



JOHN W. BARTLETT, CHAIR

BOARD MEETING AGENDA

March 14, 2022

10:30 AM

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Access Code: 319-644-709

- A. Open Public Meetings Act Compliance
 - B. Roll Call
 - C. Approval of Minutes
 - D. Chair's Remarks
 - E. Executive Director's Report
 - F: Remarks by Robert J. Clark, New Jersey Division Administrator, Federal Highway Administration
 - G. Committee Reports/Action Items*
- Project Prioritization – Commissioner John W. Bartlett, Chair
 1. Minor Amendment to the FY 2022 – FY 2025 Transportation Improvement Program to Add the Route 27, Dehart Place to Route 21 Project in Union County as Requested by the New Jersey Department of Transportation (Attachment G.1.a., G.1.b.)
 2. Minor Amendment to the FY 2022 – FY 2025 Transportation Improvement Program to Add the Forest Resource Education Center Access Road, Bridge over Toms River Project in Ocean County as Requested by the New Jersey Department of Transportation (Attachment G.2.a., G.2.b.)

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

3. Minor Amendment to the FY 2022 - 2025 Transportation Improvement Program to Add Federal Funds to the Route 9, Indian Head Road to Central Avenue/Hurley Avenue Pavement Project in Ocean County as Requested by the New Jersey Department of Transportation (Attachment G.3.a., G.3.b.)
 4. Minor Amendment to the FY 2022 - 2025 Transportation Improvement Program to Add Federal Funds to the Route 18, East Brunswick, Drainage and Pavement Rehabilitation Project in Middlesex County as Requested by the New Jersey Department of Transportation (Attachment G.4.a., G.4.b.)
 5. FY 2023 NJTPA Local Concept Development Phase Studies (Attachment G.5.a., G.5.b.)
- Planning and Economic Development – Commissioner John P. Kelly, Chair
 6. Approval of FY 2023 Unified Planning Work Program (Attachment G.6.a., G.6.b., G.6.c.)
 - Freight Initiatives – Commissioner Charles Kenny, Chair
- H. Public Participation
- I. Time and Place of Next Meeting: The next virtual meeting of the NJTPA Board will be held on May 9, 2022, 10:30 a.m.
- J. Adjournment

NJTPA Board of Trustees Meeting
March 14, 2022
10:30 AM
(Agenda Package Attached)

The agenda package for the March 14, 2022 Board meeting is attached. The meeting will be held via GoToMeeting. The log-in details are below. Please login 5-10 minutes early to ensure your connection works.

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If you have any questions or concerns, don't hesitate to contact me at BMorris@NJTPA.org or 973-639-8410.

Log-In Details

NJTPA Board Meeting
March 14, 2022
10:30 AM

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KATHRYN A. DeFILLIPPO, CHAIR

Board Meeting Minutes

January 10, 2022

A. Open Public Meetings Act Compliance

Chair Kathy DeFillippo, Morris County, called the meeting to order at 10:30 a.m. Beverly Morris reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of this meeting had been forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Daily Record*, the *Home News Tribune*, the *Jersey Journal*, *New Jersey Herald*, and *The Record*.

B. Roll Call

Beverly Morris called the roll. Nineteen voting members were present. (Attachment 1)

C. Approval of Minutes

A motion to approve the minutes of the November 8, 2021 meeting was made by Ocean County, seconded by Monmouth County, and carried with 18 affirmative votes. Hunterdon County abstained.

D. Chair's Remarks

Chair DeFillippo welcomed Hunterdon County Commissioner Susan Soloway, who will be representing the county on the Board; Commissioner Matt Holt, who will be serving as the alternate trustee representing Hunterdon County; and Commissioner Pat Lepore, who will serve as the alternate trustee representing Passaic County.

The Chair noted the end of her two-year term as NJTPA Chair. She expressed pride in all that the NJTPA was able to accomplish during her time as Chair despite the challenges of the COVID pandemic, especially the shift to virtual operations for NJTPA staff and online Board and Committee meetings. Chair DeFillippo thanked her fellow Board members and the NJTPA staff for all they accomplished during a very difficult time. She said the NJTPA's work was completed on time and as planned, including several major projects, particularly the completion of Plan 2050, the TIP, and the Air Quality Conformity Determination for both documents.

The Chair said the NJTPA learned how important virtual public outreach is for accessibility. By removing location barriers, more people participated in projects and programs, and a hybrid approach is essential to reaching as many people as possible.

Chair DeFillippo said the NJTPA has continued to play a key role in planning the region's transportation system, funding projects, and serving as a forum for regional discussions about critical transportation issues, a role that is even more important with the passage of the federal Infrastructure Investment and Jobs Act (IIJA), which introduces new programs and will bring billions in funding for critical projects and programs in the region, such as the Highway Safety Program, Congestion Mitigation and Air Quality, and Transportation Alternatives. There are also two new formula programs aimed at addressing climate change, and 11 new discretionary grant programs ranging from freight and bridge investments, to vehicle charging and alternative fuels, pedestrian safety, green infrastructure, and active transportation. The Chair noted that the priorities of the NJTPA's Plan 2050 align well with the new infrastructure bill.

The Chair said she is very pleased that her time as Chair is ending with a strong, bipartisan, federal infrastructure bill in place, and one of the things she appreciates most is that the NJTPA Board works in a truly bipartisan, or even non-partisan way, despite the nation's often hyper-partisan climate. She said politics rarely drives the Board's decisions, and members understand that improvements made anywhere in the region benefit all.

Chair DeFillippo noted that 2022 will be her last year as a County Commissioner and she will continue to represent Morris County on the NJTPA Board during that time. She said she looks forward to seeing the Morris Canal Greenway project advance, connecting small segments in her hometown of Roxbury with other trails across six counties to create a trail network to be enjoyed by residents and tourists alike. She said the Greenway will provide recreation and help boost local economies while providing critical transportation links for people who want to walk and bike between communities.

The Chair said she looks forward to the continued success of the Street Smart NJ pedestrian safety program, which hit a major milestone during her tenure as chair, surpassing 200 partner communities. She said the campaign is needed more than ever, as the region has seen a spike in pedestrian and cyclist fatalities this year, and increased enforcement and education, coupled with infrastructure improvements through programs like the Local Safety Program can help the region get back on track with reducing fatal crashes and achieving the goal of zero traffic deaths.

Chair DeFillippo said, while the new infrastructure bill means more funding for the region, there is still much more work to do to advance critical projects, including the new Hudson Tunnel and other aspects of the Gateway Program. She said, although the tunnel has received federal approval for construction, the project still needs a higher financial rating from the Federal Transit Administration before it can receive federal funds. The tunnel, along with the Portal Bridge project, which will receive additional funding through an action item later in the meeting, represent major progress on improving trans-Hudson transit, a top priority of the NJTPA, as outlined in Plan 2050. She said, as representatives of counties and cities, the NJTPA must push for projects that are important to constituents and continue to address major regional issues collectively.

Jeremy Colangelo-Bryan, NJ TRANSIT, expressed appreciation for the Board's ongoing work to advance the Gateway Program.

E. Executive Director's Report

NJTPA Executive Director Mary D. Ameen thanked Chair DeFillippo for her inspired leadership over the past two years guiding the agency through difficult times and enabling it to fulfill all federal requirements while building organizational effectiveness and growth.

Ms. Ameen said the NJTPA will draw on the lessons learned from the challenges of the past two years and has demonstrated that it can continue its vital work despite continuing challenges from the pandemic. She noted that, although Central Staff returned to the office full-time on November 29, they continue to coordinate with the Governor's Authorities Unit and host agency New Jersey Institute of Technology (NJIT) on remote and hybrid work as needed. Until further notice, Board and Committee meetings will continue in a virtual format, which has worked well.

Ms. Ameen announced that the American Planning Association New Jersey Chapter awarded an Outstanding Community Engagement Award for the NJTPA's "On Air," a multimedia youth contest. She said this activity was part of the NJTPA's specialized outreach with the Voorhees Transportation Center (VTC) at Rutgers to gather input for Plan 2050 from traditionally underrepresented populations. More than 150 children and teens shared their visions for the future of transportation in the region. Ms. Ameen congratulated Aimee Jefferson, a principal planner in the NJTPA Local Project Development Group, who received the Emerging Planner Award.

Ms. Ameen highlighted some Central Staff activities since the last Board meeting. She said Staff finalized a draft of the Unified Planning Work Program (UPWP), which guides the transportation planning activities of the NJTPA, its member agencies, and the Transportation Management Associations. The FY 2023 UPWP will go into effect July 1, 2022. The document was posted to the NJTPA website in December and presentations were made at the last round of Committee meetings, including highlights of some new initiatives for the coming year. The final draft will be presented to the Committees in February and to the full Board for adoption in March.

Ms. Ameen said many activities in the upcoming UPWP are oriented towards implementing Plan 2050, which the Board approved in September. That includes developing an active transportation plan, supporting new studies and local projects in the subregions, and using performance-based planning to help achieve greater sustainability, resilience, and equity. She said much of the work program also creates a foundation for taking advantage of the IJA, which provides many opportunities for improving regional infrastructure, including construction of the long-sought new trans-Hudson rail tunnels. The legislation also calls on Metropolitan Planning Organizations (MPOs) to take an active role in coordinating many new funding and grant programs, including those involving climate change, safety, and freight.

Ms. Ameen said that, at the December 3 meeting of the Metropolitan Area Planning (MAP) Forum, which includes representatives from MPOs throughout New York, New Jersey,

Pennsylvania, and Connecticut, members heard a detailed briefing on the new federal legislation from Erich Zimmerman of the National Association of Regional Councils (NARC).

Ms. Ameen reported that a project the NJTPA is involved in was selected as a finalist for the federally funded \$1 billion Build Back Better Regional Challenge. She explained that the U.S Economic Development Administration awarded \$500,000 to a coalition consisting of the City of Newark, NJIT, the City of Elizabeth, the Port Authority of New York & New Jersey, the New Jersey Economic Development Authority, Rutgers University, and the NJTPA to further develop a proposal for a Greater Newark Smart Port Regional Growth Cluster. The focus will be on creating jobs and development around port facilities in Newark and Elizabeth. In March, the coalition will submit its proposal to compete for up to \$100 million in funding.

Ms. Ameen said the NJTPA is also busy with its own competitive programs, and February is the deadline for municipalities to submit applications for grants under the third round of the Complete Streets Technical Assistance Program, which is conducted with support from Sustainable Jersey and the VTC. Also, the NJTPA opened a solicitation for a new round of funding for Local Safety and High Risk Rural Roads projects.

Ms. Ameen said staff is finalizing a recommended set of new projects to submit to the Board for the Local Concept Development program.

Ms. Ameen said that the final version of Plan 2050 and its executive summary have been completed and feature a colorful layout and photos from around the region. Hard copies were mailed to the Board and subregional staff and a [flipbook](#) is available on the NJTPA website.

