projects.

The Route 7 WittPenn Bridge will be replaced with a new vertical lift bridge. The total project cost is estimated at \$650 to \$700 million. The project is located in Kearny and Jersey City, Hudson County.

The Route 139 Contract 3 project will rehabilitate the Hoboken Viaduct, as well as replace the deck and rehabilitate the superstructure of the Conrail Viaduct. The total project cost is estimated at \$180 to \$200 million. The project is located in Jersey City, Hudson County.

The Route 1&9T Extension project, will provide a new roadway parallel to Route 1&9 along the railroad right-of-way in Jersey City. It will provide intermodal connections to the rail yards and divert trucks off the Tonelle Circle and Route 1&9, helping to ease congestion and facilitating goods movement throughout the region. The total project cost is estimated at \$70 to \$80 million. The project is located in Jersey City, Hudson County.

The Route 1&9 Pulaski Skyway project will rehabilitate the 3.5 mile-long structure that carries Route 1&9 over the Hackensack and Passaic Rivers, the New Jersey Turnpike, several railroads and industrial facilities. The total project cost is estimated at \$1.2 to \$1.5 billion. The project is located in Jersey City, Kearny, and Newark in Hudson and Essex Counties.

16307 Paterson Plank Road (CR 681), Bridge over Route 3 at MP 10.04

Municipalities: Secaucus Town

Counties: Hudson

Problem Statement submitted by the BMS for Tier 1 Screening. The structure is structurally deficient due to poor condition of the deck and superstructure and has a sufficiency rating of 27.9. The structure is also functionally obsolete due to intolerable deck geometry and vertical under clearances. The overall condition of the bridge is poor due to poor condition of the superstructure.

M_Posts: 4.33-4.33 From: 4.33 To: 4.33

17356 Pedestrian Bridge over Route 440

Municipalities: Bayonne City

Counties: Hudson

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.

M_Posts: 21.2-21.3 From: 21.2 To: 21.3

97005B Portway, Fish House Road/Pennsylvania Avenue, CR 659

Municipalities: Kearny Town

Counties: Hudson

This project provides roadway reconstruction. The project includes two 12-ft lanes, and a 12-ft shoulder, Eastbound and Westbound, along Pennsylvania Ave/Fish House Rd. Sidewalks will be provided along the Eastbound side of Central Ave to approximately 250 feet East of the intersection of the two roadways.

M_Posts: 0.5-1.4 From: 0.5 To: 1.4

08440 Riverbank Park Bike Trail**Municipalities:** Kearny Town**Counties:** Hudson

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

9240 Route 1&9, Bridge over NYS&W RR & Division Street to Fairview Avenue**Municipalities:** Fairview Boro North Bergen Twp**Counties:** Bergen Hudson

Replacement of the existing structurally deficient Rt. 1&9 bridge over the NY Susquehanna & Western Railroad. Geometric upgrades include improvements to the Rt. 1&9 from south of Division Street to the intersection of Fairview Avenue with minor improvements to the intersection of Rt. 1&9 and Fairview Avenue.

M_Posts: 60.56 - 61.10 From: 60.56 To: 61.1

15376 Route 1, Route 3 to 46th Street**Municipalities:** North Bergen Twp**Counties:** Hudson

Federal Resurfacing/Rehab project.

M_Posts: 57.0-58.2 From: 57 To: 58.2

12386 Route 3 & Route 495 Interchange**Municipalities:** North Bergen Twp**Counties:** Hudson

Initiated from the Bridge Management System, this project will replace; the Route 495 Eastbound and Ramp B over Route 3 structure; and the bridge deck for the Route 3 Eastbound and South Service Road structure over Route 495 Ramp J. The project also includes safety and operational improvements within the Routes 3 and 495 interchange.

M_Posts: 10.33 From: 10.33 To: 10.33

08346 Route 3, Bridge over Northern Secondary & Ramp A**Municipalities:** North Bergen Twp**Counties:** Hudson

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

M_Posts: 10.62-10.84 From: 10.62 To: 10.84

93186 Route 7, Kearny, Drainage Improvements**Municipalities:** Kearny Town**Counties:** Hudson

This section of Route 7 is generally uncurbed and frequently flooded due to low elevation and lack of sufficient highway drainage system. Roadway runoff is collected through inlets or sheet flow, discharging directly into the marshlands. During moderate and heavy storms, in addition to high tide, the runoff overflows the banks onto the roadway and adjacent properties. This causes the highway to be closed and traffic is detoured. This project will provide highway drainage system improvements including; pumping stations, raising road profile and sheet piling to prevent tidal water to flood the roadway.

M_Posts: 1.7 - 3.6 From: 1.7 To: 3.6

12408A1 Route 7, Schuyler Avenue to Webster Ave, ADA Contract**Municipalities:** North Arlington Boro Kearny Town**Counties:** Bergen Hudson

This project is a breakout from DB #12408A that will address six locations for ADA ramps. Design will be done under original agreement and construction will be a separate contract upon completion of ROW acquisition. Consultant will prepare ROW documents for construction easements, and title search will be conducted from ROW Division.

M_Posts: 4.2-5.16 From: 4.2 To: 5.16

15430 Route 3 EB, Bridge over Hackensack River & Meadowlands Parkway**Municipalities:** East Rutherford Boro Secaucus Town**Counties:** Bergen Hudson

Bridge Deck/Superstructure Replacement

M_Posts: 8.5 From: 8.5 To: 8.5

Hunterdon County

NS9806 Church Street Bridge, CR 579

Municipalities: Bloomsbury Boro Bethlehem Twp

Counties: Hunterdon

The Church Street (CR 579) over the Lehigh Valley Main Line bridge project proposes the replacement of the existing functionally obsolete bridge in an effort to improve substandard sight distance and inadequate deck geometry. The proposed undertaking would replace the existing bridge with a new two-lane bridge to the east and the bridge approaches will be improved.

M_Posts: 36.71 From: 36.71 To: 36.91

15322 Delaware & Raritan Canal Bridges

Municipalities: Various

Counties: Mercer Hunterdon Middlesex Somerset

Initiated by the Bridge Management System, this project provides for Concept Development studies on the following structures along the Delaware and Raritan Canal: Carnegie Road, Bridge over D&R Feeder Canal; County Route 571 (Washington Road), Bridge over D&R Canal; Landing Lane (CR 609), Bridge over D&R Canal; Route 206, Bridge over D&R Feeder Canal; Hermitage Avenue, Bridge over D&R Feeder Canal; River Drive, Bridge over D&R Feeder Canal; Bridge over D&R Feeder Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR623), Bridge over D&R Canal; Chapel Drive at CR 623, Bridge over D&R Canal. The project also provides emergency superstructure replacement and substructure rehabilitation for CR 518 (Georgetown-Franklin Rd), Bridge over D&R Canal and an emergency total structure replacement of CR 514 (Amwell Road), Bridge over D&R Canal.

NS9703 Milford-Warren Glen Road, CR 519

Municipalities: Holland Twp

Counties: Hunterdon

County Rt. 519, Milford-Warren Glen Road, is located in Holland Township. This 1.3 mile stretch of roadway consists of a long, steep grade and has been the location of several runaway truck and vehicle accidents. The proposed improvements include improving roadway geometry to meet 60km/h (35mph) design speed, provide 2 - 3.6 meter (12') lanes, 2 - 2.4 meter (8') shoulders, and an upgraded guide rail.

M_Posts: 18.29 - 23.43 From: 18.29 To: 23.43

14425 Route 22, Bridge over NJT Raritan Valley Line

Municipalities: Clinton Twp

Counties: Hunterdon

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

M_Posts: 20.08 From: 20.08 To: 20.08

11409 Route 22, EB, Route 78 Interchange to Country Club Road

Municipalities: Clinton Twp Lebanon Boro Readington Twp Branchburg

Counties: Hunterdon Somerset

Initiated from the Pavement Management System, this project will rehabilitate/resurface within the project limits.

M_Posts: EB 19.25 - 32.53 From: 19.25 To: 31.41

11413C Route 29, Alexauken Creek Road to Washington Street

Municipalities: Lambertville City Delaware Twp Kingwood Twp Frenchto

Counties: Hunterdon

Initiated from the Pavement Management System, this project will reconstruct (including cold-in-place recycling) and resurface within the project limits. The project will be Mill X Pave X +1, and will include drainage improvements to eliminate roadway, shoulder and border ponding.

M_Posts: 19.8-24.5 & 33.7-34.3 From: 19.8 To: 24.5

16351 Route 29, Bridge over Copper Creek

Municipalities: Kingwood Twp

Counties: Hunterdon

Problem Statement submitted by BMS for Tier 1 Screening. It is recommended for replacement.

M_Posts: 33.19 From: 33.19 To: 33.19

11413B Route 29, Rockfall Mitigation, Kingwood Twp

Municipalities: Kingwood Twp

Counties: Hunterdon

Initiated by the Rockfall Hazard Management System, the project will provide rockfall mitigation within the project limits.

M_Posts: 27.4-30.4 From: 27.4 To: 30.4

15443 Route 29, Rockfall Mitigation, West Amwell & Lambertville**Municipalities:** Lambertville City West Amwell Twp **Counties:** Hunterdon

The slopes along this section of Rt. 29 contain many large blocks and boulders, which are intermingled with soil areas and historic rock block retaining structures; there is essentially no catch area along the NB shoulder; falling rock is likely to impact the roadway, which has limited sight distance. This section contains the 4th highest ranked cut yet to be assigned for mitigation design. In addition, pavement conditions are poor and need to be assessed.

M_Posts: 17.0-18.25 From: 17 To: 18.25

08327B Route 31 SB, CR 523 (Walter Foran Boulevard) to Wescott Drive (CR 600)**Municipalities:** Raritan Twp **Counties:** Hunterdon

This project is intended to address an existing bottleneck issue where Rt. 31 SB is reduced from two lanes to one lane, resulting in congestion, queuing and safety issues.

M_Posts: 23.43-24.05 From: 23.43 To: 24.05

12401 Route 31, Bull Run Road to Branch of Stoney Brook**Municipalities:** Hopewell Twp Pennington Boro East Amwell Twp West A **Counties:** Mercer Hunterdon

Initiated from the Pavement Management System, this project will resurface within the project limits.

M_Posts: 4.7 - 14.3 From: 4.7 To: 14.3

08327C Route 31, Church Street (CR 650) to E Main Street/Flemington Jct Road**Municipalities:** Flemington Boro Raritan Twp **Counties:** Hunterdon

This project includes the widening of Rt. 31 NB beginning north of Church St. and ending at East Main St./Flemington Junction Rd, where two NB through lanes exist today. It includes SB Rt. 31 widening, beginning at the lane drop just south of Highland Ave/Hunterdon High School at Pennsylvania Ave, and ending where two travel lanes open up just north of the Church St/Voorhees Corner Rd intersection. In order to accommodate this proposed roadway widening, this breakout includes widening the Railroad bridge structure to fit four travel lanes.

M_Posts: 22.21-23.13 From: 22.21 To: 23.13

08327D Route 31, HealthQuest Boulevard to River Road**Municipalities:** Raritan Twp **Counties:** Hunterdon

This project includes the widening of NB and SB Rt. 31, beginning at the dualized section of near River Rd. The widening ends in the SB direction just north of Health Quest Blvd, where two through lanes open up approaching Sand Hill Rd/Bartles Corner Rd, and in the NB direction the widening ends a little north of Prestige Plaza, where the Phase 1 improvements terminate.

M_Posts: 24.53-25.13 From: 24.53 To: 25.13

11342A Route 31, Route 78/22 to Graysrock Road**Municipalities:** Clinton Twp **Counties:** Hunterdon

Initiated from the Pavement Management System, this project will reconstruct pavement within the project limits.

M_Posts: 31.8-32.5 From: 31.8 To: 32.5

15338 Route 78 Rockfall Mitigation, Bethlehem Township**Municipalities:** Bethlehem Twp **Counties:** Hunterdon

The existing rock cuts exhibit over steepened slope angles and are in a highly fractured and weathered condition. The slopes average over 100' in height, and exhibit many loose boulders and overhanging blocks. The limited catch area at the toe (average 5' wide) does not sufficiently retain falling rock. In addition, the EB cut slope becomes completely ice covered during winter, causing ice jacking and displacement of large rock blocks. Falling rock often reaches the roadway surface. Rockfall mitigation measures are anticipated to include mass excavation, scaling, rock bolting, wire mesh drapes, and rock catch fences.

M_Posts: 10.1-10.3 From: 10.1 To: 10.3

16341 Route 78, Bridge over Beaver Brook**Municipalities:** Clinton Twp **Counties:** Hunterdon

Problem Statement submitted by BMS for Tier 1 Screening. It is recommended for replacement.

M_Posts: 18.3 From: 18.3 To: 18.3

9137A Route 78, Edna Mahan Frontage Road**Municipalities:** Union Twp **Counties:** Hunterdon

The existing frontage road along I-78 eastbound will be extended to meet the existing prison access road. The prison access road extends to the west and terminates at the Edna Mahan Women's Correctional Facility. This will allow a significant workforce at the correctional facility direct access to I-78 eastbound.

M_Posts: 15.00 - 15.40 From: 15 To: 15.4

16338 Route 173, Bridge over Mulhockaway Creek

Municipalities: Union Twp

Counties: Hunterdon

Problem Statement submitted by BMS for Tier 1 Screening. It is recommended for replacement.

M_Posts: 8.98 From: 8.98 To: 8.98

Middlesex County

06316 Boro of Carteret Ferry Terminal, Concept Development Study

Municipalities: Carteret Boro **Counties:** Middlesex

Develop concepts for the construction of ferry service from Carteret to New York City.

The following federal appropriation was allocated to this project: DEMO ID# NJ215.

06344 Carteret, International Trade and Logistics Center Roadway Improvements

Municipalities: Carteret Boro **Counties:** Middlesex

The FY 2005 federal earmarks provide funding for access to a planned warehouse facility in the vicinity of Exit 12 of the NJ Turnpike. This project will need to be coordinated with a planned NJ Turnpike project to construct a Linden-Carteret Connector.

The following special federal appropriations were allocated to this project. SAFETEA-LU FY 2005 High Priority \$1,000,000, available 20% per year (ID# NJ 257); the FY 2005 High Priority also provided \$1,200,000, available 20% per year (ID# NJ 199).

2008 Technical Corrections Act, re-directed \$750,000 NJ199 (DB 06344) to NJ215 (DB 06316) and revise description to include Tremley Point Connector Road. Total appropriation is \$450,000.

15322 Delaware & Raritan Canal Bridges

Municipalities: Various **Counties:** Mercer Hunterdon Middlesex Somerset

Initiated by the Bridge Management System, this project provides for Concept Development studies on the following structures along the Delaware and Raritan Canal: Carnegie Road, Bridge over D&R Feeder Canal; County Route 571 (Washington Road), Bridge over D&R Canal; Landing Lane (CR 609), Bridge over D&R Canal; Route 206, Bridge over D&R Feeder Canal; Hermitage Avenue, Bridge over D&R Feeder Canal; River Drive, Bridge over D&R Feeder Canal; Bridge over D&R Feeder Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR623), Bridge over D&R Canal; Chapel Drive at CR 623, Bridge over D&R Canal. The project also provides emergency superstructure replacement and substructure rehabilitation for CR 518 (Georgetown-Franklin Rd), Bridge over D&R Canal and an emergency total structure replacement of CR 514 (Amwell Road), Bridge over D&R Canal.

14423 Grove Avenue, Bridge over Port Reading RR

Municipalities: Metuchen Boro **Counties:** Middlesex

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

M_Posts: 0.87 From: 0.87 To: 0.87

N1705 Livingston Avenue Traffic Calming

Municipalities: New Brunswick City **Counties:** Middlesex

The project extends from Mile Run Bridge to New Street in New Brunswick. The 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 repurposed to this project: \$498,900 (NJ074), \$1,197,360 (NJ077), \$496,750 (NJ080), \$2,403,540 (NJ157), \$600,357 (NJ201), and \$809,440 (NJ205).

M_Posts: 0.6-1.08, 2.07-2.78 From: 0.6 To: 1.08

99316 Oak Tree Road Bridge, CR 604

Municipalities: Edison Twp **Counties:** Middlesex

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge over Conrail-Lehigh Valley RR, built in 1931. The bridge will be widened to accommodate increased traffic volume and to meet wider approach roadway width. The bridge acts as a major link between South Plainfield Borough and Edison and Woodbridge Townships.

M_Posts: 0.45 From: 0.45 To: 0.45

15303 Route 1, NB Bridge over Raritan River

Municipalities: Edison Twp New Brunswick City **Counties:** Middlesex

Problem Statement submitted by BMS for Tier 1 Screening. The overall condition of the structure is fair due to the condition of superstructure and substructure. It has a sufficiency rating of 77.0. The deck is in satisfactory condition. The superstructure is in fair condition due to several large spalls with exposed rebar, large incipient spalls, & numerous medium to wide cracks throughout. The east and the west spandrel walls have extensive map cracking with efflorescence throughout. The substructure is in fair condition due to several large spalls with exposed rebar & numerous medium to wide cracks throughout. This bridge is considered Prioritization Category Number 3 and is a low priority for a stage II in-depth Scour Evaluation. BMS has requested a Tier 1 Screening but is recommending to make priority repairs to retard further deterioration, preserve the structural integrity of the bridge, improve safety and extend its useful life.

M_Posts: 27.75 - 28.05 From: 27.75 To: 28.05

031 Route 1, Penns Neck Improvements (CR 571)**Municipalities:** West Windsor Twp Plainsboro Twp**Counties:** Mercer Middlesex

The purpose of this project is to address traffic congestion, mobility constraints and safety concerns on Rt. 1 and the east-west cross streets in the Penns Neck area. The Final EIS (Environmental Impact Statement) and Record of Decision have resulted in the selection of the preferred alternative which will include Rt. 1 in a cut at Washington Road, with Washington Road crossing over Rt. 1; a new grade-separated, single-point interchange at Harrison Street; a new west side connector road parallel to Lower Harrison Street connecting the new Harrison Street interchange with existing Harrison Street near the D&R Canal crossing; a one-way frontage road system on both sides of Rt. 1 between Washington Road and the new Harrison Street interchanges; and a Vaughn Drive Connector Road located west of existing Station Drive, connecting Washington Road and existing Vaughn Drive. Bicycle/pedestrian crossings of Rt. 1 will also be studied. The Vaughn Drive connector has since been broken out as a separate project.

M_Posts: 11.10 - 12.10 From: 11.1 To: 12.1

079A Route 9/35, Main Street Interchange**Municipalities:** Sayreville Boro South Amboy City**Counties:** Middlesex

Rt. 9/35 over Main Street Interchange is a breakout from the Rt 9/35 over Main St. Bridge. The lack of an acceleration lane from Rt. 9 Northbound to Rt. 9/35 Northbound ramp has created a safety condition for vehicles attempting to merge. Furthermore, the tight radius and heavy truck traffic from this ramp have contributed to the congestion and the queue on Rt. 9 Northbound which extends for about a mile causing more safety concerns. Rt. 9/35 Southbound to Rt. 9 Southbound ramp is also a safety problem at this interchange, as this ramp is also substandard and is contributing to the extensive queue which extends from Rt. 9/35 to the Edison Bridge. Both ramps will be investigated separately and may graduate as two individual projects.

M_Posts: 129.82 From: 129.82 To: 130.02

16352 Route 18 NB, Bridge over Conrail**Municipalities:** East Brunswick Twp**Counties:** Middlesex

Problem Statement submitted by BMS for Tier 1 Screening. It is recommended for replacement.

M_Posts: 37.46 From: 37.46 To: 37.46

10354 Route 18, East Brunswick, Drainage and Pavement Rehabilitation**Municipalities:** East Brunswick Twp**Counties:** Middlesex

This project consists of pavement reconstruction and resurfacing of NJ Route 18, and will also include mitigating flooding and drainage problems. This project provides repair and replacement of curbs and sidewalks, and milling and resurfacing of most of the roadway within the project limits. Full reconstruction of the right lanes, in both directions, at various locations is included. In addition, upgrades will be made to all curb ramps, and midblock crosswalks, that do not meet current ADA criteria. Improvements to Route 18 and Edgeboro Road, and Route 18 and Tices Lane intersections are also proposed. If warranted, the project will include upgrading of traffic signals and lighting within the project limits.

M_Posts: NB: 35.4-39.5, SB: 35.5-39.2 From: 35.4 To: 39.5

11408 Route 18, South of Texas Road to Rues Lane, Pavement**Municipalities:** Marlboro Twp Old Bridge Twp East Brunswick Twp**Counties:** Monmouth Middlesex

Initiated from the Pavement Management System, this project will rehabilitate pavement within the project limits.

M_Posts: NB 29.5 - 35.4; SB 30.5 - 35.5 From: 29.5 To: 35.5

15398 Route 26, Cox Road to Nassau Street**Municipalities:** North Brunswick Twp**Counties:** Middlesex

Federal Resurfacing/Rehab project.

M_Posts: 1.64-2.54 From: 1.64 To: 2.54

10316A Route 27 ADA Ramps, Evergreen St to Elizabeth River**Municipalities:** Edison Twp Woodbridge Twp Rahway City**Counties:** Middlesex Union

This project will fund the construction of ADA compliant ramps at 125 intersections, 34 of which are signalized, and approximately 40 driveways along Rt. 27. This project will also address the need for ROW acquisition, utility relocations, and traffic signal relocations in order to provide reasonable ADA compliant ramps within the project limits.

M_Posts: 23.8-33.4 From: 23.8 To: 33.4

12434 Route 27, Bridge Street (CR 669) to Frederic Street**Municipalities:** Metuchen Boro Edison Twp**Counties:** Middlesex

Initiated from the Pavement Management System, this project will resurface within the project limits.

M_Posts: 20.9-23.8 From: 20.9 To: 23.8

12425 Route 33, Bentley Road to Manalapan Brook

Municipalities: Monroe Twp Millstone Twp Manalapan Twp **Counties:** Middlesex Monmouth
Initiated from the Pavement Management System, this project will resurface within the project limits.
M_Posts: EB 17.7-21.9; WB 17.7-20.7 From: 17.7
To: 21.9

10381 Route 35, Heards Brook and Woodbridge Creek, Culvert Replacement

Municipalities: Woodbridge Twp Perth Amboy City **Counties:** Middlesex
Initiated by the Bridge Management System, this project will replace the culvert within the project limits.
M_Posts: 55.24 From: 0 To: 0

15392 Route 35, Route 9 to Colonia Boulevard

Municipalities: Sayreville Boro Perth Amboy City Woodbridge Twp Rahw **Counties:** Middlesex Union
Federal Resurfacing/Rehab project. MP 50.6-50.9, 52.75-58.07
M_Posts: 50.6-58.07 From: 50.6 To: 58.07

16339 Route 130, Bridge over Millstone River

Municipalities: East Windsor Twp Cranbury Twp **Counties:** Mercer Middlesex
Problem Statement submitted by BMS for Tier 1 Screening. It is recommended for replacement.
M_Posts: 70.04 From: 70.04 To: 70.04

11309 Route 130, Westfield Ave. to Main Street

Municipalities: East Windsor Twp Cranbury Twp **Counties:** Mercer Middlesex
Initiated from the Pavement Management System, this project consists of milling, resurfacing and rehabilitating the roadway within the project limits.
M_Posts: 67.8 - 72.8 From: 67.8 To: 72.8

15363 Route 171, Route 130 to Lincoln Avenue

Municipalities: North Brunswick Twp **Counties:** Middlesex
2018 TTF Resurfacing project.
M_Posts: 0.0-1.3 From: 0 To: 1.3

9169Q Route 287, Interchange 10 Ramp Improvements

Municipalities: Piscataway Twp Franklin Twp **Counties:** Middlesex Somerset
This project will provide operational improvements to the on and off-ramps to/from Easton Avenue by lengthening the acceleration lanes along I-287 NB.
M_Posts: 10.27-10.6 From: 10.27 To: 10.6

9169R Route 287, River Road (CR 622), Interchange Improvements

Municipalities: Piscataway Twp **Counties:** Middlesex
This project is to make operational improvements to the on-ramp from River Road to reduce the number of vehicles in queue entering the interstate and weaving conditions.
M_Posts: 9.8 - 10.2 From: 9.8 To: 10.2

14355 Route 440, Route 95 to Kreil Avenue

Municipalities: Edison Twp Woodbridge Twp Perth Amboy City **Counties:** Middlesex
Initiated from the Pavement Management System, this project will reconstruct concrete pavement within the project limits.
M_Posts: 0.05 - 4.0 From: 0.05 To: 4

00321 Schalk's Crossing Road Bridge, CR 683

Municipalities: Plainsboro Twp **Counties:** Middlesex
Funding is being provided for the replacement of the bridge deck that will maintain the existing steel superstructure and provide bicycle/pedestrian accessibility. A shared bicycle/pedestrian sidewalk lane will be provided through cantilever addition on the through girders along both the east and west sides of Schalk's Crossing Road. Repairs will be made to the substructure. Prior to any bridge rehabilitation, the railroad catenary system will be modified. Roadway improvements would include milling and resurfacing the existing roadway approaches for tie-ins to bridge.
M_Posts: 0.70 From: 0.7 To: 0.9

98541 South Amboy Intermodal Center

Municipalities: South Amboy City

Counties: Middlesex

This is an intermodal project linking several major regional routes and modes of transportation into one central point of transfer. Improvements in the vicinity of the South Amboy waterfront may include rail and bus transit plazas, arterial and site access road improvements, bridge reconfiguration, bulkheading and breakwater development, ferry terminal, and pedestrian access to rail and bus facilities.

