



Kathryn A. DeFillippo, Chair
Mary D. Ameen, Executive Director

KATHRYN A. DeFILLIPPO, CHAIR

VIRTUAL BOARD MEETING AGENDA

May 10, 2021

10:30 AM

Join the meeting from your computer, tablet or smartphone.

<https://global.gotomeeting.com/join/570493213>

You can also dial in using your phone.

United States: +1 (571) 317-3122

Access Code: 570-493-213

A. Open Public Meetings Act Compliance

B. Roll Call

C. Approval of Minutes

D. Chair's Remarks

E. Executive Director's Report

F. Committee Reports/Action Items*

• Project Prioritization – Commissioner John W. Bartlett, Chair

1. Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add the Chadwick Beach Island Bridge over Barnegat Bay Project in Ocean County (Attachments F.1.a., F.1.b)
2. Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add the Manhattan Avenue Retaining Wall Project in Hudson County (Attachments F.2.a., F.2.b.)
3. Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add the Martin Luther King Avenue Bridge over the Whippany River Project in Morris County (Attachments F.3.a., F.3.b.)

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

4. Approval of Projects for the 2020 Transportation Alternatives Set-Aside Program
(Attachments F.4.a., F.4.b.)

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

- Freight Initiatives – Commissioner Charles Kenny, Chair

G. Planning for 2050 Presentation: Planning for Healthy, Just, Resilient, and Carbon-Neutral Mobility in New Jersey – Jon A. Carnegie, Alan M. Voorhees Transportation Center

H. Public Participation

I. Time and Place of Next Meeting: The next virtual meeting of the NJTPA will be held on July 12, 2021 10:30 a.m. Log-in details will be provided.

J. Adjournment

**NJTPA Board Meeting
Virtual Meeting Notice
May 10, 2021, 10:30 AM
(Agenda Package Attached)**

The agenda package for the May 10, 2021 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.

To participate please click on the meeting link at the bottom of this page from your computer, tablet or smartphone. (If participating by smartphone only, you will need to install the GoToMeeting app either in the Apple store or Google Play store.)

If your computer does not have a microphone, choose “phone call” after you log in via the link and you will be provided with call-in information. **Please be sure to enter the audio PIN number provided to properly connect your phone audio.**

If you are unable to participate by computer or smart phone, you can use the call-in information at the bottom of this document to participate by telephone only. **However, we strongly recommend using a computer or the GoToMeeting app on your smartphone if possible.**

Further information is available in the GoToMeeting Quick Guide for Attendees at <https://www.gotomeeting.com/meeting/resources/gotomeeting-quick-and-helpful-guide-for-attendees>

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

Log-In Details

**NJTPA Board Meeting
May 10, 2021
10:30 AM**

Please join the meeting from your computer, tablet or smartphone.

<https://global.gotomeeting.com/join/570493213>

You can also dial in using your phone.

United States: [+1 \(571\) 317-3122](tel:+15713173122)

Access Code: 570-493-213

Join from a video-conferencing room or system.

Dial in or type: 67.217.95.2 or inroomlink.goto.com

Meeting ID: 570 493 213

Or dial directly: [570493213@67.217.95.2](tel:570493213@67.217.95.2) or 67.217.95.2##570493213

New to GoToMeeting? Get the app now and be ready when your first meeting starts:

<https://global.gotomeeting.com/install/570493213>



Kathryn A. DeFillippo, Chair
Mary D. Ameen, Executive Director

KATHRYN A. DeFILLIPPO, CHAIR

Board Meeting Minutes

March 8, 2021

A. Open Public Meetings Act Compliance

Chair Kathy DeFillippo, Morris County Commissioner, 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 the 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

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

C. Approval of Minutes

A motion to approve the minutes of the January 11, 2021 meeting was made by Ocean County, seconded by Somerset County and carried with 18 affirmative votes. Sussex County abstained.

D. Chair's Remarks

Chair DeFillippo recognized two new NJTPA Trustees: Commissioner Zach Rich, Hunterdon County, who previously served as the County's alternate representative, and Commissioner Christopher Carney, the Board's new trustee from Sussex County. The Chair announced that the updated Board Handbook would not be printed this year due to the pandemic but would be made available online instead. The handbook provides an overview of the NJTPA's planning and capital programming processes, contact information for Board members and partner agencies, by-laws, and other important information.

The Chair said she is optimistic about the new administration's commitment to investing in infrastructure. She said the president has publicly committed to the Hudson River Tunnel project and overall Gateway Program, and she is hopeful there will be federal funding commitments to advance these important projects, which remain central components of the NJTPA's long-range plan.