F. Presentation: Growing the Electric Vehicle Market in New Jersey

Pamela Frank, ChargeEVC-NJ, the Electric Vehicle Coalition of New Jersey, provided an overview of the current electric vehicle (EV) market in the state. ChargeEVC-NJ is a group of stakeholders from all perspectives who provide data and analysis to elected officials seeking to implement electric vehicle initiatives for their counties and municipalities. The non-profit business partnership includes utilities, co-ops, automotive dealers, original equipment manufacturers (OEMs), technology companies, third party suppliers, labor, NGOs and community organizations. Managed by Gabel Associates, Charge EVC-NJ focuses on electrifying transportation in the state.

Ms. Frank said, initially, New Jersey had very little to offer the EV market – only a policy of tax-free purchases of EVs, a practice that still exists. Ms. Frank said in 2006, the state signed up to be a clean car state under the Clean Air Act and adopted California’s Advanced Clean Truck Rules in December 2020. Also in 2020, Gov. Murphy signed a “market leading law” that included setting goals for electrifying 330,000 registered light duty cars on the roads by 2025. Also, funding from the new IJA will enable the state to introduce more incentives for EV use such as providing more electric charging infrastructure and attracting more commitments from OEMs to support the EV market with a wider selection of products. She noted that battery electric vehicles are fast overtaking the market for hybrid vehicles.

Ms. Frank said counties should be prepared to quickly take full advantage of any state and federal incentives that come to the market, and they can prepare for the transition by performing vehicle inventories to get a solid understanding of their options, thinking about charging infrastructure to support fleet vehicles they can acquire in the near and longer term, and being mindful of “duty cycles” (how vehicles are used in terms of miles per day and required times of operations) to better plan their charging infrastructure.

G. Committee Reports/Action Items

Project Prioritization – Commissioner John W. Bartlett, Chair

Commissioner Bartlett reported that, at the December joint meeting, the Committee considered three action items, two of which were on the agenda. First, the Committee approved a minor amendment to the current TIP to add federal funds to the Portal North Bridge Project, as requested by NJ TRANSIT. He said the project has received \$77.8 million in federal funding through the American Rescue Plan Act, and this additional funding will support design, engineering, construction, and other project elements. He noted that the NJTPA has long made construction of a new Portal Bridge a top priority, as outlined in Plan 2050.

Commissioner Bartlett said the Committee also approved a minor amendment to the current TIP to add the Ferry Slip Reconstruction at the Central Railroad Terminal State Historic Site – Phase I, as requested by the New Jersey Department of Environmental Protection. However, after the meeting, staff was informed that this action is still under review by the Federal Transit Administration, and as a result, this item was tabled and is expected to be taken up at a future Board meeting.

The Commissioner said the third item considered by the Committee was approval of the Financial Plan Update for the Replacement of Bridge S-32 on County Route 520 (Rumson Road) over the Shrewsbury River. He explained that financial plans are required for major projects with total costs from \$100 million to \$500 million in federal funding. This financial plan update reflects an increase of \$16 million, which is mainly due to updated construction-related costs. The Commissioner said the Committee approved the financial plan update, and no further action was needed.

Commissioner Bartlett said that, at the meeting, staff informed the Committee that updates to the NOTIS project tracking system and revisions to the TIP project prioritization criteria will be included in the 2023 Unified Planning Work Program.

Action Item: Minor Amendment to the FY 2022-2025 Transportation Improvement Program to Add Federal Funds for the Portal North Bridge as Requested by NJ TRANSIT (Attachment 2)

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

Planning and Economic Development – Commissioner John P. Kelly, Chair

Commissioner Kelly reported that, at the December joint committee meeting, the Committee heard a presentation on the Essex-Hudson Greenway project, which will create a nine-mile greenway across eight communities from Montclair to Jersey City. He said Dene Lee of the Open Space Institute, a regional land trust and conservation organization, briefed the Committee on the initial phase of the project, which involves the state purchasing an unused rail line from Norfolk Southern and the development of visual materials, such as renderings and maps, designed for engaging the public in the vision for the greenway. Partners in the effort include NJ TRANSIT, the New Jersey Department of Environmental Protection, the Governor's office, the New Jersey Bike & Walk Coalition, and the 911 National Memorial Trail. The Commissioner said Ms. Lee pointed out that the project represents more than just added recreational opportunities; it will allow new bike commuting options in the densest part of the region. He noted that it is very much in keeping with the goals for encouraging active transportation in Plan 2050.

Freight Initiatives – Commissioner Charles Kenny, Chair

Commissioner Kenny reported that the Committee heard its third annual New Jersey industrial real estate market update at their December meeting. He said the first speaker was Bill Waxman, Vice Chairman of Cushman & Wakefield, who said that after rebounding from the pandemic a year ago, the market for industrial space has continued to accelerate, much of it driven by the increase in e-commerce. Mr. Waxman noted that rents have reached record levels — up to \$26 per square foot in the Meadowlands and \$40 in New York City.

The Commissioner said the next speaker, Jesse Harty, New Jersey/New York Market Officer at Prologis, said that with the higher demand, vacancy rates are at 2 percent or less. Mr. Harty noted that, in Central Jersey, the area around the Turnpike's Exit 8A is essentially full, so industrial developers are seeking space to the south and west and knocking down or converting office buildings and retail spaces for industrial use. Mr. Harty also noted that multi-story industrial developments are finding success in New York City's boroughs.

Commissioner Kenny said, in terms of addressing labor shortages, Mr. Harty said his company is working with community workforce programs in Newark and elsewhere to help train residents for jobs in transportation, logistics, and distribution. Mr. Harty also noted that sustainability has become a priority with a growing number of buildings incorporating rooftop solar panels.

The Commissioner said the third speaker, David Aschenbrand, Vice President, Cold Storage at Bridge Development, said that, even as the nation addresses infrastructure needs, the next logistics bottleneck could likely be cold storage facilities, especially around major metropolitan areas like New York-New Jersey. Mr. Aschenbrand said many of these facilities have up to two-week waits for space, affecting groceries, produce, prepared meals, and other items.

Commissioner Kenny said the next speaker, Jeff Milanaik, a partner at Bridge Industrial, said the accelerated industrial property market is forcing developers to look at old industrial legacy sites, many of which are brownfields that require cleanup of heavy contamination, soil stabilization, and other measures. Mr. Milanaik noted that such sites are often located in depressed communities with high unemployment, and in these cases, the challenge is in developing credibility with the communities and demonstrating the ability to deliver projects and create jobs. The presentations were followed by a brief panel discussion.

H) Public Participation

Neile Weissman, Complete George, said 23 cyclists died on New Jersey roads last year compared to 18 across New York City, which has significantly higher mode share, indicating that riding a bike is more dangerous in New Jersey. He noted that eight of the 23 crashes occurred in North Jersey, seven occurred on weekdays between 11:00 a.m. and 4:00 p.m. and one was along Route I-78, indicating they may not have been recreational trips. Mr. Weissman said he learned from Google Maps that seven of the roads on which the crashes occurred had no cycling treatments, and the eighth, Route 71 in Asbury Park, is an unbuffered bike lane that exposes cyclists to “dooring.” He said data indicated that cycling infrastructure in New Jersey compares unfavorably to that of Europe with its extensive bike infrastructure. He encouraged the use of more data collection and analysis to inform the enhancement of cycling safety in New Jersey.

James Lee, Safe Streets Jersey City, thanked Chair DeFillippo for her comments about pedestrian safety. He said the planned \$5 billion expansion of Route I-78 from Newark to Jersey City, two of the most densely populated areas in the state, poses significant increases in air pollution from trucks and cars, especially affecting numerous children who already suffer from asthma. He noted that one in four of Newark’s children suffers from this lung disease and one in 10 in Hudson County, where most cases occur in Jersey City. Mr. Lee said the overall air quality in Hudson County has received an “F” from the American Lung Association, and over 17,000 New Jerseyans die per year because of air pollution. Mr. Lee said New Jersey’s Environmental Justice law means that overburdened communities should not be exposed to additional pollution without mitigation, and the NJTPA’s gathering of multiple modalities can help provide alternatives to yet another highway widening project. He said expanding the highway in an era of climate change is irresponsible, and he urged all parties involved to focus on high-capacity improvements to mass transit, such as extending the Hudson Bergen Light Rail system to Newark, and better utilizing freight rail assets.

Jared Rodriguez, Citizens’ Representative, agreed with Mr. Lee’s comments. He said his primary concern is diesel combustion. Mr. Rodriguez said, to improve air quality and reach climate goals, the state needs an accelerated plan to phase out diesel combustion used by railroads, trucking and freight, and public transportation.

I) Report of Nominating Committee and Election

Chair DeFillippo said the Nominating Committee consisted of Hudson County Executive Tom DeGise; Commissioner Tom Arnone, Monmouth County; and the Chair herself. She said, after

discussion and by unanimous decision, the Committee recommended the following slate of officers for the Executive Committee of the NJTPA Board of Trustees for the 2022-2023 term:

Chair.....Commissioner John Bartlett, Passaic County
 First Vice Chair.....Commissioner John Kelly, Ocean County
 Second Vice ChairCommissioner Charles Kenny, Middlesex County
 SecretaryCommissioner Bette Jane Kowalski, Union County

There were no additional nominations, and the nominees accepted.

A motion to elect the slate of officers was made by Monmouth County, seconded by the Citizens' Representative and carried unanimously.

Chair DeFillippo congratulated Chair Bartlett and turned the meeting over to him. He thanked her for her extraordinary leadership during the challenging past two years.

Chair Bartlett said, in accordance with the NJTPA bylaws, the new Chair appoints the Third Vice Chair and he appointed Commissioner Jason Sarnoski, Warren County, who accepted the appointment and thanked him for the honor.

The Chair said he is honored that the Board entrusted him with the position, and he is eager to continue the great work of the NJTPA and follow in the footsteps of former Chairs DeFillippo, Angel Estrada, Matt Holt, Tom DeGise and all the prior Chairs who served the NJTPA so well. He said the challenges are many, but he is certain that the NJTPA is up to the task, and he looks forward to working with all his friends on the Board, the NJTPA staff, and all the residents of the region to improve transportation and quality of life. Chair Bartlett said he plans to share more about his vision for the agency over the next two years at the next Board meeting.

After a video highlighting Chair DeFillippo's accomplishments, Chair Bartlett read from a commemorative plaque in recognition of her dedicated service to the people of the region, to staff, and to her peers.

Commissioner Kelly thanked her for doing a good job leading the agency through difficult times.

Commissioner Sarnoski said, as a "wartime" leader, Chair DeFillippo has always been an open and responsive person, and he thanked her for her attention to a local challenge faced by Warren County together with constituents from Pennsylvania. He said he looks forward to continuing to work with her, and her service is greatly appreciated. He congratulated Chair Bartlett and noted the Board's balance and lack of concern with partisan politics as they serve the region.

Commissioner Kowalski thanked Chair DeFillippo for her great work during a very challenging period and expressed appreciation for her work with the Freight Initiatives Committee. The Commissioner also thanked Ms. Ameen and Central Staff for their outstanding work in the face the difficulties of the last two years.

Ms. Ameen, on behalf of Central Staff, thanked Chair DeFillippo for her leadership, and she congratulated the new Executive Committee.