Monmouth County

NS0403 County Route 537 Corridor, Section A, NJ Rt. 33 Business and Gravel Hill Road**Municipalities:** Freehold Boro Freehold Twp**Counties:** Monmouth

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

M_Posts: 48.93 - 51.56 From: 48.93 To: 51.56

HP01002 Halls Mill Road**Municipalities:** Freehold Twp**Counties:** Monmouth

Improvements to Halls Mill Road from Rt. 33 Bypass to CR 524 will include realignment and widening to four travel lanes as well as other improvements. The following federal appropriations were repurposed to this project: \$256,378 (NJ194) and \$5,600,000 (NJ205).

NS9306 Monmouth County Bridges W7, W8, W9 over Glimmer Glass and Debbie's Creek**Municipalities:** Brielle Boro Manasquan Boro**Counties:** Monmouth

This project is comprised of the rehabilitation or replacement of three existing deficient bridges, which carry Brielle Road over Glimmer Glass Creek and Green Avenue over Debbie's Creek. Due to its three-component perpendicular configuration, the project site is locally known as "Three Bridges." All three structures, whether movable or fixed, will be rehabilitated or replaced in-kind with bridges meeting current design standards and thus improve roadway geometrics.

11408 Route 18, South of Texas Road to Rues Lane, Pavement**Municipalities:** Marlboro Twp Old Bridge Twp East Brunswick Twp**Counties:** Monmouth Middlesex

Initiated from the Pavement Management System, this project will rehabilitate pavement within the project limits.

M_Posts: NB 29.5 - 35.4; SB 30.5 - 35.5 From: 29.5 To: 35.5

12379 Route 33 Business, Bridge over Conrail Freehold Secondary Branch**Municipalities:** Freehold Twp**Counties:** Monmouth

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

M_Posts: 4.300 - 4.400 From: 4.3 To: 4.4

12425 Route 33, Bentley Road to Manalapan Brook**Municipalities:** Monroe Twp Millstone Twp Manalapan Twp**Counties:** Middlesex Monmouth

Initiated from the Pavement Management System, this project will resurface within the project limits.

M_Posts: EB 17.7-21.9; WB 17.7-20.7 From: 17.7 To: 21.9

14422 Route 33, Bridge over Millstone River**Municipalities:** Millstone Twp**Counties:** Monmouth

Initiated from the Bridge Management System, the project will rehabilitate/replace the bridge.

M_Posts: 19.8 From: 19.8 To: 19.8

12405 Route 33, School House Road to Fortunato Place**Municipalities:** Neptune Twp**Counties:** Monmouth

Initiated from the Pavement Management System, this project will resurface within the project limits.

M_Posts: 37.9 - 39.9 From: 37.9 To: 39.9

12410 Route 33B, Kondrup Way to Fairfield Rd**Municipalities:** Freehold Twp Howell Twp**Counties:** Monmouth

Initiated from the Pavement Management System, this project will resurface within the project limits.

M_Posts: 3.99-6.89 From: 3.99 To: 6.89

11315 Route 34, Bridge over former Freehold and Jamesburg Railroad**Municipalities:** Wall Twp**Counties:** Monmouth

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1935. The bridge is a roadway bottleneck at this location as Route 34 narrows at the bridge resulting in substandard roadway dimensions across the bridge. Roadway approach work includes correcting substandard roadway cross section features, as well as, the vertical roadway profile.

M_Posts: 1.43-1.85 From: 1.43 To: 1.85

11307 Route 34, CR 537 to Washington Ave., Pavement**Municipalities:** Deal Boro Interlaken Boro Aberdeen Twp**Counties:** Monmouth

Initiated from the Pavement Management System, one element of this project will provide a full depth pavement reconstruction, and address guiderails and drainage issues. The project scope will include; roadside work to restore the berm areas back to umbrella sections, earthwork to re-establish eroding slopes behind the guiderails, upgrading of guiderails, repairing damaged drainage and outfall structures, and upgrading traffic signals.

Initiated from the Bridge Management System, another element of this project will replace the bridge deck and superstructure of the Bridge over Gravelly Brook on Route 34. The project scope will also include minor repairs to the substructure of the Bridge to correct deficiencies.

M_Posts: 13.2 - 26.5 From: 13.2 To: 26.5

14429 Route 35, Bridge over North Branch of Wreck Pond**Municipalities:** Wall Twp**Counties:** Monmouth

Initiated by the Bridge Management System, this project will replace the existing bridge with a concrete rigid frame. The proposal is a 22' long single span structure, approximately 12' wider than the existing bridge, that will have a curb-to-curb width of 52' and an out-to-out width of 66'. The proposed structure will carry two 12' wide travel lanes, a 12' wide gore striped median, 8' wide outside shoulders and 6' wide sidewalks. Acquisition of right-of-way is required.

M_Posts: 18.2 From: 18.2 To: 18.2

15389A Route 35, Old Bridge Road to Route 34 & Route 70**Municipalities:** Wall Twp**Counties:** Monmouth

Resurfacing

M_Posts: 15.77-16.1 From: 15.77 To: 16.1

15388 Route 35, Woodland Avenue to CR 516 (Cherry Tree Farm Road)**Municipalities:** Neptune City Boro Neptune Twp Middleton Twp**Counties:** Monmouth

Federal Resurfacing/Rehab project. MP 22.67-23.6; SB 34.5-39.4

M_Posts: 22.67-39.4 From: 22.67 To: 39.4

15384 Route 36, Clifton Ave/James St to CR 520 (Rumson Rd)**Municipalities:** Long Branch City Monmouth Beach Boro Sea Bright Boro**Counties:** Monmouth

Federal Resurfacing/Rehab project.

M_Posts: 5.7-9.4 From: 5.7 To: 9.4

14357 Route 66, Jumping Brook Road to Bowne Road/Wayside Road**Municipalities:** Neptune Twp**Counties:** Monmouth

Identified by the Pavement, Congestion, and Safety Management Systems, this project will address pavement deficiencies, and improve traffic operations and safety, within the project limits. The roadway will be widened to establish two lanes in each direction, with construction of a grass median, to be consistent with the rest of the Rt. 66 Corridor.

M_Posts: 0.74-2.62 From: 0.74 To: 2.62

15372 Route 70, Dakota Trail to Riverview Drive (CR 48)**Municipalities:** Pemberton Twp Manchester Twp Brick Twp Brielle Boro**Counties:** Burlington Ocean Monmouth

Federal Resurfacing/Rehab project. MP 27.9-31.2, 38.45-50.58, 57.8-58.7

M_Posts: 27.9-58.53 From: 27.9 To: 58.7

15449 Route 71, Bridge over NJ Transit (NJCL)**Municipalities:** Deal**Counties:** Monmouth

Problem Statement submitted by the BMS for Tier 1 Screening. The structure is structurally deficient due to poor condition of the substructure and has a sufficiency rating of 64.80. The overall condition of the bridge is poor due to poor condition of the substructure.

M_Posts: 11.59 From: 11.59 To: 11.59

16316 Route 71, Bridge over Shark River

Municipalities: Belmar Boro Avon By the Sea Boro

Counties: Monmouth

This is a movable bridge project.

M_Posts: 5.89 From: 5.89 To: 5.89

HP01001 Route 71, Wyckoff Road, CR 547

Municipalities: Eatontown Boro

Counties: Monmouth

This project will provide intersection improvements at the intersection of Route 71 and Wyckoff Road. Improvements will include widening of Route 71 and the addition of a traffic signal. The outside lanes of the roadway will be made bicycle compatible, and sidewalks will be reconstructed.

The following special Federal appropriation was allocated to this project. FY 2001/Section 378/45A \$149,670

M_Posts: 15.62 - 15.84 From: 15.62 To: 15.84

14377 Route 195 WB, Route 295 to CR 524/539 (Old York Road)

Municipalities: Hamilton Twp Robbinsville Twp Upper Freehold Twp

Counties: Mercer Monmouth

Initiated from the Pavement Management System, this project will provide microsurfacing within the project limits.

M_Posts: 0.0 - 9.25 From: 0 To: 9.25

15380 Route 79, Route 9 to Route 34 (Middlesex Street)

Municipalities: Freehold Twp Freehold Boro Marlboro Twp Matawan Bor

Counties: Monmouth

Federal Resurfacing/Rehab project.

M_Posts: 0.0-12.13 From: 0 To: 12.13

NS9706 Rumson Road over the Shrewsbury River, CR 520

Municipalities: Rumson Boro Sea Bright Boro

Counties: Monmouth

Bridge S-32 carries CR 520, Rumson Road, across the Shrewsbury River between the Boroughs of Rumson and Sea Bright. This bridge serves as one of two evacuation and emergency routes in times of tidal flooding and coastal storms. The existing structure is in poor condition, with deterioration of major bridge components. Monmouth County is proposing a movable structure to replace the current structure.

M_Posts: 22.31 From: 22.31 To: 22.51

Morris County

NS9708 Landing Road Bridge Over Morristown Line, CR 631

Municipalities: Roxbury Twp

Counties: Morris

Landing Road Bridge crosses over NJ Transit railroad tracks in the Township of Roxbury. Structural deterioration, along with substandard deck geometry, makes this bridge a good candidate for replacement. A larger structure is required due to the current and projected traffic volumes traversing from Sussex County to I-80 in Morris County. The existing bridge superstructure and substructure exhibit severe spalling and medium to wide cracks with large areas of leaching and efflorescence. Structurally deteriorated bridge along with substandard deck geometry, inadequate to carry current traffic volumes, requires bridge replacement. The county proposes to replace the old bridge on a new alignment. This would enable construction for a four lane structure and not impact traffic.

M_Posts: 1.37 From: 1.37 To: 1.57

NS9803 NY Susquehanna and Western Rail Line Bicycle/Pedestrian Path

Municipalities: Pequannock Twp Wayne Twp

Counties: Morris Passaic

The 4.8 mile New York, Susquehanna, and Western Railway (NYS&W) Bicycle and Pedestrian Path runs along the NYS&W Right-of-Way (ROW) from River Drive, Pequannock Township (Morris County) to the Mountain View rail station in Wayne Township (Passaic County).

NS9802 Openaki Road Bridge

Municipalities: Denville Twp

Counties: Morris

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

12303 Route 10, EB widening from Route 202 to Route 53

Municipalities: Morris Plains Boro

Counties: Morris

This project is a Concept Development Study to determine the viability of widening Route 10 Eastbound. From Borough perspective, the problem location is the highest priority in terms of reducing traffic congestion, increasing highway capacity and improving traffic safety.

M_Posts: 10.7-11.3 From: 10.7 To: 11.3

11339 Route 10, Hillside Ave (CR 619) to Mt. Pleasant Tpk (CR 665)

Municipalities: Roxbury Twp Randolph Twp

Counties: Morris

Initiated by the Pavement Management System, This project consists of reconstructing, milling and overlaying existing pavement, rehabilitating the deteriorated concrete, minimizing scour downstream at Indian Brook culvert and intersection modifications to improve traffic flow.

M_Posts: 0.93 - 7.20 From: 0.93 To: 7.2

12436 Route 10, WB Rt 287 to Jefferson Rd

Municipalities: Hanover Twp

Counties: Morris

Initiated from the Pavement Management System, this project will reconstruct pavement within the project limits.

M_Posts: 12.79-13.19 From: 12.79 To: 13.19

15441 Route 15 Corridor, Rockfall Mitigation

Municipalities: Jefferson Twp Lafayette Twp Sparta Twp

Counties: Morris Sussex

This section of rock cuts includes the 2 highest-ranked cut slopes within the Rockfall Hazard Management System (RHMS) yet to be assigned for mitigation design; the group contains several other cut slopes ranked within the top 12%. The slopes exhibit many loose boulders and overhanging blocks, which, in conjunction with the limited catch areas, present the potential for falling material to impact the traveled roadway. In addition, within the last year, one location had a Rockfall event where a 20-ton boulder fell upon guiderail.

M_Posts: 3.0-19.53 From: 3 To: 19.53

14414 Route 15 SB, Bridge over Rockaway River

Municipalities: Jefferson Twp

Counties: Morris

Problem statement submitted by BMS for Tier 1 Screening. It is recommended for rehabilitation or replacement.

M_Posts: 4.2 From: 4.2 To:

11424 Route 23, Alexander Road to Maple Lake Road**Municipalities:** Pequannock Twp Riverdale Boro Kinnelon Boro Butler Bo **Counties:** Morris

Initiated from the Pavement Management System, this project will resurface within the project limits. ADA upgrades and guiderail repair will be included.

M_Posts: 10.2 - 16.8 From: 10.2 To: 16.8

08347 Route 23, Bridge over Pequannock River / Hamburg Turnpike**Municipalities:** Kinnelon Boro West Milford Twp **Counties:** Morris Passaic

Initiated by the Bridge Management System, this project will replace the bridge and provide scour countermeasures to address this scour critical structure.

M_Posts: 16.88 From: 16.78 To: 16.98

11348 Route 23, Riverdale Boro, Culvert**Municipalities:** Riverdale Boro **Counties:** Morris

Based on the NJDOT's Bridge Management System, this culvert has been identified for replacement or rehabilitation depending on the outcome of the Hydrology and Hydraulic analysis. The culvert is a single cell, reinforced concrete box culvert 5' wide and 168' in length. The culvert is in poor condition.

M_Posts: 13.80-13.81 From: 13.8 To: 13.81

13316 Route 46, Canfield Avenue**Municipalities:** Mine Hill Twp **Counties:** Morris

The proposed project is to widen Route 46 to accommodate standard lane widths and to provide an exclusive left turn lane on the west approach of the intersection (for turns into the shopping center). In addition, the Township requested enhanced safety for pedestrian crossing of the intersection as there is a school located nearby.

M_Posts: 35.91 From: 35.91 To:

06366A Route 46, Main Street/Woodstone Road (CR 644) to Route 287, ITS**Municipalities:** Rockaway Boro Denville Twp Mountain Lakes Boro Parsi **Counties:** Morris

To better manage and improve traffic conditions along the corridor, the following concepts will be evaluated in the CD phase: deployment of ITS devices that will complement present ITS equipment, minor improvements to address roadway constraints without right of way acquisition, and updates/upgrades to existing traffic signal equipment.

M_Posts: 41.87 - 46.47 From: 41.87 To: 46.47

06366D Route 46, Main Street/Woodstone Road (CR 644) to Route 80**Municipalities:** Denville Twp **Counties:** Morris

Initiated by the Bureau of ITS Engineering, this project is a breakout from Route 46, I-80 to I-80/280, ITS Improvements study. This project will provide operational and safety improvements within the project limits.

M_Posts: 41.87 - 42.29 From: 41.87 To: 42.29

16318 Route 46, Pequannock Street to CR 513 (West Main Street)**Municipalities:** Dover Twp Rockaway Twp **Counties:** Morris

Some signalized intersections within the proposed project segment have had revisions implemented over the past few years, each signalized intersection has to be evaluated and, if required, revised in the proposed Road Diet design. The following work, to be included but not limited, is as follows: signalized intersections should have the appropriate number/type of traffic signal heads at the appropriate locations, each intersection should be ADA compliant, backplates with retro reflective borders should be added to the traffic signal heads, all 8" traffic signal heads should be changed to 12" and pedestrian signal heads should be countdowns.

M_Posts: 38.26-39.85 From: 38.26 To: 39.85

06366B Route 46, Route 287 to Route 23 (Pompton Avenue), ITS**Municipalities:** Parsippany-Troy Hills Twp Montville Twp Fairfield Boro W **Counties:** Morris Essex Passaic

To better manage and improve traffic conditions along the corridor, the following concepts will be evaluated in the CD phase: deployment of ITS devices that will complement present ITS equipment, minor improvements to address roadway constraints without right of way acquisition, and updates/upgrades to existing traffic signal equipment.

M_Posts: 46.47 - 55.98 From: 46.47 To: 55.98

15387 Route 46, Stiger St to Sand Shore Rd/Naughtright Road**Municipalities:** Hackettstown Town Mount Olive Twp Washington Twp **Counties:** Morris Warren

Federal Resurfacing/Rehab project.

M_Posts: 21.0-24.6 From: 21 To: 24.6

12424 Route 53, Pondview Road to Hall Avenue**Municipalities:** Parsippany-Troy Hills Twp Denville Twp **Counties:** Morris

Initiated from the Pavement Management System, this project is to resurface the roadway along with signal improvements, guide rail replacement, and curb ramp replacement. The project will mill and resurface Route 53 and ramps. Upgrade the intersection of Route 53 and Fox Hill Road / Lackawanna Ave. with left turn slots added to the minor street approaches and pedestrian facilities upgraded. Standard curb ramps will be replaced with ADA compliant curb ramps.

M_Posts: 1.9-4.5 From: 1.9 To: 4.5

9237 Route 57/182/46, Hackettstown Mobility Improvements**Municipalities:** Hackettstown Town Washington Twp **Counties:** Warren Morris

Initiated from the Congestion Management System, this project will help relieve congestion at four intersections located on a congested commuter corridor in Warren County. Substandard ADA features at each intersection will also be upgraded. US 46 and East Ave. - Curb radius will be widened on the Southeast quadrant of the intersection. Revised signal phasing will provide a right turn overlap phase for the Northbound East Ave. approach right turn movement onto US 46. US 46 and NJ 182 (Mountain Ave.)/Willow Grove St./Warren St. - Traffic signals will be retimed. US 46 and High Street/Grand Ave. - Realign the High St. Southbound approach to improve traffic flow. NJ 57 and NJ 182 - Will be reconfigured to allow a left turn lane and a shared left/through/right turn lane on the Eastbound NJ 57 approach to the intersection.

M_Posts: 0 - 0.96 From: 0 To: 0.96

15351 Route 80, Bridges over Howard Boulevard (CR 615)**Municipalities:** Mount Arlington Boro **Counties:** Morris

Both the Rt 80 EB and Rt 80 WB structures over Howard Blvd. will be evaluated for either rehabilitation or replacement. In addition operation improvements within the interchange due to the addition of the Hercules trucking facility will be explored along with improvements to acceleration and deceleration lanes.

M_Posts: 30.61 From: 30.61 To: 30.61

15444 Route 80, Rockfall Mitigation, Rockaway, Denville, Par-Troy**Municipalities:** Rockaway Twp Denville Twp Parsippany-Troy Hills Twp **Counties:** Morris

This through-cut section (MP 41.0 EB & WB) is the 3rd highest overall yet to be assigned for mitigation design. There are several extremely large boulders and rock wedges which, in the event of a fall, will likely reach the pavement of the Interstate highway with high daily vehicular traffic. The project limits contain several other cut slopes ranked within the top 10%.

M_Posts: 37.0-42.0 From: 37 To: 42

93139 Route 80, Route 15 Interchange**Municipalities:** Wharton Boro Rockaway Twp **Counties:** Morris

This project will: provide the missing Rt. 15 Northbound/Southbound to I-80 Eastbound/Westbound ramp to reduce congestion within Wharton and to provide direct access to the interstate; improve the acceleration lane from Rt.15 to I-80 Westbound to improve its safety and operation; reconstruct the intersection of Rt. 15 & Dewey Ave. to improve its level of service; improve the weaving length between North Main St. & Ramp "K"; improve the geometry of Ramp "I" to enhance truck movements; and improve the lane width and add shoulders at the merge of Rt. 15 Northbound and I-80 Westbound to improve its operation and safety.

M_Posts: Rt 80: 33.30 - 34.02, Rt 15: 1.61 - 2.80
From: 33.3 To: 34.02**13350 Route 15 and Berkshire Valley Road (CR 699)****Municipalities:** Jefferson Twp **Counties:** Morris

The purpose of the project is to enhance safety and improve operations at the signalized intersection. The project will realign Berkshire Valley Road by removing the current curves within the intersection and replacing with a single, larger 500' radius curve. Improvements include widening and restriping the Berkshire Valley Road SB approach to Route 15. Sidewalks will be built along both the NB and SB sides of Berkshire Valley Road to facilitate pedestrian safety crossings of Route 15 NB and SB intersections.

M_Posts: 3.91 - 3.91 From: 3.91 To: 3.91

15378 Route 181, Espanog Road to Prospect Point Road**Municipalities:** Jefferson Twp **Counties:** Morris

Federal Resurfacing/Rehab project.

M_Posts: 0.0-1.52 From: 0 To: 1.52

15381 Route 202, Childs Rd/N Maple Ave (CR 613) to Academy Road**Municipalities:** Bernards Twp Harding Twp Morristown Twp Morris Plains **Counties:** Morris Somerset

Federal Resurfacing/Rehab project.

M_Posts: 39.0-46.7 From: 39 To: 46.7

15405 Route 287 NB, Route 202/206 to South Street (CR 601)

Municipalities: Bedminster Twp Far Hills Boro Harding Twp Morris Twp **Counties:** Somerset Morris
Federal Resurfacing/Rehab project.

M_Posts: 23.0-35.57 From: 23 To: 35.57

N1707 Schooleys Mountain Bridge Rehabilitation

Municipalities: Washington Twp **Counties:** Morris

Schooleys Mountain Road Bridge was built in 1920 and widened in 1937. The project is a replacement of the bridge structure and improvement to the approach roadway. The existing bridge is 15 feet long, single span, steel stringers Jack Arch deck widened with a reinforced concrete slab and overlaid with asphalt. Recently, some of the deck failed and was temporarily patched. The concrete is severely deteriorated. The following federal appropriations were repurposed to this project: \$801,180 (NJ120), \$57,776 (NJ142), \$139,041 (NJ171), \$2,003 (NJ201).

M_Posts: 13.83 From: 13.83 To:

16333 Scour Countermeasure Design and Installation

Municipalities: Hardyston Twp Sandyston Twp Mt Olive Twp **Counties:** Sussex Morris

Scour countermeasure design for three structures.

NS0107 Waterloo Road over Musconetcong River

Municipalities: Netcong Boro Stanhope Boro **Counties:** Morris Sussex

Bridge No. 1401038 is in overall critical condition and is classified as both structurally deficient and functionally obsolete. The structure suffers from deformed bottom chord members with section losses and cracked welds at the chord connections. The bridge is posted for a gross load carrying capacity of 11 tons. The County will replace the existing bridge with a new two lane bridge, with two shoulders and a sidewalk.

Ocean County

15323 F.R.E.C. Access Road, Bridge over Toms River**Municipalities:** Jackson Twp**Counties:** Ocean

Initiated by the Bridge Management System, this project will rehabilitate/replace the bridge. The structure is structurally deficient and functionally obsolete. The overall condition of the structure is critical.

M_Posts: 0.30 From: 0.3 To: 0.3

N1405 Garden State Parkway Interchange 83 Improvements**Municipalities:** Toms River Twp**Counties:** Ocean

Ocean County is undertaking improvements to improve traffic operations and safety at Garden State Parkway Interchange 83 and at the intersection of Route 9 and CR 571. Construction of a new exit ramp will improve system connectivity by linking the Garden State Parkway with Toms River Township.

M_Posts: CR 571: 6.05-6.10 & GSP: 84.40-84.80
From: 6.05 To: 6.1

11418 Route 9, Indian Head Road to Central Ave/Hurley Ave, Pavement**Municipalities:** Toms River Twp Lakewood Twp**Counties:** Ocean

Initiated from the Pavement Management System, this project will resurface within the project limits. Project will include safety improvements and Federal ADA compliance.

M_Posts: 94.5 - 101.7 From: 94.5 To: 101.7

11330 Route 9, Jones Rd to Longboat Ave**Municipalities:** Lacey Twp Berkeley Twp Beachwood Boro Pine Beach B **Counties:** Ocean

Initiated from the Pavement Management System, this project will resurface both directions within the project limits.

M_Posts: 81.8 - 89.62 From: 81.8 To: 89.62

15432 Route 9, Washington Avenue to Beachwood Boulevard**Municipalities:** Beachwood Boro**Counties:** Ocean

Problem statement submitted by Ocean County for congestion, safety, and operational deficiencies along Route 9.

M_Posts: 89.3-90 From: 89.3 To: 90

15389 Route 35, Osborne Avenue to Manasquan River**Municipalities:** Point Pleasant Beach Boro**Counties:** Ocean

Reconstruction and Drainage Project

M_Posts: 12.48-14.52 From: 12.48 To: 14.52

12404 Route 37, EB Thomas St to Fisher Blvd**Municipalities:** Toms River Twp Island Heights Boro**Counties:** Ocean

Initiated from the Pavement Management System, this project will resurface within the project limits.

M_Posts: 6.81 - 10.89 From: 6.81 To: 10.89

15372 Route 70, Dakota Trail to Riverview Drive (CR 48)**Municipalities:** Pemberton Twp Manchester Twp Brick Twp Brielle Boro **Counties:** Burlington Ocean Monmouth

Federal Resurfacing/Rehab project. MP 27.9-31.2, 38.45-50.58, 57.8-58.7

M_Posts: 27.9-58.53 From: 27.9 To: 58.7

10307 Route 70, East of North Branch Road to CR 539**Municipalities:** Pemberton Twp Manchester Twp**Counties:** Burlington Ocean

Initiated by the Pavement Management System, this project proposes a pavement rehabilitation strategy that will provide for milling and overlay to either match existing grade or provide a 2 to 3 inch increase.