Chair DeFillippo said staff is developing the latest long-range plan update, Plan 2050, which outlines the NJTPA's vision for the future and calls for making transportation safer and more equitable for all users. She said the plan's 2050 horizon year means it must consider emerging technologies and other trends that could change the ways people and goods are moved over the next 30 years. The Chair noted that the pandemic has presented challenges in forecasting these trends. For example, the shift to remote work has dramatically affected commuting and transit use.

The Chair said another issue the plan must consider is how to make the region's transportation system more resilient in the face of natural disasters like Superstorm Sandy, and February's storm that affected Texas.

Chair DeFillippo said the Board was being asked to vote on two action items that day, the NJTPA's annual work program for the next fiscal year and support for two performance measure targets. She said these actions show that the region is continuing to meet all its federal planning requirements despite the challenges of the pandemic.

E. Executive Director's Report

NJTPA Executive Director Mary D. Ameen reported on Central Staff activities since the January Board meeting. She said recent storms and bad weather are a reminder of the need to prepare infrastructure for increasingly extreme weather and other disruptive events. She said one way the NJTPA helps to foster resilience—as well as safety, health, equity, and the economy—is through the tasks outlined in the annual Unified Planning Work Program (UPWP).

Ms. Ameen said the work program sets the NJTPA's strategic directions for the coming year, under the direction of the Board and with input from agency partners and stakeholders. She said it is how the NJTPA builds upon past initiatives and achievements and sets new courses to respond to changing needs. Ms. Ameen noted some new Central Staff work tasks in this year's UPWP:

- Improving work relating to Title VI civil rights requirements, including compliance and reporting by the subregions;
- Studying freight rail crossings in the region;
- Developing a plan to promote active transportation;
- Validating and improving the region's travel demand model; and
- Supporting regional implementation of the State Strategic Highway Safety Plan.

Ms. Ameen said the UPWP also provides funding for transportation planning work in the 15 county and city subregions, including funds for core planning work, as well as competitive programs like Subregional Studies. She said the UPWP also outlines the activities of the state's eight Transportation Management Associations (TMAs) and provides funding for their wide range of programs. Ms. Ameen said the NJTPA has long been committed to these “pass through” programs, which put a significant amount of federal dollars to work at improving regional and local transportation and mobility.

Ms. Ameen said one of the key tasks in the current work program is development of Plan 2050, the updated long-range plan. She said the extensive public outreach for the plan is nearly complete and included numerous virtual public outreach meetings, focus groups with members of traditionally under-represented communities, an online survey, and three topical symposia. Ms. Ameen said one of the final outreach activities is a contest for kids, asking them to submit videos, audio recordings, poems, drawings, or short essays on their vision for the future of transportation. Details are on the NJTPA Plan 2050 website, where plan-related videos and recordings of the symposia are also available.

Ms. Ameen said a related activity is the ongoing UpNext North Jersey group, composed of young adults, which meets periodically to provide input on Plan 2050 and other NJTPA work. They last met in January to discuss resilience, including a presentation by the state's climatologist Dr. David Robinson. She said it was a highly relevant discussion, as today's young adults will become tomorrow's leaders, faced with responding to climate change and the intertwined issues of social equity, public health, and sustainability. Ms. Ameen said the input received from these and other efforts, along with in-house modeling and technical analysis, will provide the foundation for the final Plan 2050 document. A formal public comment period is planned for late summer, and Board action is expected in the fall.

Ms. Ameen said the Board also will be asked in the fall to approve a new Transportation Improvement Program (TIP) and accompanying air quality conformity determination, both of which also are under preparation and critical to the NJTPA's mission and operations.

Ms. Ameen said the next few months will be busy and productive, and she thanked all for their continuing support and involvement.

F. Committee Reports/Action Items

Project Prioritization – Commissioner John W. Bartlett, Chair

Commissioner Bartlett reported that, at the joint committee meeting in February, the Project Prioritization Committee approved four action items which do not require further action. He said the first concerns a set of four modifications to the Fiscal Years (FYs) 2020-2023 TIP. He said the first modification adds \$1.5 million in federal funding for the preliminary engineering phase of work in Fiscal Year 2021 for the Route 46 Pequannock Street to County Route 513 (also known as West Main Street) project in Morris County. Funding for this phase is now ready for authorization in 2021.