Chair DeFillippo said that over the past two years she observed the remarkable way in which staff switched to remote work overnight and continued to do the NJTPA's business, while being attentive to the Board member's many county and city responsibilities when they need their time. She said all the trustees have been great to work with, and she cannot thank them enough. Chair DeFillippo noted that Chair Bartlett faces a challenging time ahead working with the new infrastructure bill, and she looks forward to working with him and the rest of the Board

J) Time and Place of Next Meeting

Chair Bartlett announced that the next virtual meeting of the NJTPA will be held on Monday, March 14, 2022, at 10:30 a.m.

K) Adjournment

At 12:10 p.m., motion to adjourn was made by Morris County, seconded by Ocean County and carried unanimously.

Attachment 1

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: January 10, 2022

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	Joseph Baladi
Essex County	David Antonio	
Hudson County	Byron Nicholas	Tom Malavasi
Hunterdon County	Hon. Susan Soloway	Carrie Fellows
Jersey City		Elias Guseman
Middlesex County	Hon. Charles Kenny Doug Greenfeld	Solomon Caviness Mike Dannemiller
Monmouth County	Teri O'Connor	Joseph Ettore Inkyung Englehart Shilpa Bhojappa
Morris County	Hon. Kathy DeFillippo John Hayes	Dede Murray
Newark	Phillip Scott	Trevor Howard
Ocean County	Hon. John Kelly John Ernst	
Passaic County	Hon. John Bartlett	Michael Lysicatos Andras Holzmann Sal Presti
Somerset County	Hon. Sara Sooy Walt Lane	Ken Wedeen
Sussex County	Hon. Chris Carney Tom Drabic	
Union County	Hon. Bette Jane Kowalski	Liza Betz
Warren County	Hon. Jason Sarnoski David Dech	
Governor's Office	Jeffry Nielsen	
NJDOT	Mike Russo	Sudhir Joshi
NJ TRANSIT	Jeremy Colangelo-Bryan	Lou Millan
Port Authority of NY & NJ	Jay Shuffield	
Citizen's Representative	Jared Rodriguez	

Other Attendees	
David Aschenbrand	Bridge Development
Linda Digiovanni	CCAPLID
Mohammed N. Nasim	CCAPMNN

Pamela Frank	ChargeEVC-NJ
Neile Weissman	Complete George
Jack Kanarek	Dewberry
Sutapa Bandyopadhyay	Federal Highway Administration
Raymond Tomczak	Federal Transit Administration
Tara Shepherd	goHunterdon TMA
Robert Werkmeister	GPI
Gina Zamiskie	HNTB
Anthony Durante	M Baker Intl.
Bakari Lee, Esq.	McManimon, Scotland & Baumann, LLC
Ali Rezvani	Moffatt & Nichol
Various members of Central Staff	NJTPA
Thomas Mann	North Star Strategies
Vichika Iragavarapu	STV Inc.
Andrew Lappitt	
Anthony Borelli	
Johan Andrade	
Matthew Graham	
Chris Markley	
Chris Wichman	
Charles Burton	
Marjoly Mascarenhas	
James Lee	
Jasmine Grossman	
Emmanuelle Morgen	

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDS TO THE PORTAL NORTH
BRIDGE 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 2022 – 2025 Transportation Improvement Program (TIP) on September 13, 2021; and

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

WHEREAS, the TIP may be revised any time; and

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

WHEREAS, NJ TRANSIT is requesting the addition of federal funding to the Portal North Bridge (DB# T538) project to be programmed with FY 2021 American Rescue Plan Act (Section 5309) funds; and

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

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

WHEREAS, the FY 2022 TIP conforms to the MAP-21/FAST Act and Infrastructure Investment and Jobs Act performance-based planning requirements; and

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2022 – 2025 Transportation Improvement Program.

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

Attachment G.1.
March 14, 2022

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD THE ROUTE 27, DEHART PLACE TO ROUTE 21
PROJECT IN UNION COUNTY 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 2022 – 2025 Transportation Improvement Program (TIP) on September 13, 2021; and

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU when federal funds above a specified threshold are added to a project, when a project programmed with federal funds is added to the TIP, when federal funds are deleted from a project or when the construction phase of work is moved out of the constrained years of the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the New Jersey Department of Transportation has requested the addition of the Route 27, Dehart Place to the Route 21 project (DB# 15371) in Union County for the Utility phase of work; and

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

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

WHEREAS, the FY 2022 TIP conforms to the MAP-21/FAST Act and Infrastructure Investment and Jobs Act performance-based planning requirements; and

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2022 – 2025 Transportation Improvement Program.

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

Summary of Action

Minor Amendment to the FY 2022 - 2025 Transportation Improvement Program to Add the Route 27, Dehart Place to Route 21 Project in Union County as Requested by the New Jersey Department of Transportation

Action: In order to advance the following project, the New Jersey Department of Transportation (NJDOT) has requested amending the FY 2022 – 2025 TIP to program federal funds.

Background: According to the *TIP Memorandum of Understanding*, when a project or program is added to the TIP or when federal funds are added to a project where none are currently programmed, and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees.

This project is exempt from an air quality conformity determination and does not impact the current conformity determination. The attached documents provide further details on the project.

- **Route 27, Dehart Place to Route 21, Union County DB# 15371**
NJDOT has requested the addition of this project to the Federal Fiscal Year (FFY) 2022 element of the TIP. The utility phase of work was not able to be authorized in FFY 2021 but can be in FFY 2022. Construction was authorized in FFY 2021. Funds are available from unobligated Prior Year Balances. (*Adding \$ 0.773 million of NHPP funds for Utility in FFY 2022*)

Justification for Action: Approval of this minor amendment to the FY 2022 – 2025 TIP will allow the funds to be secured and the project to advance.

Staff Recommendation: Central Staff recommends approval of this action.

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2022 - 2025

Routes: 27

Mileposts: 33.4-38.53

DBNUM: 15371

Name: Route 27, Dehart Place to Route 21

Initiated from the Pavement Management System, this project will resurface within the project limits. Construction of ADA compliant curb ramps at each intersection where a sidewalk exists will be built at all intersections. Damaged sidewalks will be repaired and drainage grate inlets will be replaced with bicycle safe grates.

Counties: Union Essex

Municipalities: Elizabeth City Newark City

Project Type:

RCIS Category: Road Preservation

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$34.216

TIP:

PENDING

FY 2022 - 2025 TIP Cost: (Million) \$0.773

Unconstrained
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	UTI	NHPP	\$.773				
			\$.773				



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Route 27, Dehart Place to Route 21**

DBNUM: 15371

TRACK #: SW-15371-0-A-2022

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Adds NHPP funding for UTI in FFY 22 in the amount of \$.773M.

REASON FOR CHANGE:

Construction was submitted and authorized before the end of FFY 21, however UTI was not submitted until after the deadline for FY 21 authorizations had passed. Therefore, a TIP Amendment is needed to add this project back into the STIP and add UTI to FY 22 so that UTI authorization can take place.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 22-31 Chart 1

CONFORMITY:

PUBLIC INVOLVEMENT:

Attachment G.2.
March 14, 2022

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD THE FOREST RESOURCE EDUCATION CENTER
ACCESS ROAD, BRIDGE OVER TOMS RIVER PROJECT
IN OCEAN COUNTY 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 2022 – 2025 Transportation Improvement Program (TIP) on September 13, 2021; and

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU when federal funds above a specified threshold are added to a project, when a project programmed with federal funds is added to the TIP, when federal funds are deleted from a project or when the construction phase of work is moved out of the constrained years of the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the New Jersey Department of Transportation has requested the addition of the Forest Resource Education Center (F.R.E.C.) Access Road, Bridge over Toms River project (DB# 15323) in Ocean County; and

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

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

WHEREAS, the FY 2022 TIP conforms to the MAP-21/FAST Act and Infrastructure Investment and Jobs Act performance-based planning requirements; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2022 – 2025 Transportation Improvement Program.

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

Summary of Action

Minor Amendment to the FY 2022 - 2025 Transportation Improvement Program to Add the Forest Resource Education Center (F.R.E.C.) Access Road, Bridge Over Toms River Project in Ocean County as Requested by the New Jersey Department of Transportation

Action: In order to advance the following project, the New Jersey Department of Transportation (NJDOT) has requested amending the FY 2022 – 2025 TIP to program federal funds.

Background: According to the *TIP Memorandum of Understanding*, when a project or program is added to the TIP or when federal funds are added to a project where none are currently programmed, and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees.

This project is exempt from an air quality conformity determination and does not impact the current conformity determination. The attached documents provide further details on the project.

- **F.R.E.C. Access Road, Bridge Over Toms River, *Ocean County* DB# 15323**
NJDOT has requested the addition of this project to the Federal Fiscal Year (FFY) 2022 element of the TIP. The project was originally programmed in the FFY 2021 element but was not able to be authorized. Funds are available from unobligated Prior Year Balances. (*Adding \$4.4 million of STBGP-OS-BRDG funds for Construction in FFY 2022*)

Justification for Action: Approval of this minor amendment to the FY 2022 – 2025 TIP will allow the funds to be secured and the project to advance.

Staff Recommendation: Central Staff recommends approval of this action.

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2022 - 2025

Routes: Mileposts: 0.30 DBNUM: 15323

Name: F.R.E.C. Access Road, Bridge over Toms River

Initiated from the Bridge Management System, this project will replace the structurally deficient and functionally obsolete bridge, built in 1950.

Counties: Ocean

Municipalities: Jackson Twp

Project Type:

RCIS Category: Bridges

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$5.346

TIP:

PENDING

FY 2022 - 2025 TIP Cost: (Million) \$4.400

Unconstrained
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	CON	STBGP-OS-BRDG	\$4.400				
			\$4.400				



State of New Jersey

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

MPO: **Statewide**

PROJECT: **F.R.E.C. Access Road, Bridge over Toms River**

DBNUM: 15323

TRACK #: SW-15323-0-A-2022

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Adds project to STIP.

Adds STBGP-OS-BRDG funding for CON in FFY 22 in the amount of \$4.4M

REASON FOR CHANGE:

This project was originally programmed and set to authorize CON in FY 21 of the old STIP, however it did not make its authorization in time, and therefore must be amended into FY 22 of the new STIP.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 22-31 FC Chart 3

CONFORMITY:

PUBLIC INVOLVEMENT:

Attachment G.3.
March 14, 2022

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDS TO THE ROUTE 9, INDIAN HEAD
ROAD TO CENTRAL AVENUE/HURLEY AVENUE
PAVEMENT PROJECT IN OCEAN COUNTY 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 2022 – 2025 Transportation Improvement Program (TIP) on September 13, 2021; and

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU when federal funds above a specified threshold are added to a project, when a project programmed with federal funds is added to the TIP, when federal funds are deleted from a project or when the construction phase of work is moved out of the constrained years of the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the New Jersey Department of Transportation has requested the addition of federal funds to the Route 9, Indian Head Road to Central Avenue/Hurley Avenue Pavement Project (DB# 11418) in Ocean County for the Construction phase of work; and

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

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

WHEREAS, the FY 2022 TIP conforms to the MAP-21/FAST Act and Infrastructure Investment and Jobs Act performance-based planning requirements; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2022 – 2025 Transportation Improvement Program.