M_Posts: 31.2-38.45 From: 31.2 To: 38.45

94071A Route 72, East Road**Municipalities:** Stafford Twp**Counties:** Ocean

Initiated by the (former) Bureau of Transportation and Corridor Analysis within the Division of Statewide Planning, this project will include; barrier curbing, median widening, 10 foot shoulders, and intersection improvements to improve geometry, while minimizing Right of Way impacts. A new reverse jug handle will be constructed from Route 72 Westbound to the relocated East Rd.

M_Posts: 21.73 - 22.54 From: 21.73 To: 22.54

11385 Route 72, Manahawkin Bay Bridges, Contract 1A & 1B**Municipalities:** Stafford Twp Barnegat Twp Ship Bottom Boro**Counties:** Ocean

Contract 1A will include Rt. 72 and Marsha Drive Intersection Improvements, reconstruction and widening of Rt. 72 and Marsha Drive, and reconstruction of a traffic signal. The project also includes the installation of new storm drainage systems, a detention basin, ITS improvements, highway lighting and utility relocations.

Contract 1B will include operational and safety improvements in Ship Bottom Borough, on Long Beach Island. Approx. 3000' feet of Rt. 72 (locally known as 8th and 9th Streets) and three cross roads (Barnegat Avenue, Central Avenue and Long Beach Boulevard) will be widened. Two-way traffic will be restored along Barnegat Avenue, Central Avenue and Long Beach Boulevard. Five traffic signals will be reconstructed. A new traffic signal will be installed at the intersection of 8th Street and Long Beach Boulevard. In order to reduce frequent flooding along Rt.72 and the intersections, a new storm drainage system and a pump station along with a sand filter will be installed. The project also includes the installation of bicycle and pedestrian accommodations, ITS improvements, highway lighting and utility relocations.

M_Posts: 25.38 - 26.14

28.24 - 28.74 From: 16.14 To: 28.74

00357C Route 72, Manahawkin Bay Bridges, Contract 4**Municipalities:** Stafford Twp**Counties:** Ocean

Contract 4 will include major Rehabilitation of the existing Route 72 Bridge over Manahawkin Bay . The entire existing superstructure for Bay Bridge will be removed and replaced, while retaining and rehabilitating the existing substructure. The superstructure width will be reduced as it will primarily be used for westbound traffic only. The project will also include the reconstruction of bridge approach roadways, bicycle and pedestrian accommodations, new storm drainage systems, ITS improvements, highway lighting, fender systems, bulkhead repairs, and utility relocations. The trestle bridge structure #1513-151 over Hillards Thorofare will also be rehabilitated under this contract.

M_Posts: 26.14-27.50 From: 26.14 To: 27.5

09322 Route 88, Bridge over Beaver Dam Creek**Municipalities:** Brick Twp Point Pleasant Boro**Counties:** Ocean

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1923.

M_Posts: 7.60 From: 7.6 To: 7.8

14324 Route 166, Bridges over Branch of Toms River**Municipalities:** South Toms River Boro Toms River Twp**Counties:** Ocean

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge. It will address the structural deficiencies of the bridge and scour critical issues. Sidewalk and ADA improvements are part of this project, although no right-of-way impacts are anticipated.

M_Posts: 0.90-1.15 From: 0.9 To: 1.15

15369 Route 37, Garden State Parkway/Route 9 to Route 166**Municipalities:** Toms River Twp**Counties:** Ocean

2018 TTF Resurfacing project.

M_Posts: 6.22-6.65 From: 6.22 To: 6.65

Passaic County

NS9606 Fifth Avenue Bridge (AKA Fair Lawn Avenue Bridge) over Passaic River

Municipalities: Fair Lawn Boro Paterson City

Counties: Bergen Passaic

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

NS9803 NY Susquehanna and Western Rail Line Bicycle/Pedestrian Path

Municipalities: Pequannock Twp Wayne Twp

Counties: Morris Passaic

The 4.8 mile New York, Susquehanna, and Western Railway (NYS&W) Bicycle and Pedestrian Path runs along the NYS&W Right-of-Way (ROW) from River Drive, Pequannock Township (Morris County) to the Mountain View rail station in Wayne Township (Passaic County).

059B Route 3, Route 46, Valley Road and Notch/Rifle Camp Road Interchange, Contract B

Municipalities: Little Falls Twp Clifton City

Counties: Passaic

From Notch/Rifle Camp Road to just east of the Valley Road Intersection, Route 46 will be widened to provide standard shoulders and acceleration/deceleration/auxiliary lanes, and will be realigned as needed to improve sight distance. At the intersection of Route 46 and Route 3, a three-lane section will replace the existing two-lane connections. Route 46 will be realigned to converge with Route 3 from the right side (not the left as presently exists). Complete interchange upgrades will be made. From Route 46 to Grove Street, Route 3 will be widened to provide auxiliary lanes and standard shoulders. The project will require the removal of three bridge structures and replacing them with four new bridge structures. Each of these structures will be designed to provide a minimum vertical underclearance of 15 feet 6 inches. Culverts will be impacted as well. Bridge Structures to be replaced: 1606172, 1607151, 160150 (to be replaced with two structures); Culverts to be replaced: 1606173; Culverts to be extended: 1606168.

M_Posts: Rt. 3 0-0.50 Rt. 46 59.2-60.6 From: 0 To: 0.5

12419 Route 19, Colfax Ave (CR 609) to Marshall Street

Municipalities: Clifton City Paterson City

Counties: Passaic

Initiated from the Pavement Management System, this project will resurface within the project limits.

M_Posts: NB 0.0-1.16 & 2.3-2.9; SB 0.0-2.9 From: 0 To: 2.9

08372 Route 20, Paterson Safety, Drainage and Resurfacing

Municipalities: Paterson City

Counties: Passaic

This project, a combining of, "Rt. 20 Paterson, Drainage", "Rt. 20 Edward Ave. Intersection Improvements" and "Rt. 20 5th Ave. (CR 652) Intersection Improvements", addresses safety and drainage issues and provides pavement resurfacing within the project limits. Currently, roadway flooding is caused by inadequate storm water drainage pipes. The project will install additional inlets and larger drainage pipes along seven critical areas and low points on Route 20. The roadway at 5th Avenue will be raised in order to protect Route 20 from the 10-Year Passaic River flood. The project will improve safety and geometric deficiencies at the intersection of Rt. 20 and Edward Avenue, including; sight distance, signals and signage. The Route 20 Southbound juncture with Edwards Avenue will be reconfigured for right-in / right-out traffic movements. The left-turn barrier opening, from Route 20 Northbound to Edward Avenue, will be closed, and traffic will be redirected to the Route 4 East (East 43rd Street will be added to signs) exit to the south. The intersection of East 43rd Street and Route 4 (Broadway) and the end of that exit ramp will be reconfigured with a traffic signal added. The project will also improve safety and geometric deficiencies at the intersection of Route 20 and 5th Avenue (CR 652). Installation / updating of regulatory and advanced warning signs, removal of trees, and raising of the profile of Route 20 along the length of the entire interchange will be performed. The ramp from Route 20 Northbound to 5th Avenue will be reconfigured, with increased left-turn storage on Route 20. The traffic signal at that ramp will be synchronized with the signal at 5th Avenue.

M_Posts: 0.1 - 4.0 From: 0.1 To: 4

12400 Route 21, Dayton Street to Route 46 West

Municipalities: Passaic City Clifton City

Counties: Passaic

Initiated from the Pavement Management System, this project will resurface within the project limits.

M_Posts: 12.7-14.35 From: 12.7 To: 14.35

16324 Route 23 Rockfall Mitigation, West Milford Township

Municipalities: West Milford Twp

Counties: Passaic

Rockfall mitigation measures are anticipated to include mass excavation, scaling, rock bolting, wire mesh drapes, and rock catch fences.

M_Posts: 17.0-22.0 From: 17 To: 22

12420A Route 23, Bloomfield Avenue to Bridge over NJ Transit, ADA Contract**Municipalities:** Verona Twp Cedar Grove Twp Little Falls Twp Wayne Tw **Counties:** Essex Passaic

This project is a breakout from DB #12420. This project will address acquisition of right of way (ROW) easements that are required to design the ADA curb ramp and pedestrian signals at several locations in the project. Acquisition of the required ROW easements will require preparation of ROW easement parcel maps, authorization of required right of way funds and completing the maps and acquisition process.

M_Posts: 0.0-4.9 From: 0 To: 4.9

08347 Route 23, Bridge over Pequannock River / Hamburg Turnpike**Municipalities:** Kinnelon Boro West Milford Twp **Counties:** Morris Passaic

Initiated by the Bridge Management System, this project will replace the bridge and provide scour countermeasures to address this scour critical structure.

M_Posts: 16.88 From: 16.78 To: 16.98

11424A Route 23, High Crest Drive to Macopin River**Municipalities:** West Millford Twp **Counties:** Passaic

Initiated from the Pavement Management System, this project will resurface within the project limits and reconstruct the Northbound shoulder. Safety concerns raised by local officials (known as the "S" curves) will be evaluated.

M_Posts: 17.2 - 19.8 From: 17.2 To: 19.8

14440 Route 23, NB Bridge over Pequannock River**Municipalities:** West Milford Twp **Counties:** Passaic

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

M_Posts: 25.52 From: 25.52 To: 25.52

9233B6 Route 23, Route 80 and Route 46 Interchange**Municipalities:** Wayne Twp Fairfield Twp **Counties:** Passaic Essex

The purpose of this project is to provide greater mobility, reduce congestion and enhance safety through simplicity of movement through the interchange. The improvements include a new ramp (NW-E) providing a direct connection from Rt 23 SB to I-80 WB. Three new bridges are anticipated to facilitate the construction of the new ramp. A connection allowing travel from I-80 EB to Rt 23 NB and SB and Rt 46 WB via a new ramp connection. Adjustments to the lane configuration on the I-80 between Rt 23 and the bridge over the Passaic River to improve lane continuity will be made and modifications to the existing exit and entry ramps on I-80 to improve the merge and diverge with the mainline roadway. A number of retaining walls are anticipated in conjunction with the bridge and ramp construction.

M_Posts: 23: 5.1-5.7; 80: 52.8-53.75 From: 5.1 To: 5.7

9233B3 Route 46, Passaic Avenue to Willowbrook Mall**Municipalities:** Fairfield Twp Wayne Twp **Counties:** Essex Passaic

Route 46 will be widened between Passaic Avenue and Willowbrook Mall, from four lanes to six lanes, to address existing traffic operations deficiencies. The Rt. 46 eastbound bridge over the Passaic River will be replaced to address structural, traffic operational and safety deficiencies. Four sign structures also will be constructed.

M_Posts: 54.96 - 55.56 From: 55.6 To: 55.8

06366C Route 46, Route 23 (Pompton Avenue) to Route 20, ITS**Municipalities:** Wayne Twp Totowa Boro Little Falls Twp Clifton City **Counties:** Passaic

To better manage and improve traffic conditions along the corridor, the following concepts will be evaluated in the CD phase: deployment of ITS devices that will complement present ITS equipment, minor improvements to address roadway constraints without right of way acquisition, and updates/upgrades to existing traffic signal equipment.

M_Posts: 55.98 - 63.85 From: 55.98 To: 63.85

06366B Route 46, Route 287 to Route 23 (Pompton Avenue), ITS**Municipalities:** Parsippany-Troy Hills Twp Montville Twp Fairfield Boro W **Counties:** Morris Essex Passaic

To better manage and improve traffic conditions along the corridor, the following concepts will be evaluated in the CD phase: deployment of ITS devices that will complement present ITS equipment, minor improvements to address roadway constraints without right of way acquisition, and updates/upgrades to existing traffic signal equipment.

M_Posts: 46.47 - 55.98 From: 46.47 To: 55.98

Somerset County

99405 Camp Meeting Avenue Bridge over Trenton Line, CR 602

Municipalities: Montgomery Twp

Counties: Somerset

Initiated by the Bridge Management System, this project will replace the "orphan" structure, which is in critical condition. The replacement of this structure will be designed so as not to preclude improvements needed to reintroduce passenger service to the West Trenton Line, as well as increasing the height of the bridge to allow the current tracks to be raised to address ongoing railroad operational issues, as identified in the NJTPA Grade Crossing Assessment Study. The current bridge provides a single lane of traffic, has steep grades on the approaches and has substandard vertical sight distance. The new bridge will be wider to accommodate two traffic lanes, and the grade and vertical sight distance will also be improved.

M_Posts: 0.5-0.56 From: 0.5 To: 0.56

N1407 County Bridge K0607, New Brunswick Road over Al's Brook

Municipalities: Franklin Twp

Counties: Somerset

Somerset County Bridge No. K0607, New Brunswick Road over Al's Brook in Franklin Township is a structurally deficient structure with an overall condition of the structure is serious "due to the deformation and bucking of the aluminum structure plate arch sections." The project has graduated from the NJTPA's Local Concept Development phase with a preliminary preferred alternative of replacing the structure on-line, accelerated construction.

M_Posts: 3.50 - 3.60 From: 3.5 To: 3.6

14350 CR 514 (Amwell Road), Bridge over D&R Canal

Municipalities: Franklin Twp

Counties: Somerset

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

M_Posts: 16.72 From: 16.72 To: 16.72

15322 Delaware & Raritan Canal Bridges

Municipalities: Various

Counties: Mercer Hunterdon Middlesex Somerset

Initiated by the Bridge Management System, this project provides for Concept Development studies on the following structures along the Delaware and Raritan Canal: Carnegie Road, Bridge over D&R Feeder Canal; County Route 571 (Washington Road), Bridge over D&R Canal; Landing Lane (CR 609), Bridge over D&R Canal; Route 206, Bridge over D&R Feeder Canal; Hermitage Avenue, Bridge over D&R Feeder Canal; River Drive, Bridge over D&R Feeder Canal; Bridge over D&R Feeder Canal at Lock No. 3; Coryell Street, Bridge over D&R Feeder Canal; CR 533 (Quaker Road), Bridge over D&R Canal; Manville Causeway (CR623), Bridge over D&R Canal; Chapel Drive at CR 623, Bridge over D&R Canal. The project also provides emergency superstructure replacement and substructure rehabilitation for CR 518 (Georgetown-Franklin Rd), Bridge over D&R Canal and an emergency total structure replacement of CR 514 (Amwell Road), Bridge over D&R Canal.

14416 Hamilton Road, Bridge over Conrail RR

Municipalities: Hillsborough Twp

Counties: Somerset

Initiated by the Bridge Management System, this project will replace the orphan bridge, built in 1918. The alternative is to remove the existing bridge and replacing with a new bridge. Pavement work to mill and resurface the immediate approaches to tie in with the proposed bridge approach slabs. Minor widening will be required to transition from the existing roadway cross section to the proposed bridge cross section. The existing 94'-0" clear span will be increased to 145'-0" in order to clear the CSXT right-of-way and will meet the NJDOT minimum vertical under clearance of 23'-0". The existing lateral under clearance will be increased to avoid construction within the railroad right-of-way. A 6'-0" wide sidewalk will be provided on the north side of the bridge.

M_Posts: 0.97 From: 0.97 To:

11409 Route 22, EB, Route 78 Interchange to Country Club Road

Municipalities: Clinton Twp Lebanon Boro Readington Twp Branchburg

Counties: Hunterdon Somerset

Initiated from the Pavement Management System, this project will rehabilitate/resurface within the project limits.

M_Posts: EB 19.25 - 32.53 From: 19.25 To: 31.41

13318 Route 28, Rt 287 to Tea Street

Municipalities: Bound Brook Boro

Counties: Somerset

A police officer from the Bound Brook Police Department submitted a Problem Statement letter that detailed a 0.13 mile stretch of Route 28, from East of I-287 to the Tea Street intersection. This area's geometry is characterized by four narrow lanes with no shoulder and no median. This area has had two fatal accidents between 2005 and 2011, including a cross-over collision. Although NJDOT erected signs preventing left turns on Route 28, vehicles are disobeying the signs.

M_Posts: 6.73 - 6.86 From: 6.73 To: 6.86

14415 Route 202, Bridge over North Branch of Raritan River**Municipalities:** Bedminster Twp**Counties:** Somerset

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

M_Posts: 32.54 From: 32.52 To:

15381 Route 202, Childs Rd/N Maple Ave (CR 613) to Academy Road**Municipalities:** Bernards Twp Harding Twp Morristown Twp Morris Plains **Counties:** Morris Somerset

Federal Resurfacing/Rehab project.

M_Posts: 39.0-46.7 From: 39 To: 46.7

02372B Route 202, First Avenue Intersection Improvements**Municipalities:** Raritan Boro**Counties:** Somerset

Initiated by the Project Development Work Program, this project, a breakout from DBNUM 02372, will provide improvements to the existing intersection, enhance the operational capabilities, and reduce the chronic congestion.

M_Posts: 23.90 From: 23.9 To: 24.1

12332 Route 202, Old York Road (CR 637) Intersection Improvements**Municipalities:** Branchburg Twp**Counties:** Somerset

Traffic congestion occurs on US 202 NB during the AM peak and SB during the PM peak. Additionally, traffic congestion occurs on Old York Road (CR 637) EB and WB during the AM peak and EB during the PM peak. The congestion problems, caused by a lack of capacity, bring about operational problems at the NB signal, Chubb Road/W. County Road (CR 646), and at the SB signals.

M_Posts: 20.40 From: 20.4 To:

11363 Route 202/206, over Branch of Peter's Brook, Culvert Replacement at MP 27.96**Municipalities:** Bridgewater Twp**Counties:** Somerset

Initiated by the Bridge Management System, this project will repair/replace the culvert within the project limits.

M_Posts: 27.13 - 27.96 From: 27.13 To: 27.96

779 Route 206 Bypass, Mountain View Road to Old Somerville Road (Sections 14A & 15A) Contract B**Municipalities:** Hillsborough Twp**Counties:** Somerset

This project, which is related to DBNUMs 779A and 779B, will bypass the existing Route 206 roadway by construction of a new roadway, on a new alignment, located East of the present roadway location (between the Old Somerville Road and Amwell Road (CR 514) intersections, and between the Hillsborough Road and Mountain View Road intersections) in Hillsborough Twp.

M_Posts: 63.40 - 66.40 From: 63.4 To: 66.4

780B Route 206, Doctors Way to Valley Road**Municipalities:** Hillsborough Twp**Counties:** Somerset

This project, a breakout of "Route 206, Old Somerville Road to Brown Avenue (15N)" (Southern section), will provide congestion relief, and operational and safety improvements. The project will include widening from two lanes to four lanes, revision of three existing traffic signals and replacement of the bridge over Royce Brook. This project will be bicycle/pedestrian compatible.

M_Posts: 66.36-67.5 From: 66.36 To: 67.5

780A Route 206, Valley Road to Brown Avenue**Municipalities:** Hillsborough Twp**Counties:** Somerset

This project, a breakout of "Route 206, Old Somerville Road to Brown Avenue (15N)" (Northern Section)", will provide congestion relief, and operational and safety improvements. The project will include widening from two lanes to a four lane dualization, relocation of two existing traffic signals (adding two new jug handles) and replacement of the railroad bridge over Route 206. This project will be bicycle/pedestrian compatible.

M_Posts: 67.5-68.6 From: 67.5 To: 68.6

15405 Route 287 NB, Route 202/206 to South Street (CR 601)**Municipalities:** Bedminster Twp Far Hills Boro Harding Twp Morris Twp **Counties:** Somerset Morris

Federal Resurfacing/Rehab project.

M_Posts: 23.0-35.57 From: 23 To: 35.57

9169Q Route 287, Interchange 10 Ramp Improvements

Municipalities: Piscataway Twp Franklin Twp

Counties: Middlesex Somerset

This project will provide operational improvements to the on and off-ramps to/from Easton Avenue by lengthening the acceleration lanes along I-287 NB.

M_Posts: 10.27-10.6 From: 10.27 To: 10.6

Sussex County

15441 Route 15 Corridor, Rockfall Mitigation**Municipalities:** Jefferson Twp Lafayette Twp Sparta Twp**Counties:** Morris Sussex

This section of rock cuts includes the 2 highest-ranked cut slopes within the Rockfall Hazard Management System (RHMS) yet to be assigned for mitigation design; the group contains several other cut slopes ranked within the top 12%. The slopes exhibit many loose boulders and overhanging blocks, which, in conjunction with the limited catch areas, present the potential for falling material to impact the traveled roadway. In addition, within the last year, one location had a Rockfall event where a 20-ton boulder fell upon guiderail.

M_Posts: 3.0-19.53 From: 3 To: 19.53

09319 Route 15, Bridge over Paulins Kill**Municipalities:** Lafayette Twp**Counties:** Sussex

Initiated from the Bridge Management System, this project will replace the existing bridge with a precast reinforced concrete three-sided rigid frame that will accommodate a 12' lane, 8' shoulder and 6' sidewalk in the northbound direction and a 15' lane and 7' sidewalk in the southbound direction. ADA compliant sidewalk and curb ramps will be provided to extend the southbound sidewalk to the driveway of Lafayette Center Preservation Foundation.

M_Posts: 17.56 From: 17.56 To: 0

16325 Route 23 and Route 94 Rockfall Mitigation, Hardyston Township**Municipalities:** Hardyston Twp**Counties:** Sussex

Rockfall mitigation measures are anticipated to include mass excavation, scaling, rock bolting, wire mesh drapes, and rock catch fences.

M_Posts: Rt 23: 36.0-36.2; Rt 92: 34.5-34.6 From:
36 To: 36.2

96039 Route 23, Hardyston Township Improvements**Municipalities:** Hardyston Twp**Counties:** Sussex

This project provides safety, operational and drainage improvements within three sections of Route 23 in Hardyston Twp., Sussex County; Northern/Laceytown Road, East Shore Road, and Holland Mountain Road. Within the Northern/Laceytown Road and the East Shore Road sections, localized operational and safety enhancements will be implemented with; minor geometric improvements, drainage upgrades, pavement resurfacing, pavement striping and marking and other safety countermeasures. The Holland Mountain Road section will be extensively reconstructed to improve intersection operation and enhance safety. This work will consist of widening Route 23 and Holland Mountain Road to accommodate through traffic and all turning movements at the intersection. A two-way left turn lane will be constructed on Route 23, at the Holland Mountain intersection, extending approximately 2,500 feet (0.45 mile) north of the intersection. A portion of Snufftown Road will also be reconstructed to improve the intersection alignment with Route 23 and Holland Mountain Road. A new traffic signal at the Route 23/Holland Mountain Road/Snufftown Road intersection will also be constructed.

M_Posts: 27.00 - 31.20 From: 27 To: 31.2

15391 Route 94, Pleasant Valley Drive to Maple Grange Road**Municipalities:** Vernon Twp**Counties:** Sussex

Federal Resurfacing/Rehab project. MP 38.0-40.5, 40.9-43.0

M_Posts: 38.0-43.0 From: 38 To: 43

16326 Route 206 Rockfall Mitigation, Andover Township**Municipalities:** Andover Twp**Counties:** Sussex

Rockfall mitigation measures are anticipated to include mass excavation, scaling, rock bolting, wire mesh drapes, and rock catch fences.

M_Posts: 105.5-108.0 From: 105.5 To: 108

16337 Route 206, Bridge over Dry Brook**Municipalities:** Branchville Boro**Counties:** Sussex

Problem Statement submitted by BMS for Tier 1 Screening. It is recommended for replacement.

M_Posts: 116.31 From: 116.31 To: 116.31

12398 Route 206, Pines Road to CR 521 (Montague River Road)**Municipalities:** Branchville Boro Frankford Twp Sandyston Twp Montagu **Counties:** Sussex

Initiated from the Pavement Management System, this project will resurface within the project limits.

M_Posts: 115.93-129.3 From: 115.93 To: 129.3

16333 Scour Countermeasure Design and Installation

Municipalities: Hardyston Twp Sandyston Twp Mt Olive Twp

Counties: Sussex Morris

Scour countermeasure design for three structures.

NS0107 Waterloo Road over Musconetcong River

Municipalities: Netcong Boro Stanhope Boro

Counties: Morris Sussex

Bridge No. 1401038 is in overall critical condition and is classified as both structurally deficient and functionally obsolete. The structure suffers from deformed bottom chord members with section losses and cracked welds at the chord connections. The bridge is posted for a gross load carrying capacity of 11 tons. The County will replace the existing bridge with a new two lane bridge, with two shoulders and a sidewalk.

Union County

NS0408 Gordon Street over "Out of Service" Conrail Branch, Replacement

Municipalities: Roselle Boro Roselle Park Boro

Counties: Union

Built in 1911, this orphan bridge now serves as a connector to the Rt. 28 corridor. It is one of four crossings between Roselle and Roselle Park. Its 3-ton weight posting severely restricts truck access to Rt. 28 adversely affecting truck traffic in this corridor for a number of small and medium businesses. This bridge is structurally deficient and functionally obsolete. The County will replace the bridge with a new wider structure.