The Commissioner said the second modification adds \$4.75 million in Port Authority of New York & New Jersey (PANYNJ) funds in FY 2021 for preliminary engineering for the Route 1&9 Interchange at Route I-278 project in Union County. Additionally, \$1 million in state funds is added for design in 2023 to match current funding in the State Transportation Improvement Program. Third, for the Route 18, East Brunswick, Drainage and Pavement Rehabilitation project in Middlesex County, the Committee approved a request to add \$4.95 million in the current fiscal year for right-of-way and to reprogram \$37.2 million for construction in 2022 and

2023. The fourth modification concerns the Route 206, Valley Road to Brown Avenue project in Somerset County. The modification removes the utility phase of work, which had been allocated \$5.5 million. That work will now be conducted as part of the construction phase, which is allocated \$71.5 million in federal funds from 2023 through 2025. The funding amount for construction must increase due to additional earthwork, stormwater management, right of way acquisition, and bridge construction costs.

Commissioner Bartlett said the Committee also considered three project financial plan annual updates. These updates are required for major projects with total cost from \$100 million to \$500 million in federal funding.

- The updated financial plan for the Route 206 Project in Somerset County reflects a total project cost of \$487 million, an increase of \$34 million which is mainly due to an increased design effort for the Doctors Way to Valley Road segment, updated cost estimates, increased construction support services, and minor construction change orders.
- The updated financial plan for the Route 72, Manahawkin Bay Bridges Project in Ocean County reflects a decrease in total project cost of about \$13 million to \$328 million. This results from finalized design and actual construction costs.
- The updated financial plan for the Route 3/Route 4, Valley Road and Notch/Rifle Camp Road Interchange project in Passaic County reflects a \$7.2 million increase in total project cost to \$316 million, mainly due to construction change orders from unanticipated site conditions, utility conflicts and contractor bids that were higher than the engineer's estimate.

The Commissioner said the Committee approved the four modifications and three financial plan updates, and no further action is needed. He said, also at the meeting, Central Staff briefed the Committee on the development of the region's draft FY 2022 TIP. He said the subregions have had the opportunity to review and comment on the state's unconstrained Draft Transportation Capital Program (often referred to as the "Project Pool"), which provides the foundation for the TIP to be finalized later this year.

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

Commissioner Kelly said the Planning and Economic Development Committee considered two action items at the February joint meeting. The first concerns approval of the FY 2022 UPWP, which describes all regional transportation planning and related work being done by Central Staff, the subregions, and the Transportation Management Associations during the upcoming state fiscal year, which begins July 1. He said drafts of the UPWP and budget were distributed to the Board, RTAC, NJDOT, NJ TRANSIT, and the federal partners in December for review and comment. The Commissioner said, in addition to providing helpful suggestions for enhancing or clarifying work tasks, NJDOT commended the NJTPA for developing a work program that responds to federal emphasis areas and state planning priorities. He thanked NJDOT for this feedback.

Commissioner Kelly noted that NJDOT commended Morris County for including work that fosters coordination with railroad operators and interested businesses to consider moving more goods via rail. NJDOT also commended Passaic County for including an elective activity to help develop policies and methodologies for producing more accurate crash data for environmental justice communities. He said this will help achieve the State's vision to move toward zero deaths and will do so with an emphasis on equity.

The Commissioner said the Committee next recommended support for the Adjusted Pavement and Bridge Performance Measure targets set by the NJDOT. These are among the federally required, statewide two- and four-year targets set by NJDOT that the Board first voted to endorse in 2018. He said, last October, NJDOT submitted a performance progress report to the Federal Highway Administration that covered the first two-year period. Based on their assessment, NJDOT chose to adjust the four-year targets for three of the performance measures:

- NJDOT is increasing the target for the percentage of the non-interstate National Highway System pavement lane-miles in poor condition. This change is due to data limitations and lack of experience with the new pavement metric, which initially led to an unrealistic target number.
- NJDOT has adopted a slightly more optimistic target for the percentage of bridges in good condition, reflecting recent trends.
- NJDOT slightly increased the target for bridges in poor condition, based on more current data.

Commissioner Kelly said NJDOT collaborated with the NJTPA and the state's other MPOs on developing these adjusted targets, which will serve as useful benchmarks toward achieving longer-term regional goals.

The Commissioner noted that at the joint meeting Central Staff provided updates on recent activities, including Plan 2050 outreach, updated regional performance measure products, and recent Together North Jersey activities.