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

Summary of Action

Minor Amendment to the FY 2022 - 2025 Transportation Improvement Program to Add Federal Funds to the Route 9, Indian Head Road to Central Avenue/Hurley Avenue Pavement Project in Ocean County as Requested by the New Jersey Department of Transportation

Action: According to the *TIP Memorandum of Understanding*, when a project or program is added to the TIP or when federal funds are added above the specified threshold, and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees.

This project is exempt from an air quality conformity determination and does not impact the current conformity determination. The attached documents provide further details on the project.

Funding Need:

- **Route 9, Indian Head Road to Central Avenue/Hurley Avenue, Pavement, Ocean County DB# 11418**
NJDOT has requested the addition of \$23.5 million for Construction in Federal Fiscal Year (FFY) 2022 to cover the current project cost estimate. The revision is mainly due to increased percentages for mobilization and other lump sum cost items, and the inclusion of significant utility cost items, including extensive relocations of utility poles. (*Adding \$23.5M of NHPP funds for CON in FY 2022*)

Funding Resources: Funding for this request is available from Unobligated Prior Year balances and NHPP funds that were released from projects whose funding source changed.

Justification for Action: Approval of this revision to the FY 2022 – 2025 TIP will allow the funds to be secured and the referenced project to advance.

Staff Recommendation: Central Staff recommends approval of this action.

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2022 - 2025

Routes: 9 /

Mileposts: 95.00 - 101.90

DBNUM: 11418

Name: Route 9, Indian Head Road to Central Ave/Hurley Ave, Pavement

Initiated from the Pavement Management System, this project will resurface within the project limits. This project will also include improvements to the safety and operation of intersections, upgrading traffic signals, ADA compliance, upgrading guiderails, and adjusting access to adjoining properties.

Counties: Ocean

Municipalities: Toms River Twp Lakewood Twp

Project Type: Road Preservation

RCIS Category: Road Preservation

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$83.04

TIP:

CURRENT

FY 2022 - 2025 TIP Cost: (Million) \$43.500

Unconstrained
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	CON	NHPP	\$43.500				
			\$43.500				

PENDING

FY 2022 - 2025 TIP Cost: (Million) \$67.000

Unconstrained
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	CON	NHPP	\$67.000				
			\$67.000				



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Route 9, Indian Head Road to Central Ave/Hurley Ave, Pavement**

DBNUM: 11418

TRACK #: N-11418-1-M-2022

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases NHPP funding for CON in FFY 22 from \$43.5M by \$23.5M to \$67M.

REASON FOR CHANGE:

Originally requested \$9.5M CON increase was due to increased percentages for mobilization and other lump sum costs, some utility costs which were previously broken out separately but were now included in the contract construction cost, and some unit costs.

Newly requested \$14M increase is required to incorporate cost increase based on Utilities Detailed Design Estimate.

- o This cost has gone up due to an enormous amount of relocation/replacement/upgrades of electrical utility poles.
- o The Construction Engineering went up since it is a percentage of the Raw Construction Cost.
- o This resulted in a Total Cost Estimate (Utility Relocation, Construction Engineering, and Construction) of \$67.0M

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 22-31 FC Chart 7

CONFORMITY:

PUBLIC INVOLVEMENT:

Attachment G.4.
March 14, 2022

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDS TO THE ROUTE 18, EAST
BRUNSWICK, DRAINAGE AND PAVEMENT
REHABILITATION PROJECT IN MIDDLESEX COUNTY
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 2022 – 2025 Transportation Improvement Program (TIP) on September 13, 2021; and

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU when federal funds above a specified threshold are added to a project, when a project programmed with federal funds is added to the TIP, when federal funds are deleted from a project or when the construction phase of work is moved out of the constrained years of the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the New Jersey Department of Transportation has requested the addition of federal funds to the Route 18, East Brunswick, Drainage and Pavement Rehabilitation Project (DB# 10354) in Middlesex County for the Construction phase of work; and

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

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

WHEREAS, the FY 2022 TIP conforms to the MAP-21/FAST Act and Infrastructure Investment and Jobs Act performance-based planning requirements; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2022 – 2025 Transportation Improvement Program.

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

Summary of Action

Minor Amendment to the FY 2022 - 2025 Transportation Improvement Program to Add Federal Funds to the Route 18, East Brunswick, Drainage and Pavement Rehabilitation Project in Middlesex County as Requested by the New Jersey Department of Transportation

Action: According to the *TIP Memorandum of Understanding*, when a project or program is added to the TIP or when federal funds are added above the specified threshold, and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees.

This project is exempt from an air quality conformity determination and does not impact the current conformity determination. The attached documents provide further details on the project.

Funding Need:

- **Route 18, East Brunswick, Drainage and Pavement Rehabilitation, Middlesex County DB# 10354**

NJDOT has requested the addition of \$20.5 million for Construction in Federal Fiscal Year (FFY) 2022 to cover the current project cost estimate. The revision is mainly due to the increases in costs for utility relocation and betterments, mobilization, traffic control, and construction engineering. (*Adding \$20.5M of NHPP funds for CON in FY 2022*)

Funding Resources: Funding for this request is available from Unobligated Prior Year balances and NHPP funds that were released from projects whose funding source changed.

Justification for Action: Approval of this revision to the FY 2022 – 2025 TIP will allow the funds to be secured and the referenced project to advance.

Staff Recommendation: Central Staff recommends approval of this action.

NJTPA

Transportation Improvement Program Fiscal Years 2022 - 2025

Routes: 18 /

Mileposts: 35.4-39.54

DBNUM: 10354

Name: Route 18, East Brunswick, Drainage and Pavement Rehabilitation

This project consists of pavement reconstruction and resurfacing of 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.

Counties: Middlesex

Municipalities: East Brunswick Twp

Project Type: Road Preservation

RCIS Category: Road Preservation

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$101.64

TIP:

CURRENT

FY 2022 - 2025 TIP Cost: (Million) \$65.500

**Unconstrained
Information Year**

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	CON	NHPP	\$33.500	\$32.000			
			\$33.500	\$32.000			

PENDING

FY 2022 - 2025 TIP Cost: (Million) \$86.000

**Unconstrained
Information Year**

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	CON	NHPP	\$54.000	\$32.000			
			\$54.000	\$32.000			



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Route 18, East Brunswick, Drainage and Pavement Rehabilitation**

DBNUM: 10354

TRACK #: N-10354-1-M-2022

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases Multi-Year NHPP funding for CON in FFY 22 from \$33.5 by \$20.5M to \$54M.
The total funding of the project has increased from \$65.5M by \$20.5M to \$86M.

REASON FOR CHANGE:

Per the PM: "This project was programmed in the STIP for Construction as a multi-year funding (FY 22 & 23) in the total amount of \$65.5 million. However, the Construction Cost Estimate has gone up recently due to a very complex Gas Utility Relocation, East Brunswick-Water's Betterment along the four mile stretch of Route 18, mobilization, Traffic Control and additional construction items that were added as part of comments we recently received from our subject matter experts. Additionally, the Utilities relocation and Construction Engineering and Inspection also increased. There are 5 utilities along Route 18 but 2 (PSE&G-Gas & East Brunswick-Water) of the 5 will require major work due to the gas relocation and a new water main (betterment). Furthermore, The Construction Engineering went up since it is a percentage of the Construction Cost."

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 22-31 FC Chart 7

CONFORMITY:

PUBLIC INVOLVEMENT:

Attachment G.5.
March 14, 2022

DRAFT RESOLUTION: APPROVAL OF THE FY 2023 NJTPA LOCAL CONCEPT DEVELOPMENT PHASE STUDIES

WHEREAS, the North Jersey Transportation Planning Authority (NJTPA), Inc. is the Metropolitan Planning Organization (MPO) responsible for updating the Transportation Improvement Program (TIP) for the northern part of New Jersey as required by 23 CFR 450; and

WHEREAS, Local Capital Project Delivery (LCPD) Program is a competitive program which provides funding to NJTPA Subregions—the 15 city and county members of the NJTPA—to prepare proposed transportation projects for eventual construction with federal and/or state funding; and

WHEREAS, this preparation involves completing the multi-step Capital Project Delivery Process which was developed by the New Jersey Department of Transportation (NJDOT); and

WHEREAS, this process is designed to streamline project development and provide a common and consistent framework for federally funded projects at the local, regional and State level; and

WHEREAS, the LCPD Program will provide subregions the opportunity to prepare proposed local transportation projects for eventual construction with federal funding; and

WHEREAS, all 15 subregions received a solicitation notification in July 2021 inviting them to submit applications for the FY 2023 program; and

WHEREAS, the NJTPA received six Local Concept Development (LCD) applications from the NJTPA member subregions; and

WHEREAS, sponsors will identify and compare reasonable alternatives and strategies that address the purpose and need statement and select a preliminary preferred alternative (PPA); and

WHEREAS, once a concept development report is completed, the Interagency Review Committee (IRC) will determine whether the project can be advanced to the Preliminary Engineering phase; and

WHEREAS, the NJTPA and the selected subregion will jointly manage the consultant contract; and

WHEREAS, a Technical Review Committee comprised of Central Staff, NJDOT Bureau of Environmental Program Resources and the NJDOT Local Aid Offices reviewed all applications and recommended the attached list of projects 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 Local Concept Development Program studies to be funded for FY 2023.

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

**Recommended Studies for the FY 2023 Local Concept Development Phase
of the Local Capital Project Delivery Program (LCPD)**

1. Monmouth County – County Route 3 Corridor improvements from Devon Drive to Kensington Drive – Manalapan Township

This study will identify and compare conceptual alternatives to determine a preliminary preferred alternative for the County Route 3 Corridor from Devon Drive to Kensington Drive. For most of the length, CR 3 contains one lane in each direction with minimal or no shoulders.

Funding recommendation: \$1,000,000

2. Morris County – Lenape Island Road Bridge over Indian Lake – Denville Township

This study will identify and compare conceptual alternatives to determine a preliminary preferred alternative for the existing structurally deficient structure. The bridge was built in 1966 and has a sufficiency rating of 37.7.

Funding recommendation: \$800,000

3. Ocean County – Kennedy Boulevard (CR 6) & County Line Road (CR 526) Congestion Mitigation – Lakewood Township

This study will identify and compare conceptual alternatives to determine a preliminary preferred alternative for Kennedy Boulevard and County Line Road. The parallel corridors experience heavy congestion particularly during the AM and PM peak hours. The heavy volumes of vehicular, pedestrian and bicycle traffic create unsafe conditions along these corridors.

Funding recommendation: \$1,000,000

4. Somerset County – Easton Avenue (CR 527) Safety Improvements – Franklin Township

This study will identify and compare conceptual alternatives to determine a preliminary preferred alternative for the Easton Avenue Safety Improvements. The corridor ranked number one within Somerset County on the NJTPA's Network Screening list for Roadway Corridors.