17339 Kapkowski Road - North Avenue East Improvement Project

Municipalities: Elizabeth City

Counties: Union

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 were allocated to this project: DEMO ID# NJ272, DEMO ID# NJ200, DEMO ID# NJ258.

12311 Route 1&9, Avenue C to Sylvan Street

Municipalities: Linden City

Counties: Union

This study was initiated due to fixed object crashes at this location. Route 1&9 at the CSAO railroad overpass is frequently hit by heavy vehicle traffic because the posted clearance (13 feet - 6 inches) may be incorrect. The study also focuses on seeking a preferred alternative for pedestrians that must traverse under the overpass from intersections on each side of the bridge.

M_Posts: 40.01-40.07 From: 40.01 To: 40.07

95023 Route 1&9, Interchange at Route I-278

Municipalities: Linden City

Counties: Union

A study to propose improvements in order to address the problem of missing ramps at the interchange.

M_Posts: 42.20 From: 42.2 To: 42.4

658C Route 22, Bloy Street to Liberty Avenue

Municipalities: Hillside Twp

Counties: Union

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1940.

M_Posts: 56.90 - 57.30 From: 56.9 To: 57.3

14330 Route 22, Bridge over Echo Lake

Municipalities: Mountainside Boro

Counties: Union

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge. This project will replace the bridge to improve the service life of the structure, to eliminate the structurally deficient deck condition and remove the structure from the scour critical list, to upgrade guiderail on the bridge to current standards, and minimize impacts to environmental and motorists.

M_Posts: 50.74-50.74 From: 50.74 To: 50.74

04361 Route 22, Chestnut Street Bridge Replacement (CR 626)

Municipalities: Union Twp

Counties: Union

Initiated by the Bridge Management System, this project will rehabilitate the structurally deficient and functionally obsolete bridge, built in 1929.

M_Posts: 54.70-55.24 From: 54.7 To: 55.24

658E Route 22, Hilldale Place/North Broad Street**Municipalities:** Hillside Twp**Counties:** Union

This project addresses the Rt. 22 Hilldale Place Ramp Connection Bridge which is in poor condition due to the deck and substructure condition. The project will correct existing geometric deficiencies, the substandard mainline curve and negative superelevation, which cause crashes. To address access issues an eastbound entrance ramp will be constructed.

M_Posts: 58.00 - 58.10 From: 58 To: 58.1

658B Route 22, Westbound, Vicinity of Vaux Hall Road to West of Bloy Street**Municipalities:** Union Twp**Counties:** Union

This project will replace the structurally deficient Route 22 Eastbound at Hilldale Place ramp. The project also includes safety and operational improvements by providing a foreshortened deceleration lane for the Route 22 Westbound exit ramp to Vauxhall Road, and adding an Eastbound acceleration lane from Sayre Road that will allow traffic to safely exit/merge with mainline traffic. Upgrades to ramp radius will be investigated.

M_Posts: 56.00 - 56.43 From: 56 To: 56.43

658A Route 22/Route 82/Garden State Parkway Interchange**Municipalities:** Union Twp**Counties:** Union

This project will improve safety and geometric deficiencies and streamline access within the interchange by removing weaving sections. The project will also include widening and deck replacement for the Route 22 Westbound Bridge over Route 82.

M_Posts: 55.26 - 56.16 From: 55.26 To: 56.16

10316A Route 27 ADA Ramps, Evergreen St to Elizabeth River**Municipalities:** Edison Twp Woodbridge Twp Rahway City**Counties:** Middlesex Union

This project will fund the construction of ADA compliant ramps at 125 intersections, 34 of which are signalized, and approximately 40 driveways along Rt. 27. This project will also address the need for ROW acquisition, utility relocations, and traffic signal relocations in order to provide reasonable ADA compliant ramps within the project limits.

M_Posts: 23.8-33.4 From: 23.8 To: 33.4

16303 Route 27 NB, Bridge over Former CNJRR (Abandoned)**Municipalities:** Elizabeth City**Counties:** Union

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

M_Posts: 34.00 From: 34 To: 34

15371 Route 27, Dehart Place to Route 21**Municipalities:** Elizabeth City Newark City**Counties:** Union Essex

Initiated by the Pavement Management System, the project will mill 3" depth and resurface with 3" thick asphalt on the North and South Bound Route 27 mainline and shoulder. The Route 27 ramps, both North and South Bound will also mill 3" and resurface with asphalt 3". A construction of ADA compliant curb ramps at each corner of an intersection where a sidewalk exists will be built at all 33 signalized intersections and 34 un-signalized intersections. Damaged sidewalks will be repaired and drainage grate inlets will be replaced with bicycle safe grates. Right-of-Way is required for the construction of ADA compliant curb ramps.

M_Posts: 33.4-38.53 From: 33.4 To: 38.53

12421 Route 28, Grove Street to Highland Avenue**Municipalities:** Roselle Park Boro Elizabeth City**Counties:** Union

Initiated from the Pavement Management System, this project will resurface within the project limits.

M_Posts: 23.3-25.3 From: 23.3 To: 25.3

15392 Route 35, Route 9 to Colonia Boulevard**Municipalities:** Sayreville Boro Perth Amboy City Woodbridge Twp Rahw **Counties:** Middlesex Union

Federal Resurfacing/Rehab project. MP 50.6-50.9, 52.75-58.07

M_Posts: 50.6-58.07 From: 50.6 To: 58.07

11404 Route 82, Caldwell Avenue to Lehigh Avenue

Municipalities: Union Twp

Counties: Union

The Pedestrian Safety Evaluation for Route 82, as part of the Pedestrian Safe Corridor Program, identified specific pedestrian safety deficiencies and countermeasures to remove barriers that prohibit safe walking primarily at intersections. At appropriate locations, these measures include; installing pedestrian countdown signal heads, installing ADA-compliant ramps, revising traffic signal timings for appropriate pedestrian clearance times, clearly defining school zones, etc. Pavement resurfacing will also be performed within the project limits.

M_Posts: 1.87 - 4.00 From: 1.87 To: 4

94019 Route 82, Rahway River Bridge

Municipalities: Springfield Twp

Counties: Union

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1872. The bridge also has flooding problems. The project will provide a 60' precast arch bridge with stone masonry facade. Flooding mitigation is inherent in the structural alternative, which will result in decreased flood levels and arch barrel clogging at the structure. In terms of community and environment, the historic and architectural features are fully preserved.

M_Posts: 0.38 From: 0.38 To: 0.58

Warren County

11369 Route 22, Bates Avenue to Route 57**Municipalities:** Phillipsburg Town Lopatcong Twp**Counties:** Warren

Initiated from the Drainage Management System, this project provides for a drainage alternatives study. In 2012 Drainage Management System, this location was ranked 46/232 for flooding and 100/131 for icing incidents.

M_Posts: 1.1 - 2.1 From: 1.1 To: 2.1

15442 Route 22, Rockfall Mitigation, Phillipsburg**Municipalities:** Phillipsburg Town**Counties:** Warren

This section consists of 2 main cut slopes, one of which is located adjacent to the DRJTBC Easton-Phillipsburg toll bridge; there are many large blocks and limited sight distance along the EB curve from the bridge. The other rock cut slope is located along the nearby Rt. 22 WB exit ramp, directly adjacent to a pedestrian sidewalk that is a travel way for students of Phillipsburg High School. There have been several recent reports of Rockfall along this cut and interim action has been recommended. A permanent improvement is required.

M_Posts: 0.2-0.6 From: 0.2 To: 0.6

09325 Route 31, Bridge over Furnace Brook**Municipalities:** Oxford Twp**Counties:** Warren

This project will replace the structurally deficient bridge which is in poor condition. Pedestrian facilities on the bridge, and at the adjacent Route 31/Wall Street intersection, will be upgraded to meet the current standards and ADA compliance. In addition, improvements to the traffic signal, the substandard Southbound shoulder, and guidrail will be provided.

M_Posts: 46.83 From: 46.83 To: 0

12422 Route 31, Franklin Road (CR 634) to Route 46**Municipalities:** Washington Twp Washington Boro Oxford Twp White Tw **Counties:** Warren

Initiated from the Pavement Management System, this project will resurface within the project limits.

M_Posts: 40.9-43.2 & 46.1-48.9 From: 40.9 To: 48.9

16347 Route 46, Bridge over Paulins Kill**Municipalities:** Knowlton Twp**Counties:** Warren

Problem Statement submitted by BMS for Tier 1 Screening. It is recommended for replacement.

M_Posts: 0.74 From: 0.74 To: 0.74

11340A Route 46, Route 80 to Walnut Road**Municipalities:** Knowlton Twp**Counties:** Warren

Initiated from the Pavement Management System, this project will reconstruct pavement within the project limits.

M_Posts: 0-1.4 From: 0 To: 1.4

15387 Route 46, Stiger St to Sand Shore Rd/Naughtright Road**Municipalities:** Hackettstown Town Mount Olive Twp Washington Twp **Counties:** Morris Warren

Federal Resurfacing/Rehab project.

M_Posts: 21.0-24.6 From: 21 To: 24.6

16345 Route 57, Bridge over Branch Lopatcong Creek**Municipalities:** Lopatcong Twp**Counties:** Warren

Problem Statement submitted by BMS for Tier 1 Screening. It is recommended for replacement.

M_Posts: 1.91 From: 1.91 To: 1.91

15447 Route 57, Bridge over Shabbacong Creek**Municipalities:** Washington Boro**Counties:** Warren

Problem Statement submitted by the BMS for Tier 1 Screening. The structure is structurally deficient due to the poor condition of the culvert and has a sufficiency rating of 63.5. It is also functionally obsolete due to inadequate deck geometry. BMS has requested a Tier 1 Screening but is recommending replacement/rehabilitation work for the bridge. BMS is also recommending to make priority repairs to retard further deterioration, preserve the structural integrity of the bridge, improve safety and extend it's useful life.

M_Posts: 11.120 From: 11.12 To: 11.12

97062B Route 57, CR 519 Intersection Improvement**Municipalities:** Lopatcong Twp**Counties:** Warren

The project will provide operational and safety improvements at the Rt. 57 and CR 519 intersection. The intersection approaches will be widened to provide turning lanes and shoulders. The project includes replacement of two structures over the Lopatcong Creek; the existing bridges, on Rt. 57, immediately to the east of the intersection and on Rt. 519, immediately to the north of the intersection will be demolished and reconstructed further away from the immediate vicinity of the intersection. In order to accomplish this, the Lopatcong Creek will also be relocated.

M_Posts: 1.40 - 1.60 From: 1.3 To: 1.7

11351 Route 57, Lopatcong Creek, Culvert Replacement**Municipalities:** Lopatcong Twp**Counties:** Warren

The existing culvert (structure number 2105-151) (on a tributary to Lopatcong Creek), is a four-sided, reinforced concrete culvert, which was constructed in 1921. The culvert is in need of repair or replacement given its poor structural condition. Given the poor condition of the culvert's roof slab, the culvert has low load ratings. The culvert also has inadequate deck geometry and substandard guide rail end terminals. Through the Concept Development phase, the Department is identifying and evaluating options, such as culvert replacement (e.g., three-sided versus four-sided culverts) and repair options, to address those identified deficiencies.

M_Posts: 0.2 - 0.3 From: 0.2 To: 0.3

14372 Route 57, Route 22 to Route 31**Municipalities:** Lopatcong Twp Greenwich Twp Franklin Twp Washington **Counties:** Warren

Initiated from the Pavement Management System, this project will resurface within the project limits.

M_Posts: 0.0 - 11.06 From: 0 To: 11.06

9237 Route 57/182/46, Hackettstown Mobility Improvements**Municipalities:** Hackettstown Town Washington Twp**Counties:** Warren Morris

Initiated from the Congestion Management System, this project will help relieve congestion at four intersections located on a congested commuter corridor in Warren County. Substandard ADA features at each intersection will also be upgraded. US 46 and East Ave. - Curb radius will be widened on the Southeast quadrant of the intersection. Revised signal phasing will provide a right turn overlap phase for the Northbound East Ave. approach right turn movement onto US 46. US 46 and NJ 182 (Mountain Ave.)/Willow Grove St./Warren St. - Traffic signals will be retimed. US 46 and High Street/Grand Ave. - Realign the High St. Southbound approach to improve traffic flow. NJ 57 and NJ 182 - Will be reconfigured to allow a left turn lane and a shared left/through/right turn lane on the Eastbound NJ 57 approach to the intersection.

M_Posts: 0 - 0.96 From: 0 To: 0.96

09545 Route 80, WB Rockfall Mitigation, Hardwick Township**Municipalities:** Hardwick Twp**Counties:** Warren

Initiated from the Rockfall Hazard Management System, this project will stabilize the existing rock outcrop area adjacent to I-80 Westbound at four locations within the project limits.

M_Posts: 1.04-1.35 From: 1.04 To: 1.35

11322 Route 94, Bridge over Jacksonburg Creek**Municipalities:** Blainstown Twp**Counties:** Warren

Initiated by the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1872. Incidental roadway approach work, including milling & paving and the replacement of the guiderail in order to upgrade to current standards as required, will also be included in the project.

M_Posts: 7.946-7.954 From: 7.946 To: 7.954

09320 Route 173, Bridge over Pohatcong Creek**Municipalities:** Greenwich Twp**Counties:** Warren

Initiated by the Bridge Management System, this project will replace the bridge and provide scour countermeasures to address this scour critical structure.

M_Posts: 1.40 - 1.60 From: 1.4 To: 1.6

FY 2018 NJTPA PROJECT POOL - NJDOT Projects and Programs

NJDOT Programs

X12 Acquisition of Right of Way

Municipalities: Various

Counties: Various

This program funds advanced acquisition and/or demolition of; key right of way parcels, easements, transportation facilities, and access and development rights, in order to preserve transportation corridors for future transportation use.

13303 Active Traffic Management System (ATMS)

Municipalities: Various

Counties: Various

This program will provide funding for the deployment program for the first Active Traffic management System (ATMS) in the State including all phases of design. This program will include funding for the complete delivery of the Final Design document for Active Traffic Management System (ATMS) for a candidate highway (I-80, I-295 or I-78). The design document will be used to deploy and carry out the actual construction of this technology for automatic operation and handling of traffic.

15417 ADA Central, Contract 1

Municipalities: Various

Counties: Monmouth Ocean

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame.

15418 ADA Central, Contract 2

Municipalities: Various

Counties: Monmouth Somerset Middlesex Mercer

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame.

15419 ADA Central, Contract 3

Municipalities: Various

Counties: Somerset Middlesex Hunterdon Warren

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame.

11344 ADA Curb Ramp Implementation

Municipalities: Various

Counties: Various

This program was initiated from a Federal Highway Administration (FHWA) request of the NJDOT to complete an Americans with Disabilities Act (ADA) Curb Ramp Inventory, and to develop a Curb Ramp Implementation Program. A priority list of locations that are missing ADA curb ramps was developed, and funding provided by this program will be applied to projects that are missing ADA curb ramps statewide.

15411 ADA North, Contract 1

Municipalities: Knowlton Twp Mt Olive Twp Netcong Boro

Counties: Warren Morris

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame.

15412 ADA North, Contract 2

Municipalities: Various

Counties: Sussex Morris

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame.

15413 ADA North, Contract 3

Municipalities: Various

Counties: Various

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame.

15414 ADA North, Contract 4

Municipalities: Various

Counties: Morris Essex

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame.

M_Posts: 11.0-18.91 From: 11 To: 18.91

15415 ADA North, Contract 5

Municipalities: Hasbrouck Heights Boro Hackensack City Lodi Boro

Counties: Bergen

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame.

15416 ADA North, Contract 6

Municipalities: Various

Counties: Bergen Hudson

This contract will bring projects into compliance with current ADA design requirements that could not be completed within original design or construction time frame.

08415 Airport Improvement Program

Municipalities: Various

Counties: Various

This program provides funding for grants awarded by the Commissioner of the NJDOT pursuant to a competitive application process for project types, including but not limited to, safety, preservation, rehabilitation, and capital improvements (such as runway, taxiway and apron improvements, airport lighting and navigational aids, aviation fuel farms, automated weather observation systems, airport security, and airport access roads). Such grants may be used at public-use general aviation airports for; aviation planning purposes, aviation education and promotion programs, aviation studies, airport feasibility studies, and/or to provide funds which will help match and capture federal funds. This program may also fund capital improvements to airports owned by the state.

04311 Asbestos Surveys and Abatements

Municipalities: Various

Counties: Various

This program provides initial funding for term agreements for advanced design services which include asbestos surveying, preparation of plans and specifications for the asbestos abatement, and the air monitoring process needed on construction contracts.

01335 Betterments, Dams

Municipalities: Various

Counties: Various

This program provides funding for NJ Department of Environmental Protection mandated cyclic (2 year) inspections and the preparation and maintenance of Emergency Action Plans (EAP), Operations and Maintenance Manuals (O&M) and Hydrology and Hydraulics (H&H) engineering studies for NJDOT owned dams. If needed, minor improvements will be provided for hydraulically inadequate dams located on the state highway system.

X72B Betterments, Roadway Preservation

Municipalities: Various

Counties: Various

This is an ongoing program of minor improvements to the state highway system for miscellaneous maintenance repair contracts, repair parts, miscellaneous needs for emergent projects, handicap ramps, and drainage rehabilitation/maintenance.

X72C Betterments, Safety**Municipalities:** Various**Counties:** Various

This is an ongoing program of minor improvements to the state highway system such as beam guide rail and impact attenuators, as well as safety fencing.

X185 Bicycle & Pedestrian Facilities/Accommodations**Municipalities:** Various**Counties:** Various

This is a comprehensive program to insure the broad implementation of the Statewide Bicycle and Pedestrian Master Plan, Complete Streets Policy and the implementation of federal and state policies and procedures pertaining to bicycle, pedestrian, transit and ADA access and safety. This program includes addressing bicycle, pedestrian, transit and ADA travel needs through the development of improvements on state, county and local system either by independent capital projects or through grants to counties and municipalities. Projects must make full consideration for the needs of all users.

03304 Bridge Deck/Superstructure Replacement Program**Municipalities:** Various**Counties:** Various

This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

98315 Bridge Emergency Repair**Municipalities:** Various**Counties:** Various

This program allows the NJDOT to provide emergency bridge repairs through various Bridge Maintenance Contracts (i.e., Concrete Structural Repair, Structural Steel Repair, and Timber Structure Repair contracts). The program also allows the NJDOT to obtain emergency technical consultant assistance, for inspection and repair design, when the safety of a bridge(s) is compromised due to unavoidable circumstances (a collision, flood damage, etc.) These consultants will be available to assist NJDOT personnel on an as-needed basis.

X07A Bridge Inspection**Municipalities:** Various**Counties:** Various

This program provides regular structural inspection of state highway, NJ Transit highway-carrying bridges and local bridges as required by federal law. This program also enables the in-depth scour evaluation of potentially scour susceptible bridges. This program also provides regular inspection of State-owned tunnels.

14404 Bridge Maintenance and Repair, Movable Bridges**Municipalities:** Various**Counties:** Various

This Operations program allows the NJDOT to provide emergency movable bridge and tunnel repairs on a 24/7 basis. The funding will be utilized to address priority structural repair deficiencies, and Public Employees' Occupational Safety and Health Act (PEOSHA) violations, that are identified during in-depth inspections. Movable bridges are required to operate on-demand and adhere to drawbridge operation regulations pursuant to title 33, Code of Federal Regulations.

17357 Bridge Maintenance Fender Replacement**Municipalities:** Various**Counties:** Various

This is an ongoing program to replace bridge fender and pier protection system replacements that are in poor and critical condition. Fender systems and waterways are regulated by the U.S. Coast Guard and are required to be maintained in good working condition by the Code of Federal Regulations.

17358 Bridge Maintenance Scour Countermeasures**Municipalities:** Various**Counties:** Various

This is an ongoing program to proactively install scour countermeasures on the worst scour critical bridges. Scour countermeasures will protect bridges from storms and flooding events which can undermine the substructures.

X70 Bridge Management System**Municipalities:** Various**Counties:** Various

This is a program for the development, improvement, and implementation of New Jersey's Bridge Management System, a computerized system of analyzing bridge rehabilitation and replacement needs.

13323 Bridge Preventive Maintenance**Municipalities:** Various**Counties:** Various

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

08381 Bridge Replacement, Future Projects**Municipalities:** Various**Counties:** Various

This program provides funding for future projects related to bridge rehabilitations and replacements, statewide.

98316 Bridge Scour Countermeasures**Municipalities:** Various**Counties:** Various

This program provides funding for bridge scour countermeasure contracts, which provide critical protection to various bridge substructure elements, extending the life of state bridges which span waterways. These contracts will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding.

98319 Capital Contract Payment Audits**Municipalities:** Various**Counties:** Various

This program provides funding for the auditing of capital project contract invoices that involve reimbursement of direct and overhead costs. The Federal Highway Administration requires such audits on all engineering firms doing business with the NJDOT in order to ensure accurate billing of project costs.

02379 Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)**Municipalities:** Various**Counties:** Various

This program provides funding for low-cost, quick-turnaround intelligent transportation system (ITS) improvements, which improve traffic flow and provide traveler information on the state's transportation system. This program will provide for the deployment of these systems through either separate ITS projects, or inclusion of ITS within existing roadway and bridge infrastructure preservation projects to ensure implementation of ITS at a minimum cost and a minimum disruption to traffic during construction. Design support to add ITS components and/or standards may be accomplished through using consultants. ITS equipment are long lead time items and this program will allow procurement to proceed in advance and then to be installed in the first stages to also assist in the mitigation of traffic impacts during construction of those projects. ITS equipment may include Dynamic Message Signs, which provide real time traffic information, in strategic locations to allow the motoring public to make informed decisions on possible alternatives.

02378 Congestion Relief, Operational Improvements (Fast Move Program)**Municipalities:** Various**Counties:** Various

This is a program of low-cost, quick-turnaround capital improvements to relieve congestion at key bottleneck locations throughout the state.

X180 Construction Inspection**Municipalities:** Various**Counties:** Various

In order to provide inspection of construction projects on an as-needed basis, the NJDOT provides term agreements. This service also provides materials inspection of structural steel and precast concrete produced at out-of-state fabrication facilities.

05304 Construction Program IT System (TRNS.PORT)**Municipalities:** Various**Counties:** Various

This program will provide a replacement system for the current information technology (IT) systems supporting the Estimating through Awarding of Construction Projects. It will also implement IT systems for Construction Management, Materials and Civil Rights including annual licensing fees.

X242 Crash Reduction Program**Municipalities:** Various**Counties:** Various

The state's Strategic Highway Safety Plan (SHSP) influences the decisions for investment planning. SHSP emphasis-areas guide problem identification in the Highway Safety Improvement Program (HSIP). The Crash Reduction Program (CRP) is a comprehensive program of safety improvements designed to improve conditions at locations identified by the HSIP. These enhancements may include; pavement improvements, protection or removal of fixed objects, and utility pole relocation or replacement. The CRP will also develop and implement a systemic approach to the installation of lane and roadway departure technologies, such as; rumble strips and rumble stripes, signing, and striping and high friction surface treatment to prevent vehicles from leaving their respective lanes and causing crashes, injuries, and/or deaths. In addition, the CPR will provide for the development and implementation of quick-turnaround projects at locations which show an excessive occurrence of crashes, and for remediation measures at those locations.

09316 Culvert Replacement Program**Municipalities:** Various**Counties:** Various

This program provides funding for Culvert replacements based on results of the culvert inspection program. In the majority of cases, culverts will be replaced in the same location, with basically the same waterway opening size, and will require minimal utility involvement.

X142 DBE Supportive Services Program**Municipalities:** Various**Counties:** Various

This is a federal grant program which provides support to individual Disadvantaged Business Enterprise (DBE) contractors through technical assistance, on-site visits, DBE conferences, newsletters, and similar types of assistance. This program will also support the technology required to monitor, maintain and create reports on program particulars and DBE progress.

X106 Design, Emerging Projects**Municipalities:** Various**Counties:** Various

This program provides initial funding for Capital Program Management task order agreements as well as projects emerging from concept development. Funding is also provided for review of projects and for advanced design services which include, but are not limited to the following functions: development of base plan for final design; location of existing features within footprints, such as project monumentation, topography, utilities and drainage, using Subsurface Utility Engineering (SUE), General Field survey, Global Positioning System survey, Primary Control survey and Aerial photography; geotechnical work, specifically soil borings; administrative work needed to set budgets and manpower for right of way acquisition; asbestos surveying or plans, specifications and air monitoring for abatement process.

05342 Design, Geotechnical Engineering Tasks**Municipalities:** Various**Counties:** Various

This program will provide funding for term agreements to obtain consultant services to perform Geotechnical Services for various projects within the geographical confines of the state of New Jersey. The work covered by this agreement will be limited to Geotechnical Engineering Services and consists of two major tasks: conducting subsurface exploration programs and providing geotechnical designs and analysis for bridge and structure foundations, roadway engineering and rock engineering.

X197 Disadvantaged Business Enterprise**Municipalities:** Various**Counties:** Various

This is a federal grant to support the development of integrated programs including training workshops, round-table discussions and business development services designed to expand the capacity of Disadvantaged Business Enterprise (DBE) firms and help them compete for public works contracts in the State and particularly with NJDOT.