Action Item 1: Approval of the FY 2022 Unified Planning Work Program (Attachment 2)

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

Action Item 2; Support for Adjusted Pavement and Bridge Performance Measure Targets Set by the New Jersey Department of Transportation (NJDOT) (Attachment 3)

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

Freight Initiatives – Commissioner Charles Kenny, Chair

Commissioner Kenny reported that the February meeting of the Freight Initiatives Committee featured an annual review and report on Port and Maritime activities in the region. He said the first speaker was Bethann Rooney from the PANYNJ, who said that even with the pandemic, the volume of containers handled at the port continued to rise in 2020, surpassing previous years, but the growth was not uniform for all sectors. Volume from the port's three auto processors was initially down 40 percent but recovered during the last six weeks of the year with the arrival of 2021 models. Rail volume grew by 7 percent, but business at the port's two cruise terminals was down 91 percent, and bulk commodities were down 17 percent. Ms. Rooney highlighted that after several canceled sailings during the early months of the pandemic, the Port handled the equivalent of eight months of containerized cargo in the last five months of 2020.

Ms. Rooney also noted that Port stakeholders – including the New York Shipping Association, the International Longshoremen's Association, and the Council on Port Performance – are working to manage cargo volumes while keeping port workers healthy and safe. She also said ongoing investments by the PANYNJ and its partners continue to focus on improving terminal capacity and access. The PANYNJ and Army Corps of Engineers are studying the feasibility of further deepening and widening port channels to accommodate increasingly larger ships. The PANYNJ is also partnering with Conrail on rail improvements, including constructing the Waverly Loop north of Port Newark and design work for the Southbound Connector Project. On the Environmental sustainability front, PANYNJ programs have significantly reduced air pollutants in the last 10 years, despite a 47 percent growth in cargo volume.

The Commissioner introduced the next speakers: Markus Schwenke, Daimler Trucks North America, and Chris Grato, International Motor Freight (IMF). They briefed the Committee on a pilot program to electrify IMF vehicles that move containers at the port. Partial funding for this project was awarded through the NJTPA Transportation Clean Air Measures program, and it recently received additional funding through New Jersey's Volkswagen settlement. Following successful tests on the West Coast, battery electric tractors will be deployed at the port as part of the pilot program beginning in 2022. These vehicles are proven to lower operating expenses while benefitting the environment. The pilot includes a charging park, stationery battery storage, and solar power support.

Commissioner Kenny said that, also at the meeting, Committee members learned that NJDOT's FY 2021 Freight Rail Assistance Program grants included an award to Morris County to advance work on the Dover and Rockaway Realignment project, which was part of NJTPA's pilot Freight Concept Development Program. NJDOT will open the FY 2022 program for applications in July.

G) Planning for 2050 Presentation: Federal Transportation Policy and Legislation Outlook

Erich Zimmermann, Deputy Director, National Association of Regional Councils (NARC), briefed the Board on the status of certain House and Senate bills, including a COVID response package that is undergoing the reconciliation process; a COVID recovery package, which also may undergo reconciliation; and the reauthorization of the Fixing America's Surface Transportation (FAST) Act, which expires on September 30, 2021.

Mr. Zimmermann said it is a NARC priority to advocate for increasing federal funding that flows to local jurisdictions through their Metropolitan Planning Organizations (MPOs) from the Surface Transportation Block Grant (STBG) Program, as well as through Metropolitan Planning (PL) funds. Mr. Zimmerman said NARC works with local officials and transportation coalitions, including the League of Cities, National Association of Counties, Conference of Mayors, Association of MPOs and National Association of Development Organizations. He said they are asking Congress to consider making STBG 100 percent suballocated based on population, which would increase the amount of funding available at the local level, especially areas with populations over 200,000. He encouraged Board members to tell Congress how they would use the increases and how important it is to move projects at the local level, where change can best effectuated.

Mr. Zimmermann noted that a letter from Rep. Peter DeFazio, Chair of the House Committee on Transportation and Infrastructure, proposes reinstituting earmarked funding for projects at various phases leading up to construction, and not just those that are “shovel ready.” Mr. Zimmerman said feedback from the NJTPA and other MPOs suggests encouraging legislators to expand the list of sources from which they might draw projects for earmarking beyond the TIP to include long range transportation plans, work programs and the Economic Development Administration’s Comprehensive Economic Development Strategy plan.

On New Jersey’s Gateway Program, Mr. Zimmerman said there is reason for optimism because the Federal Transit Administration has reversed a prohibition of local areas using federal loans as matching funds. Also, last year’s House INVEST Act included \$10 billion for Projects of Regional and National Significance, which he said could be a source of funding for Gateway. Last year’s bill is forming the foundation of the bill currently being crafted in the House.