Funding recommendation: \$1,000,000

RECOMMENDED LOCAL CONCEPT DEVELOPMENT PHASE TOTAL: \$ 3,800,000

Summary of Action
FY 2023 NJTPA Local Concept Development Phase Projects

Action Proposed: Approval of the FY 2023 Local Capital Project Delivery (LCPD) Program - Local Concept Development (LCD) Phase projects.

Background: The North Jersey Transportation Planning Authority, in coordination with the New Jersey Department of Transportation (NJDOT) and the Federal Highway Administration, established a project development process known as the Local Capital Project Delivery (LCPD) Program. The LCPD Program provides the opportunity for the region's 15 subregions to apply for funding to prepare proposed local transportation projects for eventual construction with federal and/or state funding. To enter the program, proposed projects must be accepted to the Local Concept Development (LCD) phase through a competitive application 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 and development of a reasonable number of prudent and feasible conceptual alternatives. All aspects of a project must be investigated at a “planning level of effort” including Environmental, Right-of-Way (ROW), Access, Utilities, Design, Community Involvement, Constructability, etc., The investigation also must include selection of a preliminary preferred alternative and address requirements of the NJTPA Congestion Management Process (CMP).

A solicitation package for the LCD phase was sent to all subregions in July 2021 and six applications were received. A Technical Review Committee 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: The technical review committee is recommending the attached funding list comprised of four projects totaling \$3,800,000 to enter into the FY 2023 LCPD Program.

Recommended Action: Central Staff recommends the adoption of the FY 2023 Local Concept Development projects.

Attachment G.6.
March 14, 2022

DRAFT RESOLUTION: APPROVAL OF THE FY 2023 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 2023 UPWP (July 1, 2022 to June 30, 2023) 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 2023 UPWP is fully consistent with the U.S. Department of Transportation Metropolitan Transportation Planning Regulations (23 CFR part 450) which became effective May 27, 2016, as well as the Infrastructure Investment and Jobs Act (IIJA); and

WHEREAS, any FY 2023 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 2023 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 2023 Unified Planning Work Program

Action: Approval of the FY 2023 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 2023 (July 1, 2022 to June 30, 2023). This document has been developed with the direct input of the federal funding agencies, the New Jersey Department of Transportation (NJDOT), NJ TRANSIT, the Port Authority of New York & New Jersey, the NJTPA Board of Trustees, Alternates and members of the Regional Transportation Advisory Committee (RTAC).

Pursuant to federal planning regulations, the NJTPA is required to develop an annual UPWP. The FY 2023 UPWP is guided by the NJTPA's strategic directions and the planning requirements of the federal Infrastructure Investment and Jobs Act (IIJA), and Plan 2050: Transportation. People. Opportunity (the NJTPA's Regional Transportation Plan). The FY 2023 UPWP incorporates work tasks that reflect current planning priorities of the United States Department of Transportation and NJDOT.

The initial FY 2023 UPWP draft was issued in December 2021 for review. Comments received from members of the Board, subregional partners, federal sponsors and NJDOT have been reviewed and incorporated into the work program and budget where appropriate.

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

Electronic copies of the proposed FY 2023 UPWP are available on the NJTPA website at: <http://www.njtpa.org/upwp.aspx>. Pending Board approval and federal authorization of the FY 2023 UPWP, final copies of the UPWP will be posted on the NJTPA's website for access by the NJTPA Board Members, Alternates, Regional Transportation Advisory Committee and the general public. A copy of the FY 2023 budget summary and comments received on the December 2021 draft are attached herewith for reference.

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

Staff Recommendation: Central Staff recommends approval of the FY 2023 UPWP.

NJTPA FY 2023 UPWP Budget Summary

Expenditures - FY 2023 UPWP Program Activities	UPWP Total
Central Staff Program Activities (Chapter I)	
Personnel Expenditures ^{1,2}	\$ 9,515,000
Non-Personnel Expenditures	\$ 2,682,000
Indirect Costs ³	\$ 2,073,490
Subtotal: Central Staff Activities	\$ 14,270,490
Contractual\Consultant Subcontracts (Chapter I)	
UPWP Consultant Projects	\$ 5,725,000
UPWP Subrecipient Projects	\$ 575,000
Subtotal: Contractual\Consultant Subcontracts	\$ 6,300,000
Pass-through Programs (Chapters II & III)	
FY 2023 Subregional Transportation Planning Program	\$ 2,283,875
FY 2023 STP Supplemental Support	\$ 225,000
FY 2023 - FY 2024 Subregional Studies Program	\$ 1,350,000
FY 2023 Transportation Management Association Program	\$ 6,419,940
Subtotal: Pass-through Program Subcontracts	\$ 10,278,815
Total: FY 2023 UPWP Expenses	\$ 30,849,305
Revenues - FY 2023 UPWP Funding Authorizations ⁴	
UPWP Total	
FHWA PL Funds, new funding appropriations (FFY22 STIP DB# X30A)	\$ 9,888,865
FHWA and FTA Flexed PL Funds, reprogrammed funds (released from prior task order agreements)	\$ 5,790,136
FHWA Flexed FTA Section 5303 Planning Funds (FFY22 STIP DB# X30A)	\$ 3,031,969
FHWA Surface Transportation Block Grant Program (STBGP-NY/NWK) Funds (FFY22 STIP DB# X30A)	\$ 4,991,620
FHWA STBGP-NY/NWK Funds for TMA Program (FFY22 STIP DB# 11383)	\$ 4,450,000
FHWA STBGP-PHILA Funds for TMA Program (DVRPC TMA, FFY22 STIP DB# 11383)	\$ 1,969,940
Local Match - Subregional Transportation Planning and Subregional Studies Programs	\$ 726,775
Total: FY 2023 UPWP Revenues	\$ 30,849,305

Notes:

(1) The FY 2023 budget assumes the salaries of 58 full-time Central Staff employees, plus part-time staff for additional support (total of 66.5 FTE). The FY 2023 budget assumes a merit pool of 2.25%.

(2) The budget for fringe benefits assumes the NJIT's (the NJTPA's Host Agency) approved rates for FY 2022; actual rates for FY 2023 are subject to audit and are approved by U.S. Department of Health & Human Services.

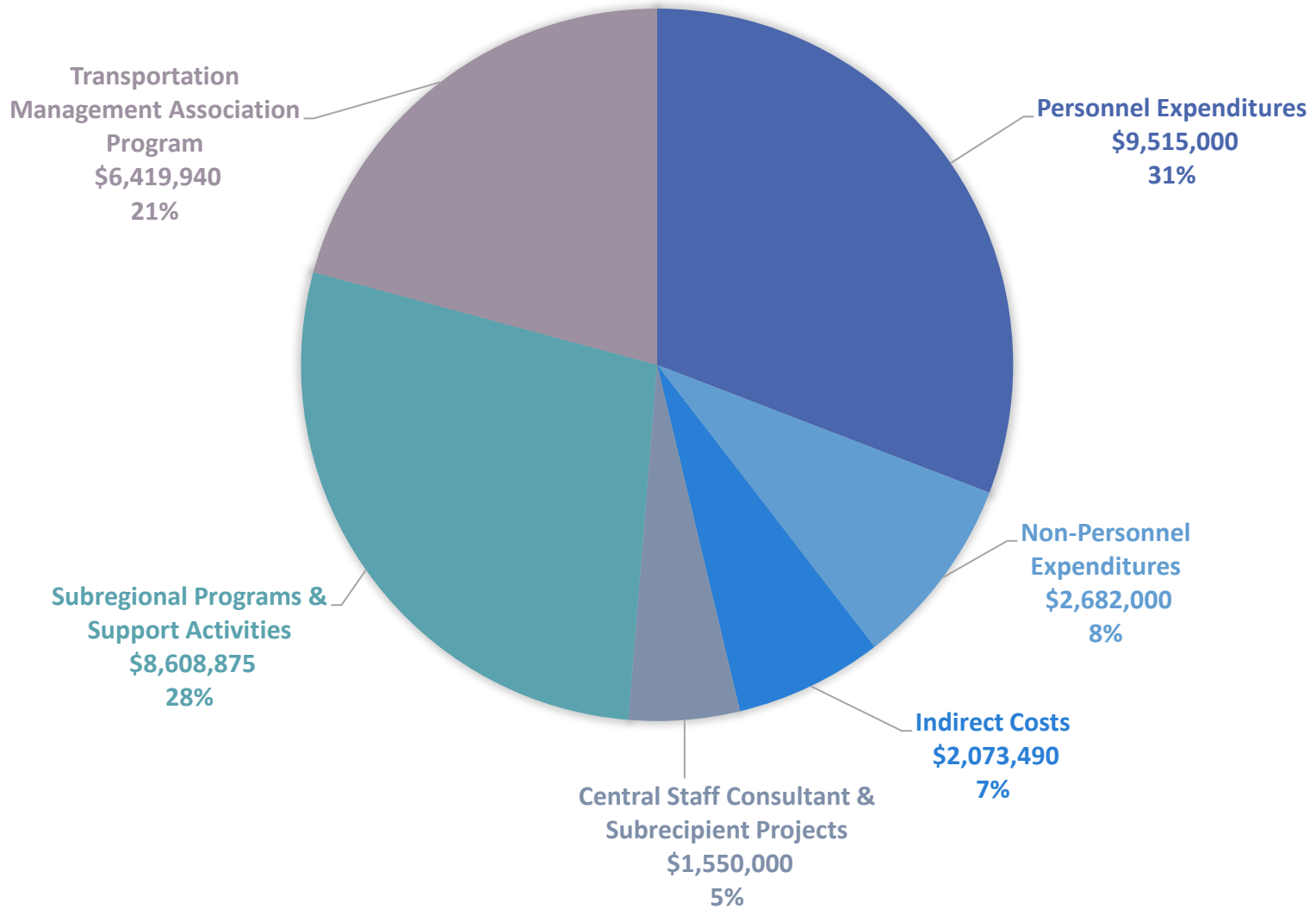
(3) The FY 2023 budget for NJIT's Facilities and Administration Costs assumes a fixed amount, as stated in the current NJDOT Basic Agreement with NJTPA and NJIT (Agreement No. 2021-NJIT-001), calculated from a rate based on past fiscal years' audited costs that is applied to projected FY23 total operating costs.

(4) New funding to be authorized for the FY 2023 program assumes FFY21 FHWA PL, FTA flexed PL funds, STBGP-NY/NWK, STBGP-PHILA funds (STIP DB Nos. X30A, and 11383), and reprogrammed FHWA PL funds to be released from prior FY task order authorizations (Task Orders PL-NJ-18-01 and PL-NJ-21-01, and old FTA flexed funds), and a local match (in-kind).

(5) For details of the central staff budget expenses, and consultant and subrecipient subcontracts, see pages 10, 11 and 12.