X154D Drainage Rehabilitation & Improvements**Municipalities:** Various**Counties:** Various

This program funds low-cost/high-value drainage projects on the state highway drainage system.

X154 Drainage Rehabilitation and Maintenance, State**Municipalities:** Various**Counties:** Various

This program provides funding for the rehabilitation and maintenance of state highway drainage systems, which may include: removal of material, video inspection, contract salary costs, retrofitting inlet covers due to Stormwater Management Regulations, acquisition and maintenance of specialized drainage equipment.

X241 Electrical Facilities**Municipalities:** Various**Counties:** Various

This program provides funding for purchasing materials, and for replacement, repair, preservation, and installation of electrical facilities along the state highway system. Included in this program are; highway lighting, sign lighting, cathodic protection for bridges, road weather information systems, and traffic counting/monitoring sites.

04324 Electrical Load Center Replacement, Statewide**Municipalities:** Various**Counties:** Various

This program provide provides funding for the betterment of existing highway lighting facilities when those facilities do not comply with current electrical codes and/or replacement equipment is not available. Due to high traffic volumes, maintenance of these existing facilities is hazardous to NJDOT personnel. The use of high-mast lighting will be investigated. ROW acquisition may be required.

17359 Emergency Management and Transportation Security Services**Municipalities:** Various**Counties:** Various

This program provides funding for emergency management and transportation security services in the mission areas of prevention, protection, response, recovery, mitigation and continuity of operations. These services increase the Department's resilience to natural and man-made hazards that present a threat, risk, or expose a vulnerability to transportation infrastructure assets and resources.

17360 Emergency Management and Transportation Security Support**Municipalities:** Various**Counties:** Various

This program provides funding for materials and equipment to support the Department's emergency management and transportation security plans and activities. These include resources for continuity of operations, preparedness, response, recovery and mitigation actions.

X75 Environmental Investigations**Municipalities:** Various**Counties:** Various

This program provides funding for environmental assessment work-products produced on a quick-response basis through specialized task-order consultant agreements, in such areas as; ecology, hazardous waste investigations, cultural resource investigations, National Environmental Policy Act and Section 4(f) documentation. Funding is also provided for environmental permit fees, laboratory fees, and other environmental consultant agreements that require 100% state funding. This general program will also provide for cleanup of gasoline discharge from underground storage tanks.

03309 Environmental Project Support**Municipalities:** Various**Counties:** Various

This program provides for environmental services for the following activities: Land Use Regulation Program permit and preparation payments; wetland delineations; wetland mitigation monitoring; wetland mitigation remediation; cultural resources mitigation; hazardous waste investigations and studies and payments; hydrology/hydraulic investigations and studies, permits and payments; and Air/Noise studies. These activities are in support of meeting environmental commitments and prevent costly violations.

X15 Equipment (Vehicles, Construction, Safety)**Municipalities:** Various**Counties:** Various

New Jersey does not meet federal air quality standards, pursuant to the federal Clean Air Act. Air pollution from vehicles and equipment pollute the air through combustion and fuel evaporation. These emissions contribute greatly to air pollution in the State and are the primary cause of air pollution in many urban areas. This program provides funding to reduce New Jersey's carbon footprint by the direct purchase or lease/rental of replacement or new equipment to include, but not limited to the following: construction equipment, snow plow trucks, light duty trucks, passenger vehicles including vans & cars, radios, rollers, concrete mixers, asphalt spreaders, trailer-mounted arrow boards, safety trucks, portable light towers, truck-mounted attenuators, portable message boards, emergency service patrol vehicles, incident management response trucks, vehicle fuel system hardware and software, HARs trailers for diversion route planning and implementation (and all parts associated with this equipment). This equipment supports capital, safety and maintenance programs.

X15A Equipment, Snow and Ice Removal**Municipalities:** Various**Counties:** Various

A stable funding source to be used solely for the continuous improvement of the State's ability to effectively and efficiently remove snow and ice off of the State owned highways and byways. This program will provide direct purchase or replacement of snow and ice removal equipment. Examples of equipment and or stationary assets to include but not limited to; brine manufacturing units, brine distribution equipment, snow plows, salt spreaders, specialized snow fighting equipment, brine manufacturing and calcium dispenser Capital improvements. Part of the funding will be used to replace aging snow equipment that is beyond its functional or useful life.

00377 Ferry Program**Municipalities:** Various**Counties:** Various

This program provides federal funding, distributed annually by formula to states, to construct ferry boats and ferry terminal facilities.

09388 Highway Safety Improvement Program Planning**Municipalities:** Various**Counties:** Various

This item consists of two programs: Safety Management System (SMS) safety improvement projects and Rail-Highway safety improvement projects. SMS, through guidance of the HSIP (23 CFR 924), identifies, prioritizes and implements safety programs and projects associated with safe corridors and intersection improvement programs in an effort to reduce crashes and crash severity on New Jersey's roadways. Safe Corridor Program currently includes portions of Rt. 1, 9, 22, 40, 46, 47, 73 and 206. The Intersection Improvement Program includes right angle, left turn, same direction and pedestrian crash intersection locations. Rail-Highway Program will continue onsite inspection of public grade crossing to identify rail-highway grade crossing hazards to develop and implement rail-highway grade crossing safety improvements.

15343 Intelligent Traffic Signal Systems**Municipalities:** Various**Counties:** Various

This program will seek to improve mobility on New Jersey's arterial highways. Arterials contribute almost 70% of total congestion that occurs in New Jersey. This program will focus on dynamically managing NJ's arterials from NJDOT's Arterial Management Center. Existing traffic signals will be strategically, systematically and programmatically upgraded from stand-alone signals to highly sophisticated, coordinated, real time traffic response traffic signals. This upgrade will consist of installing new controllers, intelligent software and algorithms, robust detection and communication. This is a plan to upgrade most of the signals on NJDOT owned highways only.

13304 Intelligent Transportation System Resource Center**Municipalities:** Various**Counties:** Various

This program includes the development of a statewide Intelligent Transportation Systems (ITS) Strategic Plan, ITS Deployment Plan, and a Work Zone Mobility Monitoring Program. The center will also conduct research, operational tests, evaluation of deployment scenarios and strategies, training and outreach to develop best practices for implementation of ITS.

98333 Intersection Improvement Program (Project Implementation)**Municipalities:** Various**Counties:** Various

This program provides for the implementation of safety and operational improvements at intersections identified by the Highway Safety Improvement Program as having significant safety problems. This program also includes right angle, left turn and pedestrian crash occurrences at intersection locations.

X151 Interstate Service Facilities

Municipalities: Various

Counties: Various

This program provides for the development and implementation of improvements and landscaping to the network of interstate highway service facilities.

13305 Job Order Contracting Infrastructure Repairs, Statewide

Municipalities: Various

Counties: Various

Utilize Job Order Contracting to better manage and control cost associated with transportation infrastructure repairs (e.g. fixed bridge; movable bridge; roadway drainage systems; roadway repair; lighting etc.). This project utilizes a 3rd party vendor to control the bid award process for transportation projects with an estimated repair cost under \$1M per project.

X137 Legal Costs for Right of Way Condemnation

Municipalities: Various

Counties: Various

This program provides reimbursement to the Division of Law for legal work performed in connection with right of way condemnation and capital project litigation.

10347 Local Aid Consultant Services

Municipalities: Various

Counties: Various

This program provides funding for consultant services to assist local public agencies in administering projects and provide oversight to recipients receiving Local Aid funds. The program also provides overall quality assurance and quality control for the project delivery process.

06327 Local Aid Grant Management System

Municipalities: Various

Counties: Various

This program provides for the development and implementation of a web-based grant management system to facilitate customer service to grantees and enable better management of grant funds, both state and federal.

X186 Local Aid, Infrastructure Fund

Municipalities: Various

Counties: Various

This program provides local aid funding for counties and municipalities in addition to funding provided by the basic Trust Fund Act program.

08387 Local Bridges, Future Needs

Municipalities: Various

Counties: Various

Formula-based and competitive-based funding is provided to counties for future needs related to the local bridge system.

X065 Local CMAQ Initiatives

Municipalities: Various

Counties: Various

Under the guidance of the Metropolitan Planning Organizations, local projects will be developed that will enhance air quality. Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. The DVRPC program will contribute to the following projects selected as part of the DVRPC competitive CMAQ Program: Diesel Engine Locomotive Retrofits, Gloucester County CNG Transit Vehicles, Gloucester Marine Terminal Truck Engine Retrofit, Province Line Road Bike Trail, and Haddon Avenue Roadway Improvements.

06326 Local Concept Development Support

Municipalities: Various

Counties: Various

This program provides NJDOT project management and environmental support to local governments.

X41B1 Local County Aid, NJTPA**Municipalities:** Various**Counties:** Various

This program provides funds allocated to the counties within the NJTPA MPO area for transportation improvements under the NJ Transportation Trust Fund Act.

X98B1 Local Municipal Aid, NJTPA**Municipalities:** Various**Counties:** Various

This program provides funds allocated to municipalities in the NJTPA area for transportation improvements under the NJ Transportation Trust Fund Act.

X98Z Local Municipal Aid, Urban Aid**Municipalities:** Various**Counties:** Various

This program provides funds allocated to Urban Aid for transportation improvements under the NJ Transportation Trust Fund Act.

N1202 Local Preliminary Engineering**Municipalities:** Various**Counties:** Various

This program provides funding for projects that have graduated from the Local Capital Project Delivery Program's Local Concept Development Phase. These projects will be further developed and refined to a level of detail necessary to secure the approval of the environmental document.

04314 Local Safety/ High Risk Rural Roads Program**Municipalities:** Various**Counties:** Various

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

X196 Maintenance & Fleet Management System**Municipalities:** Various**Counties:** Various

This program provides for the continued operation and system upgrades of the Maintenance & Fleet Management Systems. These systems provide enhanced data accumulation and cost management dissemination capabilities for maintenance operations and a required compatible data source for related systems that are required for federal funding justification (Pavement and Bridge Management Systems). Also included will be the purchase of equipment for the NJDOT fleet and funding for monthly air-time fees.

01309 Maritime Transportation System**Municipalities:** Various**Counties:** Various

This program provides funding to support New Jersey's Maritime Industry and Marine Transportation System. The system includes; navigable channels, the State Channel Dredging Program and dredged material management technologies, marine environment enhancements, berth and terminal structures, related intermodal transportation facilities and corridors, shipping, receiving and cargo movement tracking systems, GPS/GIS, Vessel Traffic and Port Information Systems, Physical Oceanographic Real-Time Systems, science, technology and education programs. Navigation aides, boat building technologies, ocean habitat tracking systems and other new technologies interact to create a seamless system linking all aspects of the maritime industry into a single transportation matrix.

X30A Metropolitan Planning**Municipalities:** Various**Counties:** Various

NJDOT supports the federally mandated Metropolitan Planning Organization transportation planning process. New Jersey Metropolitan Planning Organizations carry out a "3C" transportation planning process whereby planning activities are conducted on a continuous basis while also providing a forum for cooperative decision making among responsible state and local officials, public and private transit operators and the general public.

17341 Minor Bridge Inspection Program**Municipalities:** Statewide**Counties:** Statewide

This program provides funding for regular inspections of state-owned, county-owned and locally-owned highway minor bridges (culverts) of less than 20 feet in length. New federally funded bridge inspection program. Replaces 99322 & 99322A

07332 Minority and Women Workforce Training Set Aside**Municipalities:** Various**Counties:** Various

State law requires that an allocation of one half of one percent for State construction contracts over \$1 million is set aside for minority and women outreach and training purposes. Training and outreach activities will have particular emphasis on contractors who do not meet workforce goals. This requirement is delineated under NJAC 17:27-7.4. NJDOT is committing to the training requirement on a programmatic level rather than on a project-by-project level.

13306 Mobility and Systems Engineering Program**Municipalities:** Various**Counties:** Various

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

X233 Motor Vehicle Crash Record Processing**Municipalities:** Various**Counties:** Various

This program provides the in-house Crash Records unit with upgraded equipment and new methodology. The comprehensive crash record database will include driver/crash correlation, crash location, data for driver updates, and database cleaning (correction) process. Data entry, scanning and imaging will be performed by a private contractor.

X34A National Highway Freight Program**Municipalities:** Various**Counties:** Various

Established by the federal Fixing America's Surface Transportation (FAST) Act, the National Highway Freight Program (NHFP) provides funding to improve the efficient movement of freight on the National Highway Freight Network (NHFN). NHFP supports several goals, including: infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; improving the state of good repair of the NHFN; using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; improving the efficiency and productivity of the NHFN; improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and reducing the environmental impacts of freight movement on the NHFN.

X34 New Jersey Rail Freight Assistance Program**Municipalities:** Various**Counties:** Various

This program funds the rehabilitation and improvement of key elements of the New Jersey rail freight network. Funds are used for acquisition, rehabilitation, facility construction, and substitute service assistance under the State Freight Assistance Program. The program provides matching funds to federal grants and to participate in other projects and programs that improve the intermodal goods movement network and support economic development initiatives. The program also provides funding for the design, construction, reconstruction, rehabilitation, land acquisition, and environmental mitigation of freight rail projects that: are significant to port commerce connectivity; eliminate rail freight missing links to port facilities; or upgrade freight rail trackage to a 286,000 pound load carrying capacity.

X200C New Jersey Scenic Byways Program**Municipalities:** Various**Counties:** Various

This program will assist in the advancement of the NJ Scenic Byways Program, the development, designation and implementation needed for an organization, group or community to become a state or national scenic byway, and the maintenance and enhancement of the scenic, recreational, archaeological, natural, cultural and historic intrinsic qualities associated with the designated byways. Funding will be utilized for planning, design and development of the state program and for planning, design, development, marketing, and implementation of the state byways within the state program. Planning, design and development of the state program includes but is not limited to: research leading to the development of themes for byways on a statewide basis; technical assistance to specifically provide awareness and education about the management, operation and development of the scenic byway program, activities associated with identifying and planning tourist amenities on scenic byways on a statewide basis, activities associated with assessing the economic impacts of an individual byway or a statewide program of byways.

N063 NJTPA, Future Projects**Municipalities:** Various**Counties:** Various

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

N1703 North Jersey Regional Truck Replacement Program**Municipalities:** Newark City Elizabeth City Bayonne City Jersey City**Counties:** Essex Hudson Union

Identified in the PANYNJ's Clean Air Strategy, replace pre-Engine Model Year 2007 drayage trucks that serve the Port Authority's Marine Terminals with EPA compliant Engine Model Year 2007 or newer drayage trucks. Project addresses the NJTPA's NOx non-attainment and PM 2.5 maintenance areas. CMAQ grant covers 50% of truck replacement cost, with the owner-operator contributing the remaining 50%. Microlenders specializing in serving small and disadvantaged businesses will assist truck owners in obtaining low interest loans. The program will assist a predominantly minority population of independent truck owner-operators acquire newer, cleaner vehicles. All old trucks will be scrapped as part of the program. Responds to MAP-21 and FAST Act's requirement that CMAQ funds give priority to PM 2.5 reduction.

99372 Orphan Bridge Reconstruction**Municipalities:** Various**Counties:** Various

This program provides funding for engineering and construction of orphan bridges. The bridges will be designed utilizing in-house and task order designers. The bridges will be reconstructed in the existing footprint, with the abutments being repaired, and the superstructures being replaced with prefabricated/precast systems whenever possible.

X28B Park and Ride/Transportation Demand Management Program**Municipalities:** Various**Counties:** Various

This program supports Transportation Demand Management (TDM) options for carpooling, vanpooling, and transit by providing funding of leases for park-and-rides in areas with high demand throughout the state. The department continues to support approximately 15 leased park-and-rides statewide in an effort to reduce air pollution and congestion and improve air quality.

X51 Pavement Preservation**Municipalities:** Various**Counties:** Various

This program will allow NJDOT to accomplish eligible federal pavement preservation activities 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.

06401 Pedestrian Safety Improvement Program**Municipalities:** Various**Counties:** Various

This program provides funding to reduce pedestrian crashes and/or fatalities. Locations/segments are identified through crash history data and estimated rates of exposure to motor vehicles/pedestrian conflicts. Locations/segments are examined by NJDOT'S Pedestrian Safety Impact Teams who will conduct Road Safety Audits and make recommendations for improvements. This program funds the implementation of recommendations, as well.

X29 Physical Plant**Municipalities:** Various**Counties:** Various

This program will provide for major repairs, rehabilitation, and replacement of the NJDOT physical plant facilities which are not in compliance with fire and safety standards, do not meet building codes, or which are functionally obsolete for supporting current maintenance, construction, and engineering activities.

X30 Planning and Research, Federal-Aid**Municipalities:** Various**Counties:** Various

Funding from this program will enable NJDOT to continue to address planning and research needs in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, research initiatives and Local Technical Assistance Program.

X140 Planning and Research, State**Municipalities:** Various**Counties:** Various

This program will provide for planning activities which include needs assessments, geometric deficiencies, local aid assistance, congestion management, travel market analysis, formulation of a new statewide plan, facilitating/implementing multimodal transportation, demographics, access management plans, transportation policy, equipment, modeling, clean air initiatives, data collection equipment, deployment of new technology initiatives, and research initiatives.

X135 Pre-Apprenticeship Training Program for Minorities and Women**Municipalities:** Various**Counties:** Various

This is a federal grant program that supports pre-apprenticeship training and outreach activities aimed at women and minorities including training and supportive services necessary to help them prepare and qualify for union apprenticeship programs connected with highway construction and employment with NJ DOT. This program will also support the technology required to monitor, maintain and generate reports on program essentials and trainee participant progress.

X10 Program Implementation Costs, NJDOT**Municipalities:** Various**Counties:** Various

This program will provide funding for salaries and other administrative expenses which directly relate to developing and delivering the Capital Program. This funding is allocated for multi-year and previously authorized project costs.

10344 Project Development: Concept Development and Preliminary Engineering**Municipalities:** Various**Counties:** Various

This program will provide funding for Concept Development and Preliminary Engineering work on various identified projects on the state transportation system. Functions to be performed include, but are not limited to, data collection including traffic counts and review of as-built plans, evaluation of existing deficiencies, evaluation of existing safety conditions, environmental screenings, assessment of right-of-way and access impacts, assessment of environmental impacts, identification of a Preliminary Preferred Alternative, National Environmental Protection Agency classification, estimates, technical environmental studies, base mapping/surveying, utility investigations, right of way research and estimates, drainage investigations, geotechnical investigations, engineering in support of the environmental document, an approved environmental document, cost estimates and community outreach/involvement.

05341 Project Management & Reporting System (PMRS)**Municipalities:** Various**Counties:** Various

This funding is to support planned CPM work as well as incorporate functionality for other areas of the department. The PMRS project will provide a collaborative environment for all department stakeholders to utilize one Project Reporting & Management System to manage projects from start to finish, thus, facilitating access to all parties and allow for everyone to have input into the process, thereby, ensuring that everyone is on the same page and ultimately reduce project costs.

X35A1 Rail-Highway Grade Crossing Program, Federal**Municipalities:** Various**Counties:** Various

This program will provide funding for the elimination of hazards at rail-highway grade crossings, the rehabilitation of grade crossing surfaces, and the installation of protective warning devices for roadways both on and off the federal-aid system. Funding will also be provided for the traffic control items required during the construction work and the installation of advance warning signs and pavement markings at all highway-rail grade crossings.

X35A Rail-Highway Grade Crossing Program, State**Municipalities:** Various**Counties:** Various

This program will provide state funding for the elimination of hazards at rail-highway grade crossings by the closure of crossings or the upgrade/improvement of protective warning devices for roads throughout the state. This funding will allow flexibility in allocating monies for emergency repairs as well as to the areas in need regardless of their geographic location (MPO). This program will also allow grade crossing closures without drawing down the federal funds used for grade crossing improvements. Funding will also be provided for the design of traffic detours required for the crossing surface reconstruction projects.

This program will also provide funding for emergency repairs to the riding surface of highway-rail grade crossings identified during inspections or from complaints received. These repairs will be accomplished by an NJDOT contractor as priority situations are identified. These repairs will be limited to surface repairs that do not require railroad infrastructure work, or reconstruction of the crossing. This program will also include the installation of roadway-related items (signs, pavement markings) that have been identified as missing or needing replacement or are required (outstanding work from municipalities and counties) to close out federally funded grade crossing projects from previous years.

99409 Recreational Trails Program**Municipalities:** Various**Counties:** Various

New Jersey's Recreational Trails Program provides grants to public agencies and non-profit organizations for a variety of trail projects. The program is administered by the NJ Department of Environmental Protection, Division of Parks and Forestry. Under the program, a minimum of 30 percent of the project funding must be provided for motorized trail projects (ATVs, dirt bikes, snowmobiles), 30 percent for non-motorized (hiking, biking, horseback riding), and 40 percent for diverse use, which is any combination of motorized and non-motorized trail user types. New Jersey has established a maximum grant award of \$25,000 for non-motorized and diverse projects. Grantees must match 20 percent of the total project costs.

X144 Regional Action Program**Municipalities:** Various**Counties:** Various

This program funds low-cost, quick turn-around capital improvements accomplished under management of the NJDOT Office of Landscape Architecture and the Regional Director for Regional Operations in each of the NJDOT regions. Funding is also provided for small-scale landscape contracts in an effort to minimize adverse effects of highways where engineering solutions are prohibitive.

X03A Restriping Program & Line Reflectivity Management System**Municipalities:** Various**Counties:** Various

This program funds the application of long-life pavement markings and raised pavement markers on the state highway system. The Line Reflectivity Management Unit was formed, within Maintenance Engineering and Operations, to record reflectivity readings of pavement markings in order to more efficiently and effectively develop and implement the annual striping program for the NJDOT. All equipment purchases will be funded by the NJDOT equipment line item.

X03E Resurfacing Program**Municipalities:** Various**Counties:** Various

This comprehensive program funds renewed riding surfaces on state highways in order to prolong the life of pavement and provide an improved ride. This resurfacing program is a key component of the NJDOT's broader Pavement Management Program, which is aimed at preserving and extending the life of state highways. Individual highway segments are selected for resurfacing, or other treatments, through the NJDOT's Pavement Management System. This program consists primarily of resurfacing of highway segments, but may also include; selected repair activities, minor upgrades such as curbing, application of long-life pavement markings and raised pavement markers, and the acquisition of essential equipment and materials.

99327A Resurfacing, Federal**Municipalities:** Various**Counties:** Various

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

05339 Right of Way Database/Document Management System**Municipalities:** Various**Counties:** Various

This program funds the ongoing maintenance (web hosting and routine repairs) and updates for ROW unit (PAECETrack) and Access unit (Highway Access Permitting System) databases. The system is a web based allowing access from the field. The system is approved and supported by the Office of Information Technology. This system has scheduling, document production, management control, GIS, and extensive reporting capabilities. Both systems are being upgraded to keep pace with new requirements and regulatory changes. Cost covers both annual hosting and occasional upgrades as may be required.

05340 Right of Way Full-Service Consultant Term Agreements**Municipalities:** Various**Counties:** Various

This program will allow for the increased utilization of full service ROW consultant firms to address peak workload demands in the right of way component of the capital program delivery process. Due to staff reduction from retirements and loss of institutional specialists, it may be necessary to provide for supplementary consultant forces to work with the right of way team on specific projects. The task order agreements will be established based on initial funding amounts of \$10,000, with the continued funding of individual task order assignments through project specific state and federal right of way funding accounts.

X152 Rockfall Mitigation**Municipalities:** Various**Counties:** Various

This program funds engineering services and construction of projects to reduce the potential of rockfall onto highways, preventing safety problems which could potentially cause personal injury and/or property damage. This program will also fund the maintaining of the Rockfall Hazard Mitigation System (RHMS), which evaluates all highway rock cuts and identifies potential rockfall issues. These activities will be performed utilizing both in-house and consultant engineering services.

99358 Safe Routes to School Program**Municipalities:** Various**Counties:** Various

This program provides funding for locally initiated pedestrian access and safety projects to provide safe access to schools.

Funding is provided to the states to undertake a Safe Routes to Schools program. Ten to thirty percent of the money must fund enforcement, education and encourage programs. The remaining funding must fund programs leading to the construction of bicycle and pedestrian facilities as well as the salary of a full-time program coordinator. NJDOT designates as Advance Construction all projects funded from this program.

06402 Safe Streets to Transit Program**Municipalities:** Various**Counties:** Various

This program identifies areas around train stations or bus stops and analyzes the risk based on crash history and exposure. Once the areas are identified, this program develops multi-modal improvement plans to address the issues.

13307 Salt Storage Facilities - Statewide**Municipalities:** Various**Counties:** Various

Construction of new salt barns at various maintenance yards across the State (1 per Region) to improve snow and ice removal capabilities and response time.

15807 Segment Improvement Program

Municipalities: Various

Counties: Various

This program will provide for the identification and implementation of safety improvements along segments which show crash rates above the statewide average. The safety improvements proposed are; striping, signage, crosswalks, bus shelters, handicap ramps, bicycle accommodations, travel lane modifications, resurfacing, changes in accommodating "U" turns, pedestrian refuge islands, designing for mature drivers, corner modifications and innovative technology i.e. pedestrian/bicycle detectors, etc.