Mr. Zimmermann said NARC is focusing on the next stimulus bill and reauthorization and may seek increased attention to and funding for workforce development, electric vehicle charging stations, fleet electrification, equity, and broadband.

H) Public Participation

Neile Weissman, Complete George, said the PANYNJ’s Restore the George project will reconfigure the George Washington Bridge bicycle/pedestrian paths in a way that will increase the likelihood for user conflicts, or crashes, when the project is complete.

Sutapa Bhandyopadhyay, New Jersey office of the Federal Highway Administration, said the U.S. Department of Transportation has issued a Notice of Funding Opportunity for the Infrastructure for Rebuilding America (INFRA) Grant Program and is accepting grant applications until March 19, 2021. Ms. Bhandyopadhyay also said the US Census Bureau is requesting public comment on the proposed criteria for urban area delineation determination, which affects the amount of federal funds that urban areas receive. Comments can be submitted at the Federal Register website by May 20, 2021.

I) Time and Place of Next Meeting

Chair DeFillippo announced that the next virtual meeting of the NJTPA Board will be held on Monday, May 10, 2021 at 10:30 a.m.

J) Adjournment

At 11:35 a.m., a motion to adjourn was made by Ocean County, seconded by Middlesex County and carried unanimously.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: March 8, 2021

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	Joseph Baladi
Essex County	David Antonio	
Hudson County	Byron Nicholas	Thomas Malavasi
Hunterdon County	Hon. Zach Rich	Carrie Fellows
Jersey City	Barkha Patel	Elias Guseman
Middlesex County	Hon. Charles Kenny Doug Greenfeld	Solomon Caviness Vijayant Rajvanshi
Monmouth County	Teri O'Connor	Joseph Ettore David Schmetterer
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
Somerset County	Hon. Sara Sooy Walt Lane	Ken Wedeen Paul Drake
Sussex County	Hon. Chris Carney Tom Drabic	
Union County	Hon. Bette Jane Kowalski	Liza Betz
Warren County	Hon. Jason Sarnoski	
Governor's Office	Lauren Nathan-LaRusso	
NJDOT	Mike Russo	James Vari Andrew Swords Touraj Tayebi Thomas Houck
NJ TRANSIT		Lou Millan
Port Authority of NY & NJ	Jay Shuffield	
Citizen's Representative	Jared Rodriguez	

Other Attendees	
Anna Aleynick	AECOM
Neile Weissman	Complete George
Valerie Askinazi	Environmental Protection Agency

Sutapa Bandyopadhyay	FHWA
Raymond Tomczak	FTA
Paul St. Onge	GibbonsLaw.com
Bob Werkmeister	GPI
Ted Del Guercio	McManimon, Scotland & Baumann, LLC
Erich Zimmerman	NARC
Various members of Central Staff	NJTPA
Dan Callas	TransOptions
James Selle	
Victor Mattola	
Dwayne Eddings	
Bassey Onyile	
Raymond Fusco	
Jay Robaina	
I80 DWG Coalition	

DRAFT RESOLUTION: APPROVAL OF THE FY 2022 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 2022 UPWP (July 1, 2021 to June 30, 2022) 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 2022 UPWP is fully consistent with the U.S. Department of Transportation Metropolitan Transportation Planning Regulations (23 CFR part 450) which became effective May 27, 2016, as well as the “Fixing America’s Surface Transportation Act” (FAST Act); and

WHEREAS, any FY 2022 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 2022 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.

DRAFT RESOLUTION: SUPPORT FOR ADJUSTED PAVEMENT AND BRIDGE PERFORMANCE MEASURE TARGETS SET BY THE NEW JERSEY DEPARTMENT OF TRANSPORTATION (NJDOT)

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

WHEREAS, Title 23, Section 134 of the United States Code requires that each MPO undertake a transportation planning process that shall provide for the establishment and use of a performance-based approach to transportation decision-making to support national goals; and that each State department of transportation (DOT) and MPO shall: set performance targets for the established performance measures to use in tracking progress toward attainment of critical outcomes for the region, and integrate those targets into their planning documents and processes; and

WHEREAS, the Federal Highway Authority (FHWA) has established national performance measures for use in the performance-based planning process; and

WHEREAS, the New Jersey Department of Transportation (NJDOT) set 2- and 4-year statewide targets for the first performance period (2018–2021) in the Baseline Performance Period Report, submitted to FHWA on October 1, 2018; and