NJTPA FY 2023 UPWP BUDGET

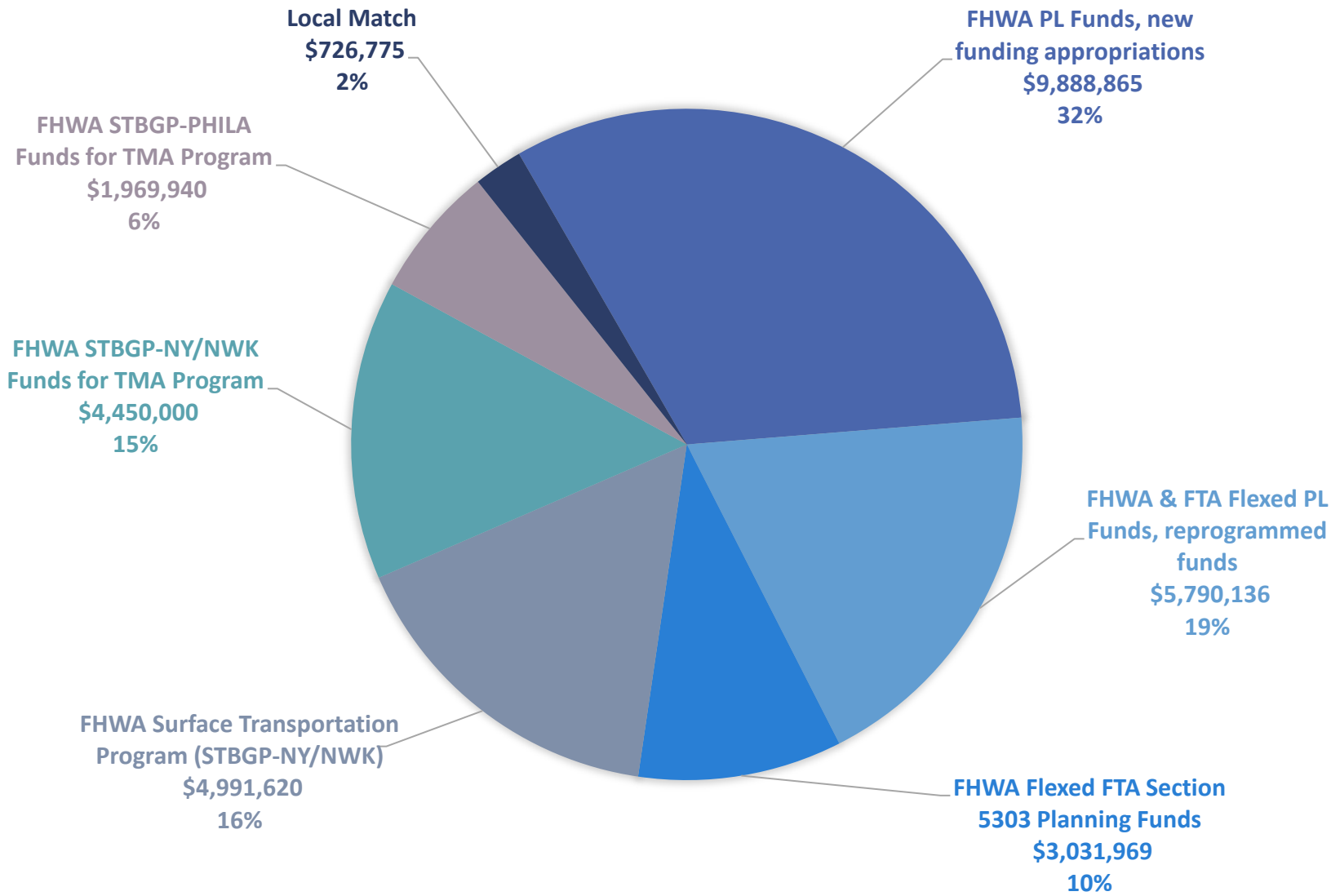
TOTAL EXPENDITURES \$30,849,305



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

NJTPA FY 2023 UPWP BUDGET

TOTAL REVENUES \$30,849,305



NJTPA FY 2023 UPWP Budget New Contractual/Consultant Projects

NEW FY 2023 UPWP Projects - Task Order PL-NJ-23-01

Task No.	Task Activity	Budget	Effective Funding Period
UPWP Consultant Projects (Chapter I)			
23/201-01	RCIS Refinement and Strategy Effectiveness	\$ 200,000	7/1/22-6/30/24
23/205-01	FY 2023 Air Quality Conformity Analysis and GHG Inventory	\$ 500,000	7/1/22-6/30/25
23/307-01	FY 2023 Planning for Emerging Centers *	\$ 525,000	7/1/22-6/30/24
23/601-01	FY 2023 Local Concept Development Studies *	\$ 4,000,000	7/1/22-6/30/25
23/802-01	FY 2023 UPWP Management System Support	\$ 500,000	7/1/22-6/30/24
Subtotal - UPWP Consultant Projects		\$ 5,725,000	
UPWP Subrecipient Projects (Chapter I)			
23/202-01	Trans-Hudson Bus Survey Phase III	\$ 250,000	7/1/22 - 6/30/23
23/307-02	FY 2023 TNJ Initiative Support *	\$ 225,000	7/1/22 - 6/30/23
23/701-01	FY 2023 Innovative Public Engagement	\$ 100,000	7/1/22 - 6/30/23
Subtotal - UPWP Subrecipient Projects		\$ 575,000	
UPWP Pass-Through Programs (Chapters II & III)			
23/304-01	FY 2023 Subregional Transportation Planning Program	\$ 2,283,875	7/1/22 - 6/30/23
23/304-02	FY 2023 STP Supplemental Support	\$ 225,000	7/1/22 - 6/30/23
23/304-03	FY 2023 - FY 2024 Subregional Studies Program	\$ 1,350,000	7/1/22 - 6/30/24
23/305-01	FY 2023 TMA Program	\$ 6,419,940	7/1/22 - 6/30/23
Subtotal - UPWP Pass-Through Programs		\$ 10,278,815	
Total		\$ 16,578,815	

* Subtotal Chapter I - Central Staff Subregional Support Activities \$ 4,750,000

**NJTPA FY 2023 UPWP Budget
Pass-Through Programs**

FY 2023 Subregional Transportation Planning Program, Chapter II	Federal Share	Local Share	Total Program Budget	STP Supplemental Support	Effective Funding Period
Bergen County STP Program	\$ 198,164	\$ 49,541	\$ 247,705	\$ 15,000	7/1/22 - 6/30/23
Essex County STP Program	\$ 132,966	\$ 33,242	\$ 166,208	\$ 15,000	7/1/22 - 6/30/23
Hudson County STP Program	\$ 113,296	\$ 28,324	\$ 141,620	\$ 15,000	7/1/22 - 6/30/23
Hunterdon County STP Program	\$ 71,010	\$ 17,753	\$ 88,763	\$ 15,000	7/1/22 - 6/30/23
Jersey City STP Program	\$ 90,530	\$ 22,633	\$ 113,163	\$ 15,000	7/1/22 - 6/30/23
Middlesex County STP Program	\$ 182,571	\$ 45,643	\$ 228,214	\$ 15,000	7/1/22 - 6/30/23
Monmouth County STP Program	\$ 153,190	\$ 38,298	\$ 191,488	\$ 15,000	7/1/22 - 6/30/23
Morris County STP Program	\$ 130,583	\$ 32,646	\$ 163,229	\$ 15,000	7/1/22 - 6/30/23
City of Newark STP Program	\$ 95,367	\$ 23,842	\$ 119,209	\$ 15,000	7/1/22 - 6/30/23
Ocean County STP Program	\$ 144,381	\$ 36,095	\$ 180,476	\$ 15,000	7/1/22 - 6/30/23
Passaic County STP Program	\$ 132,048	\$ 33,012	\$ 165,060	\$ 15,000	7/1/22 - 6/30/23
Somerset County STP Program	\$ 102,946	\$ 25,737	\$ 128,683	\$ 15,000	7/1/22 - 6/30/23
Sussex County STP Program	\$ 74,434	\$ 18,609	\$ 93,043	\$ 15,000	7/1/22 - 6/30/23
Union County STP Program	\$ 137,822	\$ 34,456	\$ 172,278	\$ 15,000	7/1/22 - 6/30/23
Warren County STP Program	\$ 67,792	\$ 16,948	\$ 84,740	\$ 15,000	7/1/22 - 6/30/23
Total STP Program	\$ 1,827,100	\$ 456,775	\$ 2,283,875	\$ 225,000	7/1/22 - 6/30/23

In addition, a total maximum budget of \$225,000 has been allocated in the FY 2023 UPWP's STP Program for supplemental support, with a \$15,000 allotment to each subregion (Task 23/304-02 FY 2023 STP Supplemental Support; there is no local match requirement for these funds).

FY 2023 - FY 2024 Subregional Studies Program, Chapter II	Federal Share	Local Share	Total Program Budget	Effective Funding Period
City of Jersey City: Traffic Calming Tool Kit	\$ 160,000	\$ 40,000	\$ 200,000	7/1/22 - 6/30/24
City of Newark: Newark Bike Plan	\$ 300,000	\$ 75,000	\$ 375,000	7/1/22 - 6/30/24
Monmouth County: Identification of Barriers to Mobility in Monmouth County	\$ 320,000	\$ 80,000	\$ 400,000	7/1/22 - 6/30/24
Passaic County: Passaic County Strategic Infrastructure Investment	\$ 300,000	\$ 75,000	\$ 375,000	7/1/22 - 6/30/24
Total FY 2023-FY 2024 SSP Program	\$ 1,080,000	\$ 270,000	\$ 1,350,000	7/1/22 - 6/30/24
Total Chapter II - Subregional Programs	\$ 2,907,100	\$ 726,775	\$ 3,633,875	

FY 2023 Transportation Management Association (TMA) Program, Chapter III	Federal Share	Local Share	Total Program Budget	TMA Core	TMA Supplemental	Effective Funding Period
Cross County Connection TMA Work Program	\$ 1,100,000	\$ -	\$ 1,100,000	\$ 1,030,000	\$ 70,000	7/1/22 - 6/30/23
EZRide TMA Work Program	\$ 1,405,000	\$ -	\$ 1,405,000	\$ 1,310,000	\$ 95,000	7/1/22 - 6/30/23
goHunterdon TMA Work Program	\$ 455,000	\$ -	\$ 455,000	\$ 410,000	\$ 45,000	7/1/22 - 6/30/23
Greater Mercer TMA Work Program	\$ 869,940	\$ -	\$ 869,940	\$ 779,940	\$ 90,000	7/1/22 - 6/30/23
Hudson TMA Work Program	\$ 520,000	\$ -	\$ 520,000	\$ 500,000	\$ 20,000	7/1/22 - 6/30/23
Keep Middlesex Moving TMA Work Program	\$ 620,000	\$ -	\$ 620,000	\$ 590,000	\$ 30,000	7/1/22 - 6/30/23
Ridewise of Raritan Valley TMA Work Program	\$ 490,000	\$ -	\$ 490,000	\$ 430,000	\$ 60,000	7/1/22 - 6/30/23
TransOptions TMA Work Program	\$ 960,000	\$ -	\$ 960,000	\$ 895,000	\$ 65,000	7/1/22 - 6/30/23
Total TMA Program	\$ 6,419,940	\$ -	\$ 6,419,940	\$ 5,944,940	\$ 475,000	7/1/22 - 6/30/23
Total Chapter III - TMA Program	\$ 6,419,940	\$ -	\$ 6,419,940			