X239 Sign Structure Inspection Program

Municipalities: Various

Counties: Various

Funding is being provided for the inspection of overhead and cantilever sign structures on state roadways. There are over 1,700 sign structures, including overhead, cantilever and variable message structures on state routes.

This program also provides for the inspection of approximately 200 high mast light pole structures on state roadways.

X239A Sign Structure Rehabilitation/Replacement Program

Municipalities: Various

Counties: Various

This program funds the rehabilitation and replacement of existing VMS (variable message signs), overhead and cantilever sign structures located on state highways. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.

15335 Sign Structure Replacement Contract 2016-3

Municipalities: Various

Counties: Various

Some of these sign structure had developed fatigue cracks and are in hazardous condition to vehicular traffic. Others on the lists were constructed using Aluminum material. It has been determined that these types of structures are more prone to fatigue than originally known and are near the end of their service life.

X39 Signs Program, Statewide

Municipalities: Various

Counties: Various

This program provides funding for the systematic upgrade of state highway signs, including refurbishing of deteriorated signs, installation of new signs, and improvement and updating of messages.

X160 Solid and Hazardous Waste Cleanup, Reduction and Disposal

Municipalities: Various

Counties: Various

This program will provide for the cleanup, reduction, and disposal of solid and hazardous waste materials from state highway system preservation operations and private disposal sites used during construction and subsequent maintenance of the transportation facility.

X150 State Police Enforcement and Safety Services

Municipalities: Various

Counties: Various

This program provides reimbursement for State Police services for enforcement and traffic control in construction work zones.

13308 Statewide Traffic Operations and Support Program**Municipalities:** Various**Counties:** Various

This comprehensive Statewide Traffic Operations and support strategies program focuses on reducing non-recurring delays due to incidents, work zones, weather emergencies, poor signal timings, special events, etc. The program includes a Statewide Traffic Management Center (STMC), a Traffic Operations Center South (TOCS), a Safety Service Patrol (SSP), a NJDOT/NJSP Traffic Incident Management (TIM) Unit and a Central Dispatch Unit (CDU). The 24/7 Statewide Traffic Management Center (STMC) serves three primary functions: (1) It is the Traffic Operations Center (TOC) for the northern half of the state, (2) It provides for evening/weekend/holiday operations coverage for the entire state and (3) NJDOT is co-located with the New Jersey State Police and the New Jersey Turnpike Authority at the STMC to provide for a coordinated approach to handling traffic operations statewide. The 16/5 Traffic Operations Center South (TOCS) is responsible for coverage for the southern half of the state and monitors the Route 29 tunnel. The STMC handles coverage for TOCS during week nights (after 8:30 pm) and on weekends and holidays. The Safety Service Patrol (SSP) is deployed on congested corridors statewide to rapidly detect and clear incidents by providing safety for first responders and motorists. SSP also provides emergency assistance to disabled motorists. The 24/7 Central Dispatch Unit (CDU) is NJDOT's Emergency Call Center. The Traffic Incident Management (TIM) program is aimed at reducing delays due to traffic incidents. It provides for: (1) equipment and training for NJDOT's Incident Management Response Team (IMRT); (2) training and outreach for county and local emergency responders on methods to reduce traffic delays caused by incidents; (3) developing, printing and distributing diversion route manuals; (4) developing partnerships and outreach with local and state law enforcement organizations; and (5) maintaining a State Police Traffic Incident Management Unit.

17353 Storm Water Asset Management**Municipalities:** Various**Counties:** Various

This program provides a means for the Department to maintain compliance with USEPA and NJDEP storm water management regulations as well as ensuring the state's infrastructure system is resilient under moderate to severe storm events. The Storm Water Asset Management plan will evaluate and prioritize needed repairs to storm water features to maintain the integrity of the storm water system. This program will assist the Department in meeting water quality objectives of the USEPA & NJDEP storm water regulations, and help minimize potential roadway flooding. The plan will involve identification of all storm water features/assets owned or operated by NJDOT, assessing conditions of these assets, developing plans for needed repairs to preserve the integrity of the assets, prioritizing and conducting required repairs, and inspecting efforts to ensure repairs are done per plan.

14300 Title VI and Nondiscrimination Supporting Activities**Municipalities:** Various**Counties:** Various

This is a State funded program that will support the activities required to ensure nondiscrimination in the delivery of the NJDOT Capital Program and related projects. Activities include, but are not limited to informational training sessions, translation services and the development of informational material (e.g., pamphlets, brochures, training guides and letters) disseminated to the public and in languages other than English as necessary. This program will also support activities and initiatives in the stand-alone Title VI programs, such as DBE and Contractor Compliance

X66 Traffic Monitoring Systems**Municipalities:** Various**Counties:** Various

This program provides for the collection of essential traffic and roadway inventory data including traffic counts, vehicle classifications, truck weights, roadway video, automated mapping and various other geographical information system activities. Included in this item are the construction, reconstruction and restoration of Traffic Monitoring Systems (TMS) and continuous traffic counting installations; and acquisition of equipment to upgrade and to replace equipment which has failed. Site selection is made in accordance with federal requirements for the Traffic Monitoring Guide and the NJDOT's Traffic Monitoring System implementation plan that has been approved by the Federal Highway Administration. Funding is used for professional services to carry out the short-term traffic monitoring program, updates of the Straight Line Diagrams; and local road inventory database updates; for construction services for a contractor to replace in-road traffic monitoring sensors; to continue Data Warehouse Maintenance activities; and to initiate/update a Roadway Digital Imaging Program.

X47 Traffic Signal Replacement**Municipalities:** Various**Counties:** Various

This program provides funding for; purchase of materials, installation of new and upgraded traffic signals statewide, related improvements to the operation of signals. This program provides for the replacement of traffic signals on an annual basis, and assists regional operations in the rehabilitation and maintenance of the state's highway lighting system. It also includes the conversion to energy efficient LED indicators, and installation of generators to provide auxiliary power, which will enable traffic signals to function during times of extended power outages. Through the Traffic Signal Management System, which provides a condition rating of signal equipment integrated with crash data and Congestion Management System Data, this program (developed via consultant RFP, analyzing corridor segments and creating a safety ranking based on MUTCD compliance, pedestrian facilities, controller capabilities, method of detection, accessibility, and other factors) will prioritize signals for replacement based on the above factors. The results from establishing the priority locations will allow systematic replacement of aging signal equipment, optimization of the operation of signals, and promote maximum efficiency of intersections.

X244 Training and Employee Development**Municipalities:** Various**Counties:** Various

This program provides for the assessment, planning, development and delivery of training and employee development programs inclusive of equipment, materials and software necessary to advance the skills and knowledge of Department employees to implement the Capital Program.

01316 Transit Village Program**Municipalities:** Various**Counties:** Various

This program will provide dedicated funding to local governments that have been selected for inclusion in the Transit Village Program. Projects which may be funded under this program are bike paths, sidewalks, streetscaping, and signage.

X107 Transportation Alternatives Program**Municipalities:** Various**Counties:** Various

This program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian improvements. NJDOT designates as Advance Construction all projects funded from this program.

X43 Transportation Demand Management Program Support**Municipalities:** Various**Counties:** Various

This funding is utilized to continue the management of the Owned and Leased Park and Ride Program and the remaining efforts as they relate to the 1-800-CARPOOL program which also includes maintaining the RidePro ride matching software program.

11383 Transportation Management Associations**Municipalities:** Various**Counties:** Various

This program will provide annual funding to the following Transportation Management Associations (TMAs): Keep Middlesex Moving; Hudson, Meadowlink, TransOptions; Ridewise; HART Commuter Information Services; Cross County Connection; and Greater Mercer. The role of the TMAs is to promote statewide Transportation Demand Management (TDM) initiatives to reduce commuter work trips. The TMAs will also deliver programs that include but are not limited to the following; Ridesharing Information Services, Employer TDM Services, Corridor Management Support, Park and Ride Promotion, Traffic Mitigation Projects, Smart Workplaces New Jersey, coordination of transportation services for transportation disadvantaged populations, Transit Development and Promotion, Bicycle and Pedestrian Safety Programs, as well as other incentive and demonstration programs in transportation demand management for commuters.

X126 Transportation Research Technology**Municipalities:** Various**Counties:** Various

This program provides funding for consultant and university research contracts to conduct multimodal transportation related research and knowledge and technology transfer activities on behalf of NJDOT, MVC and NJ Transit. A quick response Treasury selected research consultant as well as basic agreements with universities provides the mechanism to conduct research. Federal State Planning and Research, SPR, funds may be supplemented with state funds in order to meet federal matching requirements. Included in this line item are funds for American Association of State Highway Transportation Officials, (AASHTO), technical service programs and innovative products such as: Product Evaluation Listing; Technology Implementation Group; Technical Assistance for Climate Change, Material Standards, and Materials Reference Laboratory; SHRP product implementation.

X11 Unanticipated Design, Right of Way and Construction Expenses, State**Municipalities:** Various**Counties:** Various

This program provides funding for unanticipated project needs, contract change orders, consultant agreement modifications, utility readjustments, elements of federal-aid projects for which federal funding is not available under federal regulations, court-ordered condemnation awards, acceleration of federal-aid projects through multi-year funding agreements with Federal Highway Administration settlement of project accounting discrepancies with Federal Highway Administration, and minor work identified during the year.

15344 Utility Pole Mitigation**Municipalities:** Various**Counties:** Various

This project seeks to identify and mitigate locations with incidents of high recurring utility pole accidents. The mitigation project is limited in scope and resources and encompasses 3 to 5 crash locations per year.

X182 Utility Reconnaissance and Relocation

Municipalities: Various

Counties: Various

This program reimburses utility companies for design and construction costs incurred when the utility companies are required to relocate facilities due to a transportation improvement project. This program also funds subsurface testing as a mitigation measure to accurately locate and identify underground utilities to moderate or lessen the impact with utility locations during the design and construction phases of a transportation improvement project.

X199 Youth Employment and TRAC Programs

Municipalities: Various

Counties: Various

This is a federal grant program that provides employment and training opportunities to at-risk youths in NJ, especially those in urban areas, during annual implementation of the NJDOT Urban Youth Corps Program. This grant also provides funding to support the TRAC Program, which links school systems to the NJDOT by having department engineers volunteer as mentors to introduce students to careers in civil engineering.

**DRAFT RESOLUTION: APPROVAL OF PROJECTS FOR THE
2016 SAFE ROUTES TO SCHOOL 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, current federal legislation allows for eligible applicants to apply for federal funding for construction of community based “non-traditional” projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal system funded through a set-aside of the Federal-aid Highway Program; and

WHEREAS, eligible activities for these funds include those formerly funded through the federal Safe Routes to School (SRTS) program, which the State of New Jersey opted to continue; and

WHEREAS, the SRTS Program provides an opportunity for eligible applicants to apply for federal funding for the construction of infrastructure that will enable and encourage all children grades K-8 to walk and bicycle to school safely; and

WHEREAS, the New Jersey Department of Transportation (NJDOT) sent out solicitation notifications in March 2016 inviting eligible applicants to submit for the SRTS program; and

WHEREAS, the NJDOT received 66 applications in the NJTPA region, 37 of which were eligible to be scored; and

WHEREAS, a Technical Review Committee comprised of NJTPA Central Staff, the NJDOT Division of Local Aid, Division of Traffic Engineering and Safety and the Bureau of Environmental Program Resources reviewed the applications; and

WHEREAS, within the NJTPA region, the NJDOT has agreed to fund the top-scoring SRTS projects with a funding total of \$4.079 million; and

WHEREAS, the recommended projects address the goals of the SRTS program as defined; 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 attached list of projects for the Safe Routes to School Program.

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

Summary of Action

Approval of Projects for the 2016 Safe Routes to School Program

Action: The approval of projects for the 2016 Safe Routes to School (SRTS)

Background: Current federal legislation provides an opportunity for eligible entities to apply for federal funding for construction of community based “non-traditional” projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal system.

Eligible activities include those formerly funded through the federal Safe Routes to School (SRTS) program, which the State of New Jersey opted to continue under a separate solicitation. SRTS projects are eligible for the above-referenced funding.

The SRTS program provides an opportunity for eligible applicants to apply for federal funding for the construction of infrastructure that will enable and encourage all children grades K-8 to walk and bicycle to school. SRTS funds are available to any state, county, municipality, school district or school. Eligible projects seeking funding under the SRTS category needed to fulfill the following objectives:

- To enable and encourage children, including those with disabilities, to walk and bicycle to school; and
- To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- To facilitate the development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of New Jersey’s primary and middle schools (Grades K-8).

The New Jersey Department of Transportation (NJDOT) sent out solicitation notifications for the 2016 SRTS funding opportunity in March 2016 with a June 27, 2016 submittal deadline. Sixty-six applications in total were received for projects in the NJTPA region. This included 37 eligible SRTS applications. A Technical Review Committee (TRC) comprised of NJTPA Central Staff, NJDOT Division of Local Aid, Division of Traffic Engineering and Safety and the Bureau of Environmental Program Resources reviewed the applications.

Within the NJTPA region, NJDOT agreed to fund the top-scoring SRTS projects up to a total of \$4.079 million.

Justification for Action: The TRC is recommending approval of the attached list of SRTS projects totaling \$4.079 million.

Staff Recommendation: Central Staff recommends approval of this action.

**NJTPA FY 2016 Safe Routes to School
Recommended Project List
December 2016**

County	Sponsor	Municipality	Project Title	Award Amount
Bergen County	Ridgewood Village	Ridgewood Village	Village of Ridgewood Safe Routes to School 2016	\$400,000
Bergen County	Rutherford Borough	Rutherford Borough	Bike and Pedestrian Safety Infrastructure Upgrades	\$368,000
Hunterdon County	Frenchtown Borough	Frenchtown Borough	SRTS Harrison St and Second St	\$472,000
Middlesex County	Highland Park Borough	Highland Park Borough	SRTS Infrastructure and Intersection Improvements, and A.D.A. Compliance	\$216,000
Morris County	Netcong Borough	Netcong Borough	Pedestrian//Bike Safety Improvements	\$243,000
Morris County	Chatham Township	Chatham Township	Shunpike Road Sidewalk - Falmouth Road to Pine Street	\$374,000
Ocean County	Bay Head Borough	Bay Head Borough	Clayton Avenue Sidewalk Construction	\$190,000
Somerset County	Somerville Borough	Somerville Borough	Safe Routes to School along Veteran's Memorial Drive East	670,000
Union County	City of Plainfield	City of Plainfield	City of Plainfield Safe Routes Improvement Project	\$304,000
Union County	New Providence Borough	New Providence Borough	Various Sidewalk Improvements SRTS 2016	\$462,000
Warren County	Lopatcong Township	Lopatcong Township	Safe Routes to School Improvement	\$380,000

\$4,079,000

DRAFT RESOLUTION: APPROVAL OF THE FY 2018 UNIFIED PLANNING WORK PROGRAM

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

WHEREAS, the NJTPA, pursuant to 23 U.S.C. 104 (f) et. seq. and 49 U.S.C. 1607 et. seq., is responsible for the development of the Unified Planning Work Program (UPWP) to guide the transportation planning process in northern New Jersey; and

WHEREAS, the Fiscal Year 2018 UPWP (July 1, 2018 to June 30, 2018) describes all urban transportation and transportation related planning activities to be undertaken by the NJTPA Central Staff, New Jersey Department of Transportation, NJ TRANSIT, NJTPA subregions, Transportation Management Associations, and other planning agencies in the region; and

WHEREAS, the FY 2018 UPWP is fully consistent with the U.S. Department of Transportation Metropolitan Planning Regulations (23 CFR part 450) which became effective February 14, 2007, as well as the Fixing America's Surface Transportation Act; and

WHEREAS, any FY 2018 Compensation Plan and salary parameters will be subject to the NJTPA Executive Committee approval and New Jersey Institute of Technology confirmation; and

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the FY 2018 Unified Planning Work Program for the region.

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

Summary of Action
Approval of the FY 2018 Unified Planning Work Program

Action: Approval of the FY 2018 Unified Planning Work Program (UPWP).

Background: The UPWP describes all metropolitan transportation and transportation-related planning activities to be undertaken by NJTPA Central Staff, subregions, member agencies and the Transportation Management Associations (TMAs) during FY 2018, from July 1, 2017 to June 30, 2018. This document has been developed with the direct input of the federal funding agencies, the New Jersey Department of Transportation (NJDOT), the NJTPA Board of Trustees, Alternates and members of the Regional Transportation Advisory Committee (RTAC).

Pursuant to federal planning regulations, the NJTPA is required to develop an annual UPWP. The FY 2018 UPWP is guided by the planning requirements in the Fixing America's Surface Transportation Act (FAST Act), Plan 2040, the NJTPA's Regional Transportation Plan adopted in September 2013, and the Strategic Business Plan adopted by the Board in November 2010. The FY 2018 UPWP continues to incorporate work tasks that reflect current planning priorities of the U.S. Department of Transportation and NJDOT. The UPWP also incorporates the federally funded work programs for the eight TMAs in New Jersey.

The initial FY 2018 UPWP draft was issued in December 2016 for review. Comments received from members of the Board, subregional partners, federal sponsors, and NJDOT have been reviewed and incorporated into the work program and budget where appropriate.

For informational purposes, also included with the work program is Volume VI - Other Regional Transportation Planning Initiatives. This volume includes a description of other transportation and transportation-related planning work elements or activities that are not funded by the NJTPA and are not included in the other volumes of the FY 2018 UPWP.

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

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

Staff Recommendation: Central Staff recommends approval of the FY 2018 UPWP.

**NJTPA FY 2018
Unified Planning Work Program Budget**

EXPENDITURES	
EXPENDITURES - NEW FY 2018 UPWP PROGRAM ACTIVITIES	
CENTRAL STAFF PROGRAM ACTIVITIES, Volume I	
DIRECT LABOR - SALARIES ¹	
Full-Time	\$ 5,458,883
Hourly	\$ 614,311
Subtotal Salaries	\$ 6,073,193
DIRECT LABOR - FRINGE BENEFITS ²	
Full-Time	\$ 2,658,476
Hourly	\$ 68,803
Subtotal Fringe Benefits	\$ 2,727,279
DIRECT EXPENSES	
Supplies (Office and Computers < \$5,000 each)	\$ 100,000
Travel & Registrations	\$ 60,000
Printing & Freelance (General and in Transition (2 issues))	\$ 100,000
Postage	\$ 15,000
Subscriptions	\$ 3,000
Telephone/Internet	\$ 80,000
Computer Hardware/Software/Data Maintenance and Licenses	\$ 313,000
Leasing - Facility	\$ 760,000
Leasing - Copiers	\$ 45,000
Advertisements - Legal Notices and Recruitment	\$ 20,000
Equipment Repairs and Maintenance	\$ 20,000
Memberships	\$ 65,000
Other	\$ 10,000
Subtotal Direct Expenses	\$ 1,591,000
EQUIPMENT	
Central Staff Hardware (≥ \$5,000) and Specialized Software (≥ \$50,000) (Capital Assets)	\$ 380,000
Subregional Support - Technology Library	\$ 60,000
Subtotal Equipment	\$ 440,000
UPWP VOLUME I CONTRACTUAL - NEW	
Subtotal Contractual - New, Central Staff	\$ 2,485,000
Subtotal Contractual - New, Subregional Support	\$ 3,275,000
Subtotal UPWP Volume I Contractual - New	\$ 5,760,000
HSIP FY 2017-2018 LOCAL SAFETY ENGINEERING ASSISTANCE PROGRAM	\$ 3,300,000
SUBTOTAL: INDIRECT COSTS ³	\$ 1,841,400
SUBTOTAL: CENTRAL STAFF PROGRAM ACTIVITIES, Volume I	\$ 21,732,872

NJTPA FY 2018 Unified Planning Work Program Budget

PASS-THROUGH PROGRAMS	
Subregional Transportation Planning Program, Volume II	\$ 2,283,875
FY 2018 - FY 2019 Subregional Studies Program, Volume III	\$ 1,270,000
Transportation Management Association (TMA) Program, Volume IV	\$ 6,204,940
SUBTOTAL: PASS-THROUGH PROGRAMS, Volumes II, III & IV	\$ 9,758,815
SUBTOTAL: NEW FY 2018 UPWP PROGRAM ACTIVITIES	\$ 31,491,687

EXPENDITURES - CONTRACTUAL EFFORTS CONTINUING FROM PRIOR FY UPWP PROJECTS	
CENTRAL STAFF PROGRAM ACTIVITIES, Volume I	
Subtotal Contractual - Continuing Projects, Central Staff	\$ 4,790,000
Subtotal Contractual - Continuing Projects, Subregional Support	\$ 6,624,640
Subtotal Volume I Contractual - Continuing Projects	\$ 11,414,640
HSIP LOCAL SAFETY ENGINEERING ASSISTANCE PROGRAM	\$ 9,935,058
PASS-THROUGH PROGRAMS	
FY 2017 - FY 2018 Subregional Studies Program, Volume III	\$ 705,000
SUBTOTAL: CONTINUING PROJECTS	\$ 22,054,698
TOTAL: FY 2018 UPWP EXPENDITURES, NEW & CONTINUING PROGRAM ACTIVITIES	\$ 53,546,385

Notes:

(1) The FY18 budget assumes Salaries for 56 existing and 2 new full time employees, and part time employees for central and subregional staff support. Part time staff time budgeted are counted as 0.65 FTE. The budget assumes a merit pool of 2.0% for existing PSA and non-aligned employees.

(2) Fringe Benefits budget assumes U.S. DH&HS approved FY17 fringe benefit rates; actual FY18 rates are subject to audit.

(3) The FY18 budget for NJIT's Facilities and Administration Costs assumes a fixed amount calculated from a rate based on past fiscal years' audited costs, which is applied to projected FY18 modified total costs.

**NJTPA FY 2018
Unified Planning Work Program Budget**

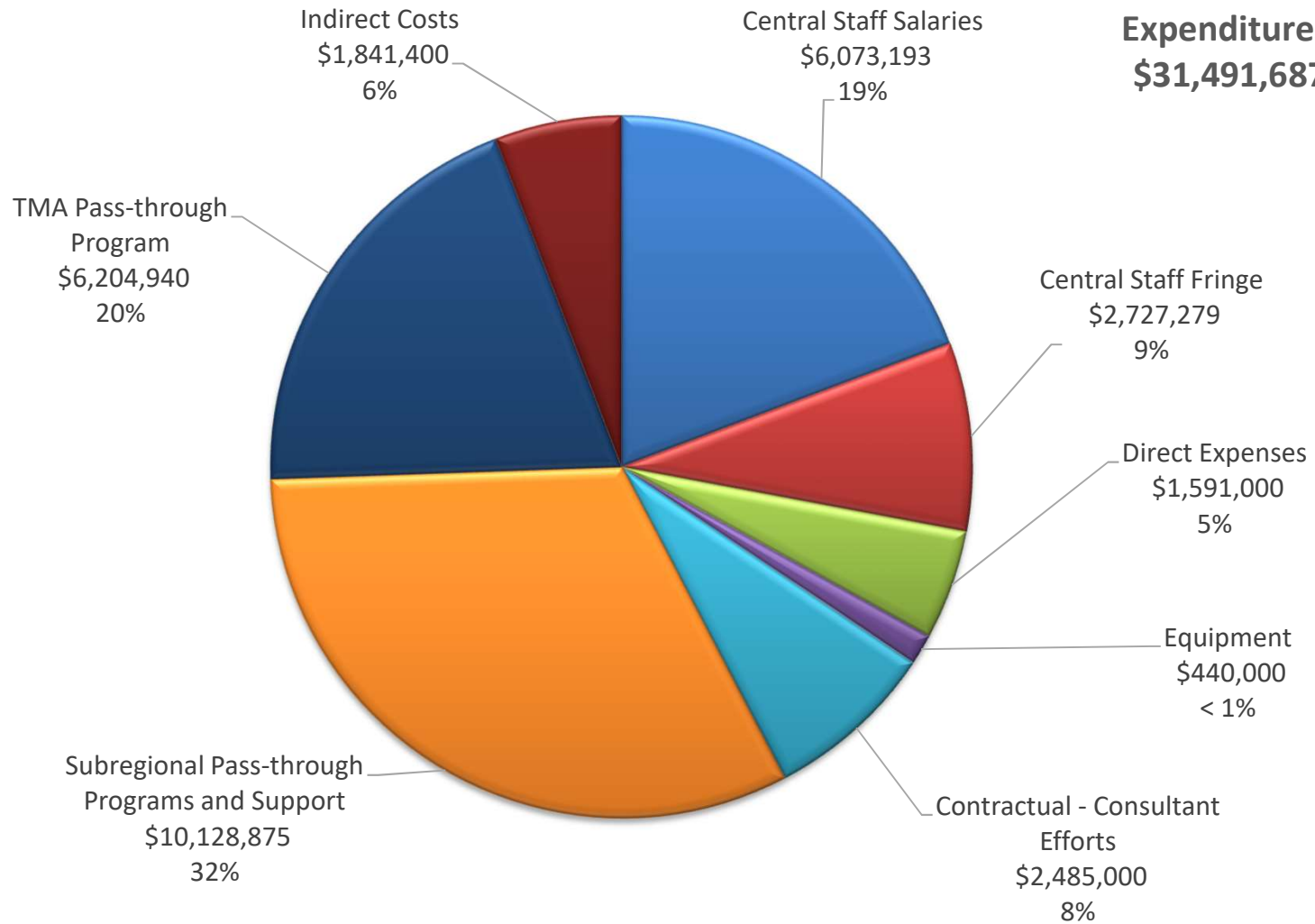
REVENUES	
REVENUES - NEW FY 2018 UPWP FUNDING AUTHORIZATIONS ⁴	
FHWA PL Funds, new funding appropriations (FFY17 STIP DB# X30A)	\$ 9,192,847
FHWA PL Funds, reprogrammed funds (released from prior task order agreements)	\$ 2,080,125
FHWA Flexed FTA Section 5303 Planning Funds (FFY17 STIP DB# X30A)	\$ 2,903,000
FHWA Surface Transportation Program (STP-NJ) Funds (FFY17 STIP DB# X30A)	\$ 7,200,000
FHWA STP-NJ Funds for TMA Program (FFY17 STIP DB# 11383)	\$ 4,255,000
FHWA STP-SU Funds for TMA Program (DVRPC STP TMA, FFY17 STIP DB# 11383)	\$ 1,849,940
FHWA Highway Safety Improvement Program (HSIP) Funds (FFY17 STIP DB# 04314)	\$ 3,300,000
Local Match - Subregional Transportation Planning Program	\$ 456,775
Local Match - Subregional Studies Program (FY18-FY19 SSP)	\$ 254,000
SUBTOTAL: NEW FY 2018 UPWP REVENUES	\$ 31,491,687
REVENUES - FUNDING AUTHORIZED IN PRIOR FISCAL YEARS FOR CONTINUING UPWP PROJECTS ⁵	
Task Order PL-NJ-17-01 FHWA PL, Flexed FTA, STP-NJ & CMAQ funds	\$ 4,799,000
Task Order PL-NJ-17-02 FHWA HSIP funds	\$ 61,992
Task Order PL-NJ-17-03 FHWA HSIP funds	\$ 7,050,870
Task Order PL-NJ-16-01 FHWA PL, STP-NJ & CMAQ funds	\$ 7,179,640
Task Order PL-NJ-15-02 FHWA HSIP funds	\$ 2,822,196
Local Match - Subregional Studies Program (FY17-FY18 SSP, Task Order PL-NJ-17-01)	\$ 141,000
SUBTOTAL: CONTINUING PROJECT REVENUES	\$ 22,054,698
TOTAL: FY 2018 UPWP REVENUES, NEW & CONTINUING PROGRAM ACTIVITIES	\$ 53,546,385

Notes (cont.):

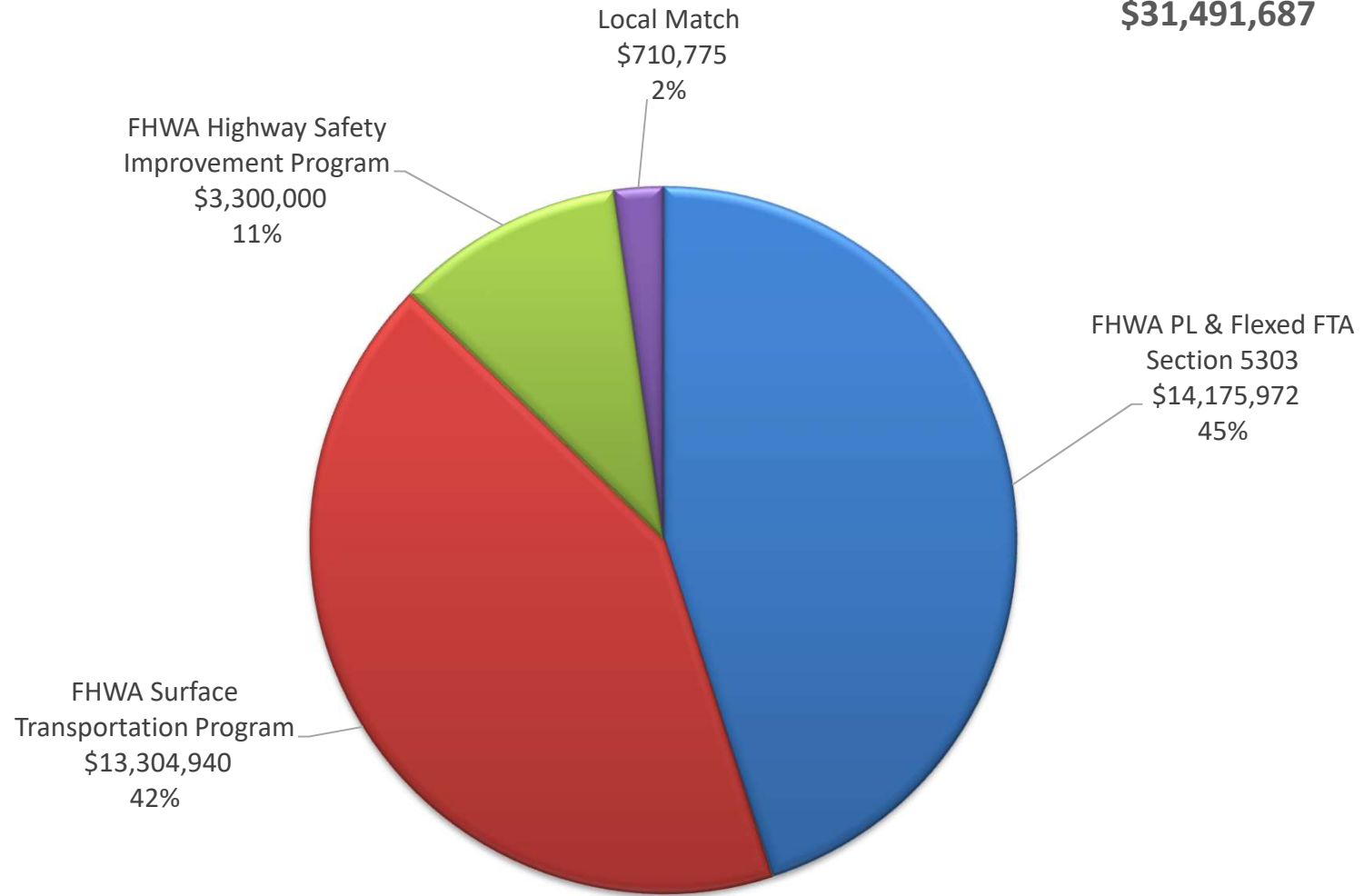
(4) New funding to be authorized for the FY18 program assumes FFY17 FHWA PL, FTA flexed PL funds, STP-NJ, STP-SU, and HSIP funds (STIP DB Nos. X30A, 11383, & 04314); and reprogrammed FHWA PL funds to be released from prior FY task order authorizations (PL-NJ-14-10 and PL-NJ-15-01).

(5) Prior FY task order budgets reflect FY16 year-end budget balance amounts for Contractual Projects continuing into FY18 from the FY17 UPWP (Vol. I and III); actual balances at end of FY17 will carry into and be available in FY18 for continuing activities.

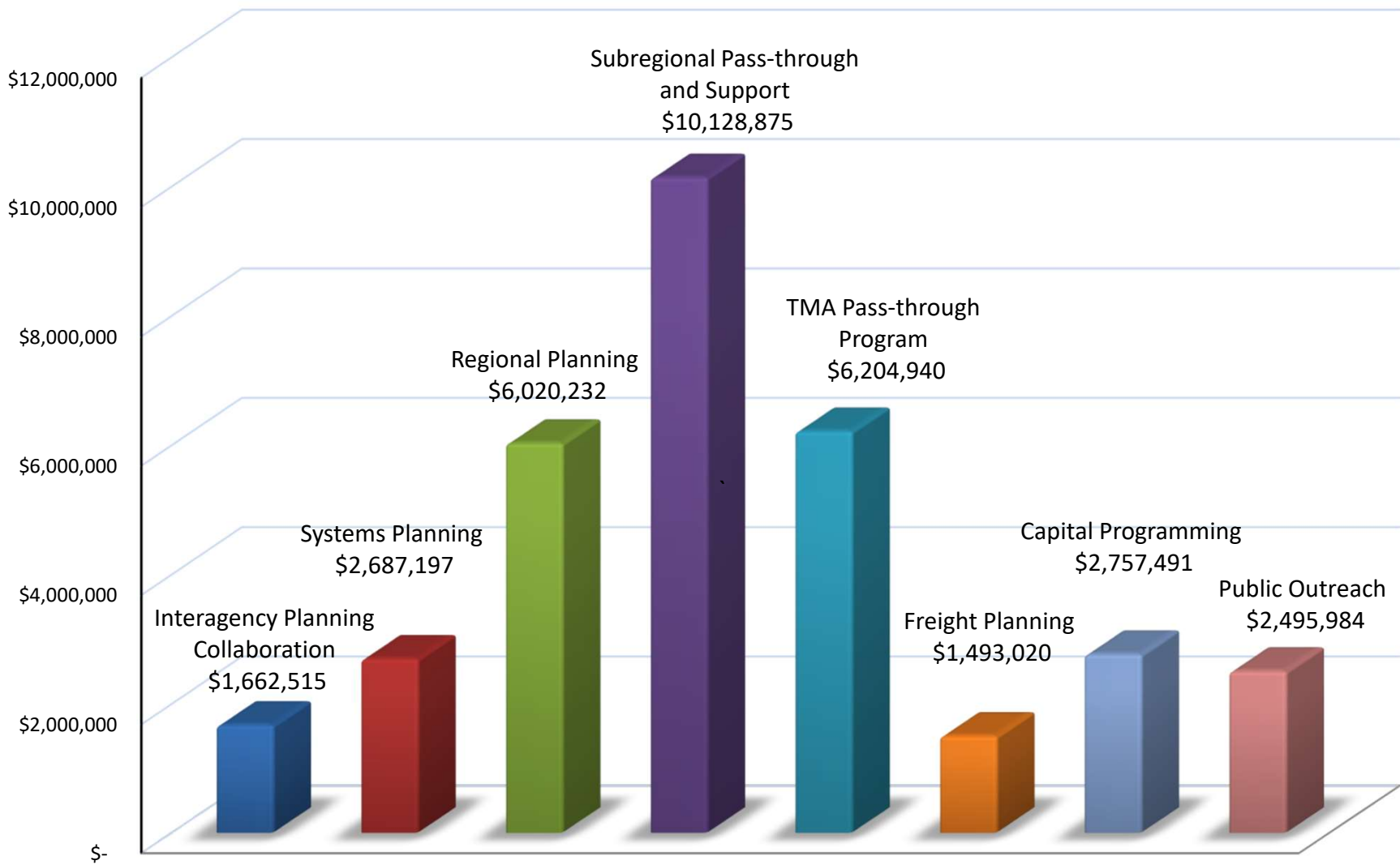
**NJTPA FY 2018 UPWP
Expenditures
\$31,491,687**



**NJTPA FY 2018 UPWP
Revenue Sources
\$31,491,687**



NJTPA FY 2018 UPWP Expenditures by Major Program Component



**Proposed FY 2018 UPWP
Contractual/Consultant Effort Budget Revenue Plan**

**New FY 2018 UPWP Projects Task Orders PL-NJ-18-01 & PL-NJ-18-02
(assumed task order for Task 18/504's FY 2017-FY 2018 LSEAP)**

Task No.	Task Activity	New FY 2018 UPWP Project Budget
18/201	PRIME Linkages	\$ 25,000
18/204	Regional Performance Measures	\$ 350,000
18/303	Street Smart NJ Evaluation Support	\$ 175,000
18/304	Subregional Transportation Planning Program	\$ 2,283,875
18/304	Subregional Support Program	\$ 225,000
18/305	FY 2018-FY 2019 Subregional Studies Program	\$ 1,270,000
18/306	TMA Program	\$ 6,204,940
18/307	Passaic River Basin Climate Resilience Plan Phase II	\$ 200,000
18/308	Hoboken Complete Streets Code Implementation	\$ 150,000
18/308	Advancement of TNJ Initiatives Phase II	\$ 150,000
18/308	Complete Streets Technical Assistance	\$ 150,000
18/401	Pilot Freight Concept Development Program Phase II	\$ 1,250,000
18/503	FY 2018-FY 2020 Local Concept Development Program	\$ 1,800,000
18/504	FY 2017-FY 2018 Local Safety Engineering Assistance Program PE &FD	\$ 3,300,000
18/601	Street Smart NJ Messaging and Media Support	\$ 200,000
18/601	Website and Content Management System Update and Enhancement	\$ 150,000
18/601	Public Outreach Technical Support	\$ 50,000
18/602	Guest Speaker Presentations	\$ 45,000
18/701	NJIT Facilities and Administrative Costs	\$ 1,841,400
18/701	Legal Services and Risk Management	\$ 30,000
18/701	Training and Professional Development	\$ 160,000
18/701	Unified Planning Work Program Audit	\$ 30,000
18/701	UPWP Grant Management System Support	\$ 200,000
18/801	IT Systems Support Services	\$ 20,000
18/801	IT Continuity of Operations Plan Implementation	\$ 400,000

Total \$ 20,660,215

Subtotal Volume I - Consultant Activities	\$	9,060,000
<i>Subtotal Volume I - Central Staff Activities</i>	\$	2,485,000
<i>Subtotal Volume I - Subregional Support Activities</i>	\$	3,275,000
<i>Subtotal - Local Safety Engineering Assistance Program</i>	\$	3,300,000
Subtotal Volume I - NJIT F&A Costs	\$	1,841,400
Subtotal Volume II - STP	\$	2,283,875
Subtotal Volume III - SSP	\$	1,270,000
Subtotal Volume IV - TMA	\$	6,204,940

**Proposed FY 2018 UPWP
Contractual/Consultant Effort Budget Revenue Plan**

**Continuing FY 2017 UPWP Projects - Task Orders PL-NJ-17-01 and PL-NJ-17-03
(assumed task order for Task 17/504's FY 2016-FY 2017 LSEAP)**

Task No.	Task Activity	Continuing FY 2017 UPWP Project Budget
17/203	Air Quality Conformity Determination	\$ 405,000
17/305	FY2017-FY2018 Subregional Studies Program	\$ 705,000
17/401	Freight Rail Industrial Opportunity Corridors Program	\$ 425,000
17/503	FY 2017-FY 2019 Local Concept Development Program	\$ 2,500,000
17/504	FY 2016-FY 2017 Local Safety Engineering Assistance Program PE & FD	\$ 7,050,870
17/601	Regional Transportation Plan Public Outreach	\$ 250,000
17/701	Legal Services and Risk Management	\$ 220,000
17/701	Training and Professional Development	\$ 160,000
17/701	Unified Planning Work Program Audit	\$ 175,000
17/801	Audio Visual Conference Room Upgrade	\$ 100,000
Total		\$ 11,990,870

Continuing FY 2016 UPWP Projects - Task Order PL-NJ-16-01

Task No.	Task Activity	Continuing FY 2016 UPWP Project Budget
16/102	The Connected Corridor Advancement	\$ 300,000
16/102	Pilot Shared Transportation Services Mobile Application Data Support	\$ 300,000
16/205	NJRTM-E Model Validation	\$ 350,000
16/301	Financial Element for Plan 2045	\$ 200,000
16/302	Planning and Needs Assessment Studies	\$ 150,000
16/302	Assessment of Bicycle and Pedestrian Accessibility at Selected Transit Stations	\$ 250,000
16/302	Morris Canal Greenway Corridor Study	\$ 300,000
16/307	Interagency Collaboration and Coordination on Alternative Fuels	\$ 300,000
16/307	Passaic River Basin Climate Resilience Plan Phase I	\$ 175,000
16/308	Municipal Transit-Oriented Development Planning	\$ 480,000
16/503	FY 2016-FY 2018 Local Concept Development Program	\$ 4,124,640
16/602	Strategic Business Plan Update	\$ 250,000
Total		\$ 7,179,640

Continuing FY 2015 UPWP Projects - Task Orders PL-NJ-15-02 and PL-NJ-17-02

Task No.	Task Activity	Continuing FY 2015 UPWP Project Budget
15/504	FY 2015 Local Safety Engineering Assistance Program PE & FD	\$ 2,884,188
Total		\$ 2,884,188

NJTPA UPWP Budget Comparison

	FY 2017 Program Budget	FY 2018 Program Budget	% Change
UPWP CENTRAL STAFF ACTIVITIES, Volume I			
DIRECT LABOR - SALARIES ¹			
Full-Time Staff - Existing Full-Time Positions	\$ 5,313,423	\$ 5,288,883	-0.5%
Additional Salaries for New FT Positions ⁶	\$ 43,000	\$ 170,000	
Sub-total Direct Salaries for Full-Time Staff	\$ 5,356,423	\$ 5,458,883	
Hourly Part-Time Staff			
Sub-total Direct Salaries for Part-Time Staff	\$ 726,816	\$ 614,311	-15.5%
Sub-total Salaries	\$ 6,083,239	\$ 6,073,193	
DIRECT LABOR - FRINGE BENEFITS ²			
Full-Time (FY16 approved rate of 48.3%; FY17 48.7%)	\$ 2,587,152	\$ 2,658,476	
Hourly (FY16 approved rate of 8.9%; FY17 11.2%)	\$ 64,687	\$ 68,803	
Sub-total Fringe Benefits	\$ 2,651,839	\$ 2,727,279	2.8%
DIRECT EXPENSES			
Supplies (Office, Computers < \$5,000)	\$ 130,000	\$ 100,000	
Travel & Registrations	\$ 60,000	\$ 60,000	
Printing & Freelance (General and in Transition (2 issues))	\$ 100,000	\$ 100,000	
Postage	\$ 20,000	\$ 15,000	
Subscriptions	\$ 3,000	\$ 3,000	
Telephone/Internet	\$ 90,000	\$ 80,000	
Computer Hardware/Software/Data Maintenance and Licenses	\$ 221,500	\$ 313,000	
Leasing - Facility	\$ 760,000	\$ 760,000	
Leasing - Copiers	\$ 45,000	\$ 45,000	
Advertisements - Legal Notices and Recruitment	\$ 20,000	\$ 20,000	
Equipment Repairs and Maintenance	\$ 20,000	\$ 20,000	
Memberships	\$ 65,000	\$ 65,000	
Other	\$ 10,000	\$ 10,000	
Sub-total Direct Expenses	\$ 1,544,500	\$ 1,591,000	3.0%
EQUIPMENT			
Central Staff Hardware (≥ \$5,000) and Specialized Software (≥ \$50,000)	\$ 180,000	\$ 380,000	
Office Equipment	\$ 50,000	\$ -	
Subregional Support Technology Library	\$ 60,000	\$ 60,000	
Sub-total Equipment	\$ 290,000	\$ 440,000	51.7%
CONTRACTUAL			
UPWP Volume I Contractual - New	\$ 5,285,000	\$ 5,760,000	
HSIP Local Safety Engineering Assistance Program	\$ 7,000,000	\$ 3,300,000	
USEDA Regional CEDS Support Program	\$ 300,000	\$ -	
Sub-total Contractual	\$ 12,585,000	\$ 9,060,000	-28.0%
INDIRECT COSTS ³			
NJIT Facilities and Administrative Support Services	\$ 1,744,268	\$ 1,841,400	
Sub-total Indirect Costs	\$ 1,744,268	\$ 1,841,400	5.6%
Total Central Staff Activities, Volume I	\$ 24,898,846	\$ 21,732,872	-12.7%
UPWP PASS-THROUGH PROGRAMS, Volumes II, III & IV			
Subregional Transportation Planning (STP) Program, Volume II	\$ 2,283,875	\$ 2,283,875	0.0%
Subregional Studies Program (SSP), Volume III ⁵	\$ 705,000	\$ 1,270,000	80.1%
Transportation Management Association Program (TMA), Volume IV	\$ 6,104,940	\$ 6,204,940	1.6%
Total Pass-Through Programs, Volumes II, III & IV	\$ 9,093,815	\$ 9,758,815	7.3%
TOTAL - NEW UPWP ACTIVITIES ⁴	\$ 33,992,661	\$ 31,491,687	-7.4%

Notes:

- The FY18 budget assumes the Salaries of 56 existing and 2 new full time Central Staff employees. The budget assumes a merit pool of 2.0% for existing PSA and non-aligned employees.
- FY17 Budget assumes approved FY17 fringe benefit rates; actual FY18 rates are subject to audit.
- The FY17 budget for NJIT's Facilities and Administration Costs was a provisional fee subject to audit; the FY18 budget assumes a fixed amount, as stated in the new NJDOT Basic Agreement with NJTPA and NJIT, Agreement No. 2016-NJIT-001.
- Existing NJDOT Task Orders PL-NJ-15-02, PL-NJ-16-01, PL-NJ-17-01 and PL-NJ-17-02, will also be continuing into FY18 for active FY17 UPWP Volume I Contractual and Volume III SSP subcontracts that are scheduled to continue into FY18.
- The F17 SSP includes 3 subregional studies and the FY18 SSP includes 5 studies.
- The FY17 UPWP budget assumed 1 new administrative position, and the FY18 budget assumes 2 new Principal Planner positions.



**FY 2018 UPWP
COMMENTS, RESPONSES AND REVISIONS
TO THE DECEMBER 2017 DRAFT**

GENERAL	
Comments	Responses/Revisions
NJDOT commends NJTPA on clearly demonstrating how the various tasks address the federal and state emphasis areas.	The NJTPA appreciates NJDOT’s acknowledgement of our efforts.
NJDOT commends NJTPA on referencing the federal OMB circular (2 CFR Section 200) as a basis for streamlining the Subregional Transportation reporting.	The NJTPA appreciates NJDOT’s acknowledgement of our efforts.
NJDOT commends NJTPA on including the collection of Model Inventory of Roadway Elements (MIRE) in the UPWP. This work will help the Department meet federal deadlines.	The NJTPA appreciates NJDOT’s acknowledgement of our efforts.
NJDOT commends NJTPA on including in the UPWP efforts for assisting with the transition to 286,000 GVW rail lines.	The NJTPA appreciates NJDOT’s acknowledgement of our efforts.
FHWA commends the Metropolitan Planning Organizations for linking the program areas and projects to the FAST Act planning factors.	The NJTPA appreciates FHWA’s acknowledgement of our efforts.
<p>NJDOT commends the efforts NJTPA has made in reducing the size of the UPWP from two large binders into one large binder, however, NJDOT recommends that NJTPA continue to edit the UPWP further. Currently, the verbose descriptions, the overabundance of facts and the 10-point font size makes it difficult to read. NJDOT recommends the following:</p> <ul style="list-style-type: none"> • The font size should be increased to 11- or 12-point to make it easier to read. • Each page of the UPWP should be thoughtfully edited down to its essence. The goal is to create a concise document. 	<p>The NJTPA currently has plans underway to streamline and enhance its UPWP grant management and reporting processes, including the format of its annual and quarterly reports. Therefore, we welcome and greatly appreciate NDJOT and FHWA’s detailed suggestions for streamlining the NJTPA’s UPWP report and reformatting it to be easier to read.</p> <p>Due to time constraints, we were only able to incorporate several of the suggestions in the FY 2018 UPWP but we intend to incorporate the other more extensive changes in next year’s UPWP report.</p>

<ul style="list-style-type: none"> • Many of the task write-ups are too long. For example, Task 18/102 Interagency Planning Collaboration is eight (8) pages long. All write-ups should be thoughtfully edited into succinct descriptions no more than three (3) pages long. • Starting on page 4 of Volume I, there are eight (8) pages of "highlights." They are too lengthy to function as actual highlights. NJDOT recommends that highlights be edited to two (2) concise sentences. 	<p>As suggested, the font size has been increased, the task highlights in the Introduction have been edited to be more concise, and the task writes-ups for Volume I have been revised to keep to three pages.</p>
<p>FHWA concurs with NJDOT that Volume I, Highlights section, page 10, can be made significantly shorter and only provide the important sections of information. We suggest reformatting the tasks section. A possible re-formatted section can look like this:</p> <p>18/201 Unified Planning Work Program</p> <p style="padding-left: 40px;">Description: Goals: Tasks: Products: Relationship to Prior Work: Outcome(s):</p> <p>The Relationship to Mission of the Agency and Link to NJTPA Strategic Business Plan sections can be deleted and include, instead, a more concise Description section (see example below). However, if you feel they are an integral part of your document, please make them concise.</p> <p>We recommend making the Description sections more concise. Some of the items listed in the description section can be listed separately as Tasks. For example, Task 18/101 (page 23 (17)), Description can be formatted as follows:</p> <p>This task takes into account all activities in the development, maintenance, and implementation of the NJTPA UPWP.</p> <p>Tasks:</p> <ul style="list-style-type: none"> • FY 2017 UPWP closeout • Modification and amendments (as necessary) to the FY 2018 Work Program • FY 2019 UPWP development • Preparation of the NJTP A's ongoing transportation planning process • Programming and financial monitoring of other tasks in FY 2018 UPWP 	<p>As noted above, we welcome and greatly appreciate NJDOT and FHWA's suggestions for streamlining the NJTPA's UPWP report. Due to time constraints, we were only able to incorporate several of the suggestions in this year's work program but intend to incorporate the other more extensive changes in next year's UPWP report.</p> <p>The Introduction and task writes-ups for Volume I have been revised to be more concise and kept to three pages. The <i>Relationship to Mission of the Agency</i> and <i>Link to NJTPA Strategic Business Plan</i> task sections will be maintained for internal purposes but have been deleted from the UPWP report as suggested. With the exception of the <i>Goals</i> section, the remaining proposed sections are consistent with our current ones. In next year's UPWP we intend to include a new section for the task goals as suggested, and will reformat the narratives into shorter more concise bullet points as demonstrated in FHWA's examples.</p>