**NJTPA FY 2023 UPWP
COMMENTS, RESPONSES AND REVISIONS
TO THE DECEMBER 2021 DRAFT**

GENERAL	
Comments	Responses/Revisions
<p>Throughout Chapter I there were numerous miscellaneous typos and minor corrections that need to be made. They are itemized below:</p> <ul style="list-style-type: none"> • Page 31. In the last sentence under Continuing Long-Term Core Task Activities, the word “in” is missing after “expert.” • Page 37. Statewide Long Range Transportation Plan (SLRTP) should be changed to the Long Range Statewide Transportation Plan (LRSTP). • Page 43. In the second paragraph under Description, “NJ DOT” should not be spaced. 2 • Page 48. The Project Cost content should be moved to the previous page. • Page 51. In two places under Description, NJDOT recommends consistency in spacing when listing fiscal years. This also occurs on Page 53. • Page 52. In the first sentence under Description, “Vorhees” should be spelled “Voorhees.” • Page 64. Please insert an acronym after “Transportation Capital Program.” • Page 84. Replace “metropolitan planning organization” with “NJTPA.” 	<p>Minor typos, grammatical errors, misspellings, etc. identified during the review of the draft UPWP have been corrected, and formatting issues and inconsistencies have been addressed.</p>

BUDGET BOOK	
Comments	Responses/Revisions
In page 3, NJTPA is assuming 58 FTEs for this budget. In page 7, there is mention of 66.5 FTEs. NJTPA web staff directory shows about 50 FTEs. Please clarify why there is a discrepancy in the number of FTEs present and being considered in this UPWP. How is NJTPA expecting to conduct a fairly accurate work plan with this staffing discrepancy in place?	<p>The budget for Central Staff activities includes full time and part-time staff positions. The note on page 3 references the 58 full time employees assumed for the budget. The 66.5 FTE total as noted on page 7 of the Budget Book, includes the allocation of time and efforts for both full and part-time staff. The FTE allocation for each task also assumes estimated time and efforts for vacant positions.</p> <p>The NJTPA staff directory on our website only shows current employees.</p>
Please format page 13 as page 14 so that the funding source and federal project number of each project is clear.	This has been updated.
18.8% (\$5.7M) of NJTPA’s total budget (\$30.7M) comes from reprogrammed funds. Reprogrammed funds comprise 31% (\$4.3M) of the UPWP Central Staff Activities budget (\$14.1M). Looking at past UPWPs, the percentage of reprogrammed funds utilized by NJTPA has been steadily increasing. In FY 19 it was 10%, FY 20 - 7%, FY 21 - 11%, and FY 22 - 16%. What would happen if reprogrammed funding was greatly reduced over one or more years? A better budgetary practice NJTPA should consider is utilizing a higher percentage of reprogrammed funds on studies and less on central staff. Please explain the reason(s) for steadily increasing percentage of reprogrammed funds	<p>NJTPA recognizes the risk of relying on reprogrammed PL funds due to potential rescissions and the decrease in the funding balances from prior fiscal year UPWPs as we become more efficient in planning and executing our work programs. STBGP funds have traditionally been used to supplement the UPWP budget when needed.</p> <p>Working with NJDOT, the NJTPA continually strives to improve our processes for developing, authorizing, managing, and closing out our UPWP budgets, which have effectively reduced remaining task order balances of funds authorized between FY 2015 and FY 2018. The increases in remaining balances of task orders issued in more recent years are due to changes in our work program to be more responsive to federal mandates resulting in increasing program resource needs. Although NJTPA has deployed strategies to address these growing demands, there is a lag in seeing their results since the source of reprogrammed funds for a new budget is typically from task orders issued two to five years prior.</p>
NJDOT commends NJTPA on an excellent budget book. It is clear and easy to follow.	The NJTPA appreciates NJDOT’s acknowledgement of our efforts.
NJDOT has reviewed the budget and federal funding assumptions and concurs with the figures shown.	The NJTPA appreciates NJDOT’s review and concurrence of budget assumptions.
	<p>Revisions: The December draft budget for Central Staff Direct Expenses was increased by \$120,000 under the Legal Services and Risk Management line item to cover additional insurance coverages required by the new Basic Agreement and additional legal support fees for NJTPA’s defense on a tort claim. As result, there is also a slight increase of \$20,400 to the NJIT Facilities and Administrative Support Services fee which is a percentage of the total projected Central Staff operating cost. This</p>

	resulted in a net increase of \$140,400 to the total annual budget or 0.5% increase from the December draft.
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CHAPTER I – CENTRAL STAFF ACTIVITIES		
Section	Comments	Responses/Revisions
General	FHWA would like to receive the contract that NJTPA has with NJIT for Task 23/207 and Rutgers and University of Minnesota for Task 23/307.	For FY2023, the NJTPA does not have a proposed contract agreement with NJIT and University of Minnesota under Task 23/207. Work conducted under these studies initiated in prior fiscal years and will continue in FY 2023 with Central Staff. Task descriptions have been updated to more clearly define the activities to be undertaken in FY 2023. The NJTPA has proposed to continue to work with Rutgers University on its TNJ Initiative Support subrecipient project. The contract for this agreement has not been prepared and would not be available until after we have received authorization of funding for the FY 2023 UPWP and have finalized the project’s scope of work and budget.
General	For each consultant activity described in the UPWP, the Task Number heading is followed by either “Consultant” or “Subrecipient.” These should be replaced with the actual task number (i.e., Task 23/202-01, etc.). To further identify contractual activities as either consultant or subrecipient projects, a separate heading could be created for this purpose.	The NJTPA appreciates the feedback and will take this under advisement when drafting the FY 2024 UPWP.
General	Under Project Cost, for each task with a consultant activity, the name of the consultant activity is instead replaced with the name of the task activity, and the corresponding task number of the consultant activity is instead replaced with the task number of the task activity. Please correct this. The format used in prior years is sufficient.	The NJTPA appreciates the feedback and will take this under advisement when drafting the FY 2024 UPWP.
General	Please ensure that all web links included within the document are accurate and, if possible, include hyperlinks for those viewing the UPWP online. Some web addresses are not working properly.	This will be corrected in the final draft. The currently system that generates the report for Chapter I – Central Staff Activities is not able to able to pickup all hyperlinks imbedded in the document. We are currently working on updating the system and will address this feature.

Task 23/101: UPWP Administration:	This section is referring to 23 CFR 450.334 only. It should refer to 23 CFR 450 Subpart C. The entire Subpart C is about Metropolitan Planning and Programming.	This reference has been updated.
Task 23/102: Grants and Contracts Administration:	The only product for this activity is ‘RFP’. Is that correct? From the goal and description of this activity and also from previous UPWPs it seems that products should include contracts, agreements, final invoices etc.	This has been updated.
Task 23/103: Title VI Compliance and Reporting:	Who is the task manager?	This has been updated.
Task 23/202 Modeling and Forecasting	Page 17. In the third paragraph on the page, it states that work on the Trans-Hudson Bus Survey was delayed to FY 2022, however, there is no mention of when that work was originally scheduled.	This has been clarified to specify that the work was originally scheduled for FY 2021.
Task 23/207 Transportation Technology for Planning and Operations	Page 32. NJDOT commends NJTPA for planning to develop a CAV Readiness Study for the region. Please consider adding the word “Vehicle” following “Autonomous.”	This change has been made.
Task 23/302: Planning Studies	How is this task and task manager supporting the regional studies mentioned in the webpage: https://www.njtpa.org/Planning/Regional - Programs/Studies.aspx	This task supports studies of regional issues, including active transportation needs, through direct management of studies (the Regional Active Transportation Plan) and through collaboration and analysis of data to support studies (such as through the Title VI/Equity Task Force). This task also assists with populating PRIME with study recommendations.
Task 23/306 Environmental and Climate Change Programs	How is updating GHG Inventory in this task different from the work that will be conducted under task 23/205. Why is there no mention of this task in 23/205?	These are the same effort. This task was updated to clarify that it supports the GHG Inventory Update included in Task 23/205. The final report now appears as a product only under Task 23/205.
Task 22/501 Capital Programming	Capital Programming: For this section, FHWA’s comment regarding more coordination between Capital Programming and Regional and Systems Planning from previous UPWPs still stands.	An Activity was added to the Continuing Long-Term Core Tasks Section: Collaborate with the Systems and Regional Planning Divisions and other Central Staff on Performance Measures (Task 23/201), Regional Capital Investment Strategy (Task

		23/201), Air Quality Planning (Task 23/205), PRIME (Task 23/203), the Long Range Transportation Plan (Task 23/301), and other ongoing programs. Similar language was added to these other tasks.
Task 23/602 Local Safety Programs	There are two FY 2017 Local Safety Engineering Assistance Program projects that are expected to be complete by 12/30/21. Please provide an update of these efforts and if they have been completed.	These two projects have been completed. Newark - Broad Street was authorized for construction on 11/2/21. Jersey City - Oakland & St. Pauls Avenues was authorized for construction on 1/7/22.
Task 23/603 Transportation Alternatives and Safe Routes to School	Page 77. The second bullet under Continuing Short-Term Task Activities starts with, "Coordinating with NJDOT to conduct solicitations for the TAP and SRTS programs....." while the bullet under New Task Activities says, "Coordinate with NJDOT to prepare and initiate a solicitation." As it currently stands, they seem repetitive. Please clarify.	This change has been made.
Task 23/702 Committee Support	Page 84. The fourth bullet under Continuing Long-Term Core Task Activities begins with, "Logistical support for all NJTPA Board meetings, standing committee meetings and meetings....." For the final mention of the word "meetings" it is unclear what kind of meeting this is referring to. Please clarify.	Language was added to specify "meetings involving Board members as needed." The section now reads: •Logistical support for all NJTPA Board meetings, standing committee meetings and other meetings involving Board members as needed including development and distribution of agendas ...

CHAPTER II – SUBREGIONAL PASS-THROUGH PROGRAMS

SUBREGIONAL TRANSPORTATION PLANNING (STP) PROGRAM

Section	Comments	Responses/Revisions
Hunterdon County	Each subregion includes at least one elective activity for Capital Programming, with the exception of Hunterdon County. Please clarify why Hunterdon County does not have an elective activity for this purpose.	Subregions are not required to include elective activities as part of their Work Programs. Furthermore, Hunterdon County indicated that after consideration, they did not identify any opportunities for Capital Programming elective activities.
Hudson County	The following elective was added at the request of the county under Task 2.1 Support the NJTPA’s Planning Process: “Support the Morris Canal Greenway by participating in the Morris Canal Working Group.”	This elective was added.
Hudson County	The following elective was added at the request of the county under Task 2.3, Capital Programming and Project Development: “Clay Street Bridge (Hudson/Essex) and Bridge Street Bridge (Hudson/Essex) Local Concept Developments (LCD) studies.”	This elective was added.