<ul style="list-style-type: none"> • Refine and update Management Information and Cost Tracking Systems <p>Another example, Task 18/102; Pilot Environmental Resource Inventory (page 36(30)) - Description: "Under federal regulations ... under-represented communities." Tasks: To comply with Title VI, the NJTPA will:</p> <ul style="list-style-type: none"> • Identify environmental stressors in three pilot communities. • Produce maps of current environmental resources etc. <p>Additionally, we suggest changing the format of tasks from narrative to bulleted, especially under the following headings: Link to NJTPA Strategic Business Plan and Outcomes. For example: Link to NJTPA Strategic Business Plan can be formatted as follows:</p> <p>The Strategic Business Plan serves as a management tool and provides short term, mid-term, and long-term action plans that will be integrated into the various UPWP tasks activities. In FY 2018, NJTPA will focus on:</p> <ul style="list-style-type: none"> • Board development • Facilitating growth • Communications • Improving internal operations • Developing performance measures 	
<p>We commend NJTPA on providing extensive summary budget worksheets. However, we would like to see estimated budget details associated with each task under Project Cost. The budget detail should show proposed funding source(s) with anticipated costs by fiscal year and budget categories such as personnel services, consultant services, travel etc. (as is already provided in your summary budget details). Also, please provide a description of the equipment.</p>	<p>Detailed budget estimates by task activity (project), showing proposed revenues by funding source and anticipated expenses by budget categories are provided in the Budget Book, on pages 11 through 14. These sheets include a breakdown of the budgeted expenditures by salaries, fringe benefit costs, direct (non-labor) expenses, equipment, contractual/consultant services and indirect costs (NJIT facilities and administrative fee).</p> <p>As noted, further breakdown of the direct expenses and equipment budgets is provided on the budget summary sheets. Although these expenses are direct to the UPWP grant program, they are generally applied as indirect costs to the specific work program task activities; their totals are distributed proportionally to each task's salaries budget. On occasions where the expense is significant and specific to one task activity it will be applied directly to that activity – i.e. the Subregional Support</p>

	<p>Technology Library expenses are applied directly to Task 304 Subregional Transportation Planning.</p> <p>A description of the equipment needs for FY 2018 has been added to the notes in the Budget Overview section, under Expenditures.</p>
<p>Based on the Risk Prequalification Assessment conducted last year, Project Management is an NJTPA area of opportunity for improvement. Below are some suggestions.</p> <ol style="list-style-type: none"> 1. As you know, there were 16 contractual efforts from the FY 2015 UPWP that did not meet the established deadlines. This required a time-consuming extension by FHWA and contract modification by NJDOT. In addition, it caused an unexpected overflow of work from one UPWP into the next UPWP. This is not acceptable and must be prevented. FHWA is not inclined to grant such mass time extensions in the future. 2. The FY 2018 UPWP contains 46 consultant efforts (Volume I) and eight (8) sub-regional studies (Volume III) for a total of 54 consultant efforts that must be managed by NJTPA staff. It has been very difficult for NJDOT and FHWA to understand how all this work can be managed within the course of a year. NJDOT is requesting that NJTPA provide a Gantt-type chart showing the timeline for all 54 efforts along with a description of how staff resources will be allocated. 3. In the past, NJTPA stated that because UPWP funding is "ongoing" that the work program is "on-going." FHWA and NJDOT do not agree with this viewpoint. Instead, each UPWP is a discrete work program with discrete tasks and discrete funding for those tasks. NJTPA should strive for each UPWP to be a one-year work program of tasks that are to be completed by the end of the work program. If necessary, NJTPA should revised the UPWP tasks into smaller tasks that can be accomplished in one year. 	<p>The NJTPA recognizes the challenges of managing its growing work program and appreciates NJDOT and FHWA’s guidance towards addressing them. In the past year, the NJTPA has already began making changes to its staff plan and processes to improve the programming and delivery of its projects, and to ensure the proposed work can be completed within the parameters of the federal program. As we continue to implement these efforts in FY 2018, the results of these changes will become more apparent.</p> <ol style="list-style-type: none"> 1. The NJTPA has reevaluated and prioritized its current and proposed projects for FY 2018 to develop a more comprehensive and structured consultant plan that we believe can successfully be delivered. Several projects underway will be expedited and completed this fiscal year, or broken into smaller tasks to be completed over multiple phases and funding periods. Several projects not yet started have been deferred and will be scheduled in a future program year. And others, their scopes of work have further been refined to estimate a more realistic schedule and budget plan. 2. A Gantt chart of the contractual/consultant activities’ scheduled start and end dates, as well as the name of the project manager assigned to these tasks, has been provided to NJDOT. The scheduled start and end dates reflected in the Gantt chart are also provided in the task write ups as suggested by NJDOT. Although we will strive to maintain this schedule, adjustments may be required to address unanticipated events. In such instances, every effort will be made to still deliver each programmed consultant efforts within the planned 3-year performance period for Volume I consultant efforts. 3. Although we recognize the work of the MPOs is a comprehensive, coordinated and continuing (3-C) planning process, which establishes the general outline of our work program’s tasks – that are relatively consistent from year to year, each fiscal year the tasks’ activities are updated to reflect specific work anticipated to be

	<p>completed or initiated within a program year.</p> <p>References to “ongoing” have been removed from the tasks write-ups where it’s understood the tasks will be conducted continuously or as needed over the full one-year period of the work program and completed at year-end. Where applicable, specific subtasks and deliverables with interim milestone dates have been identified. Subtask activities warranting consultant support typically require 12 to 24 months to complete and are completed over a three-year funding period due to the lead time required for procurement of their services and the number of consultant efforts needed to be administered.</p>
<p>In reviewing the FY2018 UPWP, the Department found some of the organization of the UPWP to be confusing and difficult to decipher. In order for NJDOT to maintain accurate financial and contractual records, the following revisions are recommended:</p> <ol style="list-style-type: none"> 1. At the end of each consultant task (Volume I) there is a section called "STATUS." The written narratives are vague or inconsistent. NJDOT is requesting that for all the consultant efforts in the UPWP, the word "STATUS" be changed to "SCHEDULE" with the following approximate dates identified: RFP release date, consultant selection date, task kick-off date and task completion date. 2. In addition, NJDOT requests that for each new consultant effort (Volume I) be clearly identified as a one-year effort or a two-year effort. For one year efforts, costs may be incurred between July 1, 2017 and June 30, 2018. For two-year efforts, between July 1, 2017 and June 30, 2019. While two-year efforts are permissible, FHWA and NJDOT have advised NJTPA that one-year efforts should be the norm. 3. The consultant descriptions should only include new efforts for FY2018. Mixing the old and new together without clear identification has been very confusing for NJDOT and FHWA. Consultant work from previous UPWPs must be listed in a separate table and identified by the original task number from the original UPWP. The table should be located in the Volume 1 Introduction. The table should be sorted by 	<p>The NJTPA currently has plans underway to streamline and enhance its UPWP grant management and reporting processes, including the format of its annual and quarterly reports. Therefore, we welcome and greatly appreciate NJDOT’s detailed suggestions for streamlining the NJTPA’s UPWP report and reformatting it to be easier to read.</p> <ol style="list-style-type: none"> 1. The Volume I report’s “STATUS” field has been changed to “SCHEDULE”, and anticipated dates for the following project milestones have been provided for consultant supported efforts: RFP release date, consultant contract start date and consultant contract completion date (period of task performance). 2. In general, consultant supported efforts required to accomplish specific projects, typically require 12 to 24 months to complete and are completed over a three-year funding period due to the lead time required for procurement of their services and the number of consultant efforts needed to be administered. Expected project delivery dates for specific projects have been provided under each consultant supported effort as suggested in the prior comment. Routine annual contractual efforts, for general support services or smaller consulting services, are typically performed within the one-year fiscal year period are noted as such. 3. The writeups for Volume I consultant activities have been modified to include only new efforts to be funded in FY 2018. Separate tables have been added in the Introduction and the Budget Book to more clearly identify consultant work continuing

<p>UPWP, original task number, RFP release date, consultant selection date, task kick-off date and last day to incur costs</p>	<p>from previous UPWPs and new efforts to be initiated in FY 2018. These projects are further identified by their original task numbers and UPWP fiscal year from which they are being funded through. The Gantt chart provided separately to NJDOT includes a timeline of all current and new consultant efforts that are expected to be active in FY 2018, which includes each project's scheduled RFP release date, and consultant contract start and end date.</p>
<p>FHWA concurs with NJDOT relating to the time line (STATUS). Please provide a schedule that adequately describes the activities that will take place during the year(s) including:</p> <ol style="list-style-type: none"> 1. A schedule of milestones or benchmarks to be used to measure progress; and 2. Estimated completion date(s). 	<p>A Gantt chart has been provided separately to NJDOT that includes a timeline of all current and new contractual/consultant efforts that are expected to be active in FY 2018. The Gantt chart outlines the consultant activities' anticipated scheduled start and end dates, as well as the RFP release date and the name of the project manager assigned to this tasks. This comprehensive chart will be used as a guide by central staff to collectively manage and track each project's progress.</p>
<p>FHWA concurs with NJDOT that UPWP tasks should be organized into 1-year tasks. Revising the STATUS section (see previous comment) should help with this.</p>	<p>Although we recognize the work of the MPOs is a comprehensive, coordinated and continuing (3-C) planning process which establishes the general outline of our work program's tasks - that are relatively consistent from year to year, each fiscal year the tasks' activities are updated to reflect specific work anticipated to be completed or initiated in the program year by central staff.</p> <p>Volume I consultant supported planning efforts typically take 12 to 24 months to complete from the time they are initiated and usually are completed over a three-year funding period due to the lead time required for procurement of their services and the number of consultant efforts needed to be administered. Expected project delivery dates for specific projects have been provided under each consultant supported effort as suggested, to better inform and track each project's progress.</p>

BUDGET	
Comments	Responses/Revisions
<p>On page 2, under Revenue Sources, the first sentence states that there are seven (7) revenue streams supporting the FY 2018 UPWP, however, only five (5) are listed.</p>	<p>This note has been corrected to state the five revenue streams anticipated for the FY 2018 UPWP.</p>

<p>On page 3, the UPWP budget table shows \$313,000 for computer hardware and software under Direct Expenses. The same table also shows \$380,000 for hardware and software under Equipment. Please clarify.</p>	<p>Notes have been added to clarify. Computer hardware and software under the Equipment budget line must be tracked as capital assets (i.e. equipment valued equal or more than \$5,000 and specialized software equal or greater than \$50,000). Computer equipment valued as less than \$5,000 are classified as supplies (noncapital, reference 2 CFR 200) and are budgeted under Direct Expenses.</p>
<p>On page 5, the budget table has a section showing revenues for continuing projects from FY 2015, FY 2016 and FY 2017. It is critical for FHWA and NJDOT financial and contractual record keeping that NJTPA create an accompanying table that lists what specific projects are associated with those revenues. It is important to use the original task numbers identified with these efforts so that the Department can match the revenues to the projects.</p>	<p>Please see response to the next comment.</p>
<p>On page 10, the Program Area Activities Budget Summary of Expenditures table has lumped together all the continuing tasks for FY 2015, FY 2016 and FY 2017 with the new efforts for FY 2018 UPWP. Again, for tracking and record keeping, NJDOT requests that the table separate out efforts by fiscal year and original task numbers. Funding from earlier task orders should not be included in the FY 2018 budget.</p>	<p>The Program Area Activities Budget Summary of Expenditures table has been revised to reflect just the new FY 2018 budget, and separate tables have been provided for consultant activities that were funded in past fiscal years, which will be continuing into FY 2018. These separate tables, provided in the updated budget book, denote the original UPWP task numbers and the NJDOT task orders they are funded under. The other detailed expense and revenue tables have also been updated in a similar manner.</p>
	<p>The Salary budget line has been updated to include retro payments that were made to PSA employees in December, for merit increases resulting from the FY 2015 and FY 2016 performance evaluations. The projected FY 2018 merit pool was also adjusted based on the provisions of the tentative contract agreement. This in turn resulted in a slightly lower budget for salaries, fringe and indirect costs.</p>
	<p>The total number of consultant supported efforts have been reduced and cost estimates for several of the new efforts have been adjusted as their schedules and scopes of work have been refined, resulting in a significantly lower consultant budget and overall total work program budget for FY 2018.</p>
	<p>The pass-through Subregional Studies Program budget has been increased by \$100,000 to accommodate a change in scope of work for Hudson County's FY 2018 – FY 2019 Subregional Study –</p>

	The JFK Boulevard Corridor Safety Study. The revised scope and budget were based upon conversations with FHWA, NJDOT and Hudson County, in regards to the safety needs along JFK Boulevard. The scope has been expanded to include four municipalities instead of one and will require a more detail analytical work to identify four nodes of safety improvements.
	The pass-through TMA Program budget has been increased by \$100,000 to allow two TMAs to provide Street Smart NJ campaign training to the other TMAs, who are participating and providing support to the initiative; and for one other TMA to update the regional CHSTP's visualization tool.

VOLUME I – CENTRAL STAFF ACTIVITIES		
Section	Comments	Responses/Revisions
Page 24, Task 18/101 Unified Planning Work Program, under Outcomes	We suggest re-wording the item or removing the sentence "The goal of task is ... certified by the FHWA and FTA." This could potentially be listed as the overall goal of the task.	The reference to the task goal has been removed from the Outcomes section as suggested, and the task's overall goal has been added to the task description.
Page 35, Task 18/201 Performance Based Planning - Process Integration, under Subtasks	NJDOT requests that NJTPA add a bullet indicating NJTPA participation in development of the State's Transportation Asset Management Plan (TAMP).	This subtask has been added as suggested.
Page 67, Task 18/301 Regional Planning, Consultant Activity: Financial Element for Plan 2045	This was originally Task 15/306 and is currently a one-year consultant effort approved as part of the FY 2017 UPWP, and should not be included in this UPWP. Costs may only be incurred until June 30, 2017.	The status of this project has been revised to more clearly report its funding and schedule. This consultant activity was funded in both the FY 2015 and FY 2016 UPWPs and is currently under contract to conclude by December 31, 2017. The FY 2015 funds will be fully expended by FY 2017 year-end. The project status is also more clearly reflected in the revised FY 2018 UPWP Budget Book and the contractual/ consultant effort plan timeline (Gantt chart).
Page 69, Task 18/302 Corridor Studies and	NJTPA should continue coordinating with NJDOT in developing study recommendations for possible	The NJTPA concurs.

Project Planning, under Products	advancement into the appropriate project pipelines.	
Page 99, Task No. 18/306 Mobility Programs, Consultant Activity: Regional Coordinated Human Services Transportation Plan	This was originally Task 15/306 and has a completion date of June 30, 2017. It should not be included in this UPWP.	This project will be completed in FY 2017 and has been removed from the FY 2018 UPWP work plan.
Page 103, Task 18/307 Environmental and Climate Change Planning, Consultant Activity: Alternative Fuels	This is a one-year consultant effort approved as part of the FY 2017 UPWP and should not be included in this UPWP. Costs may only be incurred until June 30, 2017.	The status of this project has been revised to more clearly report its schedule. This consultant activity was funded in FY 2016 UPWP and is currently under contract to conclude by December 31, 2017. The project status is also more clearly reflected in the revised FY 2018 UPWP Budget Book and the contractual/consultant effort plan timeline (Gantt chart).
Page 124, Task No. 18/401 Freight Planning and Coordination, Consultant Activity: Pilot Freight & Concept Development	This was originally Task 15/401 and has a completion date of June 30, 2017. It should not be included in this UPWP.	Although this project was initially funded under the FY 2015 UPWP, it was added through a modification that was not authorized until FY 2016. The consultant contract is a three-year effort, which is not typical of NJTPA consultant efforts. The project's distinctive scope of work reflects the specialized nature and complexity of developing a pilot concept development program for freight related projects. During scoping the NJTPA did consider phasing the project into multiple smaller efforts but thought it more efficient and effective for ensuring a quality product to combine the tasks into one consultant effort. The project was awarded to a consultant in FY 2017 with a contract end date of June 30, 2017 based on availability of funding. Phase II of this effort is included in the FY 2018 UPWP to allow this contract to continue utilizing FY 2018 funds and is scheduled to be completed in FY 2020.
Page 124, Task No. 18/401 Freight Planning and Coordination,	This is identified as a three-year consultant effort. FHWA and NJDOT have advised NJTPA to phase out such multi-year projects in favor of smaller	This project is currently under contract and is scheduled to be completed in FY 2020 (see response to prior comment). Volume I consultant supported planning

<p>Consultant Activity: Pilot Freight & Concept Development</p>	<p>one-year efforts. NJDOT recommends this consultant effort be modified accordingly.</p>	<p>efforts typically take 12 to 24 months to complete from the time they are initiated and usually are completed over a three-year funding period. Larger projects such as this one will be avoided or broken down into multiple phases as suggested in the future.</p>
<p>Page 134, Task 18/501 TIP Development, Consultant Activity: Criteria Development and Project Scoring</p>	<p>This was originally Task 15/501 and was approved as part of the FY 2017 UPWP with a completion date of June 30, 2017. It should not be included in this UPWP.</p>	<p>This consultant effort project will be completed in FY 2017 and has been removed from the FY 2018 UPWP work plan.</p>
<p>Page 143, Task No. 18/503 Local Capital Project Delivery Program, Consultant Activity: Local Concept Development Program</p>	<p>This was originally Task 15/503 and has a completion date of June 30, 2017. It should not be included in this UPWP.</p>	<p>The Local Concept Development Program is a reoccurring task activity. Funds are requested as needed to allow consultant services to be retained to start new local concept development studies, which are authorized by the NJTPA Board of Trustees on a bi-annual basis for this program. Consultant work authorized under this task activity are typically 21-24 month efforts that are completed within three fiscal years of funding authorization. The FY 2018 UPWP has been modified to clearly identify the individual projects and the UPWPs under which funds have been or will be authorized. Four new projects are planned to be funded in the FY 2018 UPWP and are expected to be completed in FY 2020. Three FY 2017 UPWP projects will be continuing in FY 2018 and completed in FY 2019. Two FY 2016 projects will be completed in FY 2018.</p>
<p>Page 145, Task 18/503 Local Capital Project Delivery, Consultant Activity: Online Project Management System; and Page 65, Task 18/601 Public Involvement/Outreach, Consultant Activity: Street Smart NJ Evaluation Support</p>	<p>Both consultant efforts are identified as new "two-year" consultant efforts for FY2018. Under STATUS for each one, it states that the effort will be completed in "FY 2019 or 2020." This type of lax project scheduling is not acceptable. NJTPA must be more precise in its project management to prevent projects spilling over into the next UPWP cycle.</p>	<p>Anticipated project start and end dates have been reviewed and updated as suggested by NJDOT and FHWA, by conducting a more comprehensive assessment of the MPO's resources to schedule and manage its consultant supported efforts.</p> <p>The Online Project Management System consultant effort has been removed from the revised FY 2018 work plan. This task will be conducted in-house by central staff.</p>

		The target consultant contract end date for the Street Smart NJ Evaluation Support has been revised to 2019.
Page 164, Task 18/601 Public Involvement/Outreach, Consultant Activity: Website and Content Management System Update and Enhancement	Under STATUS it states that this is a new "one-year" effort for FY2018 that is expected to be completed in "FY 2018 or FY 2019." Again, NJTPA must be more exact in its project scheduling and ensure that deadlines are met.	Anticipated project start and end dates have been reviewed and updated as suggested by NJDOT and FHWA, by conducting a more comprehensive assessment of the MPO's resources to schedule and manage its consultant supported efforts. The target consultant contract end date for this effort has been revised to 2019.
Page 193, Task No. 18/801 Information Systems Support and Development, Consultant Activity: IT Systems Support Services	This was originally Task 15/7801 and has a completion date of June 30, 2017. It should not be included in this UPWP	IT System Support Services is an annual task activity. Funds are requested on an annual basis to allow consultant services to be retained throughout the fiscal year as needed to support the NJTPA's information technology network system. Consultant work authorized in FY 2018 under this task activity will be completed by the end of the FY 2018 work program.
Page 195, Task No. 18/801 Information Systems Support and Development, Consultant Activity: Off-site Disaster Recovery Implementation	This was originally Task 15/801 and has a completion date of June 30, 2017. It should not be included in this UPWP.	This project was on schedule to begin in FY 2016 and be completed by FY 2017. A request for proposals was issued in FY 2016 and proposals received from several respondents. During the review of the proposals several events occurred that impacted the project's scope and budget, necessitating the project to be cancelled. A modified effort is being planned to begin in FY 2018, which will incorporate recent significant changes to the IT network system, and will be done in concert with the development of the NJTPA's IT Continuity of Operations Plan.
Various	There are two-year consultant efforts (Volume I) that were approved as part of the FY 2017 UPWP. These consultant efforts must be removed from the body of the UPWP and listed in a separate table to be placed in the Introduction of Volume I and identified as FY 2017 tasks:	The Volume I consultant activities have been modified to include only new efforts to be funded in FY 2018. Separate tables have been added in the Introduction and the Budget Book to more clearly identify consultant work continuing from previous UPWPs, as suggested by NJDOT.

	<ol style="list-style-type: none"> 1. Page 30. Task 18/102 Pilot Environmental Resource Inventory. 2. Page 47. Task 18/203 Air Quality Conformity. 3. Page 72. Task 18/302 Morris Canal Greenway Corridor Study. 4. Page 76. Task 18/302 Jersey City 5. Page 114. Task 18/308 Regional CEDS. 6. Page 125. Task 18/401 Freight Rail Industry. 7. Page 143. Task 18/503 Local Concept Development 8. Page 167. Task 18/601 RTP Public Outreach 9. Page 194. Task 18/801 Audio Visual Conference Room Upgrade 	
	<p>Similarly, there are two-year consultant efforts approved as part of the FY 2016 UPWP that are mixed in with the new efforts proposed for FY 2018. For the purpose of accurate financial and contractual record keeping, NJDOT is requesting that these efforts be removed from the body of the UPWP and listed in the table mentioned above. The following tasks should be identified as FY 2016 tasks:</p> <ol style="list-style-type: none"> 1. Page 60. Task 18/205 NJRTM-E Model Validation. 2. Page 99. Task 18/306 Update of the Regional Coordinate Human Services Transportation. 3. Page 113. Task 18/308 Advancement of TNJ Initiatives. 	<p>The Volume I consultant activities have been modified to include only new efforts to be funded in FY 2018. Separate tables have been added in the Introduction and the Budget Book to more clearly identify consultant work continuing from previous UPWPs, as suggested by NJDOT.</p>

VOLUME II – SUBREGIONAL TRANSPORTATION PLANNING PROGRAM	
Comments	Responses/Revisions
	<p>Sussex County’s STP Work Program’s elective task activities for Task 2.1 <i>Support the NJTPA’s Regional Planning Process</i> and Task 2.3 <i>Capital Programming and Project Development</i> have been modified. Task 2.1 has been amended to include coordination with the County Economic Development Partnership and the County Chamber of Commerce on various transportation issues in the County as they relate to economic growth in the County, and to adjust their anticipated level of participation at TNJ 2.0 Task Force meetings. Task 2.3 has been amended to include two new activities: (1) update of their existing County Transportation Project Map to provide more information on all State, County and Municipal transportation projects in the County, and (2) spearheading a collaborated effort to establish a prioritized capital transportation program and facilitate identification of funding opportunities to advance the high priority project needs. The activity to provide technical support for NJTPA Local Concept Development projects in Sussex was deleted since there are no projects planned for FY 2018.</p>

VOLUME IV – SUBREGIONAL STUDIES PROGRAM	
Comments	Responses/Revisions
	<p>The scope of work and budget for Hudson County’s FY 2018 – FY 2019 Subregional Study – The JFK Boulevard Corridor Safety Study - has been modified. The revision of scope and budget were based upon conversations with FHWA, NJDOT, and Hudson County in regards to the safety needs along JFK Boulevard. The scope has been expanded to include four municipalities instead of one and will require a more detail analytical work to identify four nodes of safety improvements.</p>

VOLUME IV – TMA PROGRAM

Comments	Responses/Revisions
	<p>The FY 2018 TMA Program budget has been increased by \$100,000 for two activities - to provide training to the TMAs, who are participating and providing support to the Street Smart NJ campaign; and to refine the Coordinated Human Service Transportation Plan (CHSTP) visualization tool. The training will be conducted by the HART Commuter Information Services and TransOptions TMAs, whose work program task activities have also been amended to include a supplement task for the Street Smart NJ Training that will consist of development of the training content and materials, and delivery of the training workshops. The refinement of the CHSTP visualization tool will be performed by the Cross County Connections TMA. The tool will be developed to provide mapped locations of services and gaps throughout the NJTPA region.</p>