SUBREGIONAL STUDIES PROGRAM

<p>General</p>	<p>In the subregional studies program please provide information on how subregional staff are participating in their study efforts, as some show little to lower than expected cost.</p> <p>a. Jersey City – 1000 staff hours at \$0 cost (average staff cost \$0 per hour) b. Newark – 2156 staff hours for \$75,000 (average staff cost \$34 per hour) c. Passaic County – 1105 staff hours for \$75,000 (average staff cost \$67 per hour) d. Monmouth County – 1137 staff hours for \$100,000 (average staff cost \$87 per hour)</p> <p>The average cost per hour for subregional staff participation ranges from \$0 to \$87. Jersey City is expending \$0 on their subregional studies effort and Newark seems at the lower end of the range at \$34 per hour, but they also assumed double the hours of effort. Please provide more explanation on Jersey City and Newark subregional study staff hourly estimates and budget from which they will be drawing for on their participation.</p>	<p>The average cost per hour and average hourly staff wages for the subregions will vary. Allocation of funds by eligible budget line items (Direct Labor Cost, Direct Non-Labor Cost, Indirect Cost, and Consultant Cost) are determined by the subregion and are based on the anticipated scope of work and the approved estimated total budget. Salary rates are determined by the subregion and are based on staff’s experience and expertise and the subregion’s financial considerations. In addition, the subregion determines the level of staff participation for the grant. Each subregional study is unique and requires a varied level of staff to manage these projects.</p> <p>Jersey City is providing a cash match for consultant costs to meet the 20% Local Match requirement for this program. The estimated staff hours indicate the time and effort that Jersey City staff will spend administering this project, however the labor cost will not be charged to the grant and are noted as a zero cost.</p> <p>The City of Newark does not include any fringe benefits, direct non-labor and/or indirect costs in their calculations.</p> <p>Monmouth County’s estimated budget includes salaries, fringe benefits, direct non-labor cost, and indirect costs in their calculation. Not considering direct non-labor cost and indirect cost, their average labor rate is \$54 per hour.</p> <p>Similarly, Passaic County’s estimated budget includes fringe benefit cost and direct non-labor costs in their calculation and if not considered the hourly rate is \$64 per hour.</p>
<p>General</p>	<p>Please explain how each subregion developed their staffing cost in different manners with some using direct labor cost, direct non-labor cost, and indirect cost.</p>	<p>This comment is part of the previous comment and has been responded to.</p>
<p>General</p>	<p>All the subregional studies list a 12-month duration and the study timeline on page 128 shows it being 16 to 22 months. Please be consistent in showing the duration of effort involved.</p>	<p>We recommend that studies plan for a 12-month duration for the consultant efforts. The schedule shown in the introduction outlines timeframes for the steps prior to initiating a consultant contract. This includes developing RFPs and conducting the consultant selection process.</p>

General	Page 128. For the SSP Study Timeline, the third line “Draft RFP to NJTPA April 1- July 29, 2022” appears out of place. Perhaps it should be in the first or second position.	It has been moved to the first position.
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CHAPTER III TRANSPORTATION MANAGEMENT ASSOCIATIONS		
General	<p>Throughout the TMA Section, there were numerous miscellaneous typos and minor corrections that need to be made. They are itemized below</p> <ul style="list-style-type: none"> • There are many words that are joined together instead of being properly spaced. Please review the work program ensuring all such words are appropriately separated. • Page 56. Each goal should be listed in boldface to separate it from the description. • Page 59. In the first sentence under the second table, “to” should be replaced with “toward.” • Page 63. In the second sentence of the second paragraph under Strategy, the word “contract” should be replaced with “contact.” • Page 97. Condense the towns and years into multiple columns, if possible, for streamlining. Also, please align the names of the municipalities. • Pages 114-116. Include headings for both Mercer and Ocean County descriptions. • Page 167. In the third paragraph on the page, the average one-way commute time is misprinted by using a backslash instead of a period. • Pages 167-168. There are repeat figures in both the first paragraph on the page as well as under Title VI/Environmental Justice. Please edit accordingly so that these figures are 	These comments have been addressed.

	<p>not repeated. In addition, a tabular format may help to better present this information.</p> <ul style="list-style-type: none"> • Page 168. Please spell out “Limited” in the table instead of “Limit”. • Page 169. Please spell out “Coordinated Human Services Transportation Plan” as this is the first time it is mentioned in this particular TMA work program. • There are several instances in the EZ Ride TMA program where the word “like” is used as a modifier. Please replace “like” with “such as” for a more professional presentation. 	
General	In the table of contents and within the work program descriptions, the Goals & Objectives section should be placed after the Organizational Summary, thereby making it more prominent.	Thank you for identifying this. The order of information provided in the individual TMA work programs reflects the Work Program Submission Requirements detailed on pages 34-37 of the FY 2023 Transportation Management Association Solicitation for TMA Work Programs. We will work on reorganizing the “TMA Work Program Overview” section for the next solicitation to make goals and objectives more prominent.
General	Within each of the TMA Program Reports, it can be confusing to follow the Goal Areas with multiple strategies and products/outcomes. Consider formatting these program reports so that it is easier to identify each strategy and its associated products and outcomes.	Thank you for bringing this to our attention. This formatting is based on our online UPWP management system. Reformatting the program reports will require work from our IT department. We will investigate this for the next fiscal year.
General	Each TMA shows different demographic tables, thereby presenting different information. There should be consistency in content and the order in which the information and tables are presented	The information provided in the individual TMA work programs reflects the Work Program Submission Requirements detailed on pages 34-37 of the FY 2023 Transportation Management Association Solicitation for TMA Work Programs. As independent nonprofit corporations or authorities, the TMAs present geographic and demographic information that meet the requirements of the solicitation and call attention to the factors that highlight their unique needs and service area characteristics. We will review this next year to see if there are ways to present the data more consistently.

General	Both Cross County Connection (CCCTMA) and EZ Ride show the funding breakdown by source, while the other TMAs only list sources of funding without giving specifying the amount from each. For transparency, every TMA should list the amount of funding received along with each source.	The information provided in the individual TMA work programs reflects the Work Program Submission Requirements detailed on pages 34-37 of the FY 2023 Transportation Management Association Solicitation for TMA Work Programs. The requirements include “Major Sources of Funding” and the information provided is consistent with previous fiscal years. We will clarify this requirement to indicate “Major Sources and Amounts of Funding” for the next solicitation.
Cross County Connection TMA	The CCCTMA report is several pages longer than the others. In future UPWPs, consider condensing some of the information presented.	Thanks for your comment. We will work on addressing this in the next UPWP.
Cross County Connection TMA	NJDOT commends CCCTMA with their excellent Journey to Work and Commuter Flow tables.	Thank you for your comment. We will communicate this to the CCCTMA.
Cross County Connection TMA	Page 22. Please indicate that these are percentages within the table, either in the heading or by placing a percent sign next to each figure	These edits have been made.
EZ Ride	Page 55. Under the “Demographic Information” table, with the exception of total population, please use percentages for each race category as they are more effective in communicating the information presented. The columns in the “Journey to Work” table should also use percentages	These edits have been made.
EZ Ride	Page 55. It is unclear why Times Square is mentioned and how that location reference relates to EZ Ride’s service area.	Thanks for your comment. The reference to Times Square highlights the proximity of the EZ Ride service area to Manhattan and the prevalence of a wide variety of transportation infrastructure associated with and oriented towards New York City.
EZ Ride	Page 56. In the first sentence on the page, the word “successful” is used to describe the Lincoln Tunnel express bus lane. In what regard is it	Thanks for identifying this. The term “successful” has been removed to address this comment.

	successful? Please clarify or use a substitute word.	
EZ Ride	Page 58. Information in this table is already presented on Page 55. Only one needs to be included.	Thank you for your comment. Racial minority information is presented on page 58 to inform the discussion of Title VI and Environmental Justice factors in the EZ Ride service area, and as a result, we feel it should be retained.
goHunterdon	Pages 85-86. Statistics on additional race categories beyond Black and Hispanic need to be inserted into this table.	These edits have been made.
goHunterdon	Page 96. NJDOT commends goHunterdon for including crash data to demonstrate the need for safety education.	Thank you for your comment. We will communicate this to goHunterdon.
Greater Mercer TMA	Page 117. The table on this page shows incorrect information. “Low Income” should be replaced with “Minority”. In addition, please edit this table for better column alignment.	These edits have been made.
Greater Mercer TMA	Page 118. Please list the “seven other indicators” that are used to comprise the Composite Score.	These edits have been made.
Greater Mercer TMA	NJDOT commends Greater Mercer TMA for their use of a GIS map to visualize indicators of potentially disadvantaged populations in Mercer County.	Thank you for your comment. We will communicate this to GMTMA.
Hudson TMA	Pages 144-145. Consider using a tabular format to show “Journey to Work” data by municipality.	Thank you for your comment. We will recommend a tabular format for future work programs.
Hudson TMA	Page 162. In looking at the total budget amount for Hudson TMA, the average salary comes out to \$63/hour as opposed to an average of \$47/hour for all other TMAs (aside from KMM). In addition, per-hour operations come out to \$120/hour as compared to an average of \$68/hour	Thank you for your question. As independent nonprofit corporations or authorities, TMA costs, such as overhead, fringe benefits, and staff compensation, differ from one another. TMA staff hourly rates are set by the organization based on factors such as expertise and other financial considerations. TMA budgets and audit findings are subject to review by the NJTPA to

	for all other TMAs (aside from KMM). Please explain these discrepancies.	ensure they comply with federal financial guidelines.
Keep Middlesex Moving	Page 168. In the last paragraph on the page, what determines the minimum criteria for identifying Environmental Justice populations?	Thanks for your question. The solicitation directs TMAs to provide “a list of municipalities with higher than average representation of one or more traditionally underserved populations that will be a high priority for outreach and programming, and a list of TMA programs that provide particular benefit to one or more identified traditionally underserved populations.” Due to the diversity of the TMA service areas, the NJTPA has not established fixed thresholds for these population factors.
Keep Middlesex Moving	Page 169. KMM mentions that their activities must be concentrated due to budgeting constraints and staffing limits. In analyzing staff hours and funding of TMAs, it appears that KMM has per-hour operations of \$124/hour compared to \$68/hour for all other TMAs (aside from Hudson TMA). In addition, the average salary for KMM staff is \$69/hour as opposed to a \$47/hour average for the other TMAs (aside from Hudson TMA). Can staff be hired to expand KMM’s capabilities?	Thanks for your question. As independent nonprofit corporations or authorities, TMA costs, such as overhead, fringe benefits, and staff compensation, differ from one another. In addition, the NJTPA does not direct TMAs in the selection of staff. TMA staff hourly rates are set by the organization based on factors such as expertise and other financial considerations. TMA budgets and audit findings are subject to review by the NJTPA to ensure they comply with federal financial guidelines.
Ridewise	Ridewise presents good demographic information. It could be improved by use of a tabular format.	Thank you for your comment. We will recommend a tabular format for future work programs.