WHEREAS, the NJTPA established MPO targets by supporting the NJDOT statewide 2- and 4-year statewide targets for the 2018-2021 performance period by resolution on September 10, 2018; and

WHEREAS, in the Mid Performance Period Progress Report submitted to FHWA on October 1, 2020, the NJDOT submitted adjusted statewide 4-year targets for three pavement and bridge measures: 1) percent of the non-Interstate NHS pavement lane-miles in poor condition, 2) percent of the NHS bridges (by deck area) in good condition, and 3) percent of the NHS bridges (by deck area) in poor condition; and

WHEREAS, the FHWA rules on performance management require that MPOs and State departments of transportation coordinate on setting performance targets; and

WHEREAS, the FHWA rules also require that, if a State DOT adjusts a 4-year target in the Mid Performance Period Progress Report, and if the MPO established its corresponding target by supporting the State DOT target, then the MPO shall, within 180 days, either support the adjusted statewide 4-year target or commit to a new quantifiable target for that performance measure for its metropolitan planning area; and

WHEREAS, the NJTPA coordinated with NJDOT and the other MPOs in New Jersey on analyzing trends and developing the statewide targets for these measures; and

WHEREAS, the adjusted statewide 4-year targets appropriately reflect and will serve as suitable benchmarks for the planning goals and desired outcomes for the projects and programs of the NJTPA Regional Transportation Plan and TIP; 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 NJTPA hereby supports the NJDOT adjusted statewide 4-year targets for the three pavement and bridge performance measures; and

BE IT FURTHER RESOLVED, that the NJTPA will program investments that support the achievement of these performance targets; and

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

Attachment F.1.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD THE CHADWICK BEACH ISLAND BRIDGE OVER
BARNEGAT BAY PROJECT IN OCEAN COUNTY**

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

WHEREAS, the NJTPA formally adopted the FY 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; 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, Ocean County has requested the addition of the Chadwick Beach Island Bridge Over Barnegat Bay project (DB# N1805) in Ocean County to the TIP utilizing federal STBGP-NY/NWK funds available in the NJTPA program, Future Projects (DB# N063); and

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

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

WHEREAS, the FY 2020 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

WHEREAS, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of 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 2020 – 2023 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 2020 - 2023 Transportation Improvement Program to Add the Chadwick Beach Island Bridge over Barnegat Bay Project in Ocean County

Action: In order to advance the following project, the North Jersey Transportation Planning Authority (NJTPA) on behalf of Ocean County has requested amending the FY 2020 – 2023 TIP to program federal funds.

Background: According to the *TIP Memorandum of Understanding*, when a project 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. The following revision is required to add a project in Ocean County, which has completed Local Concept Development and requires the addition of federal funds for phases of work that will be programmed in the TIP. The NJTPA Future Projects program line item (DB# N063) has Surface Transportation Block Grant Program (STBGP) funds available for this purpose. The project is exempt from an air quality conformity determination and does not impact the current conformity determination.

Minor Amendment:

- **Chadwick Beach Island Bridge over Barnegat Bay, Ocean County DB# N1805**
This project is ready to advance to the Preliminary Engineering phase of work. The project will be funded with STBGP-NY/NWK funds made available from the NJTPA Future Projects program line item (DB# N063). The STBGP-NY/NWK funds will be programmed as follows: \$1 million in Federal Fiscal Year (FFY) 2021 for Preliminary Engineering; \$1 million in FFY 2023 for Design; \$0.4 million in FFY 2024 for Right of Way; and \$10 million in FFY 2025 for Construction.

The attached documents provide further details on this project.

Justification for Action: Approval of this minor amendment to the FY 2020 – 2023 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 2020 - 2023

Routes: **Mileposts:** **DBNUM:** N1805

Name: Chadwick Beach Island Bridge (No. 1507-007) over Barnegat Bay

The purpose of the Chadwick Island Bridge project is to restore the structural, geometric and operational integrity of the bridge in compliance with current design standards and to provide a safe, efficient and reliable crossing for all modes of transportation. The existing structurally deficient all timber bridge was originally constructed in the early 1950's as part of the original development of the island community. In 1985 the bridge superstructure was replaced to prolong its service life. The current issues with the existing timber bridge include, moderate to severe deterioration /section loss of load bearing piles, deterioration of substructure cross bracing, deterioration and misalignment of timber deck boards and hardware and inadequate roadway width for vehicular traffic. This is a bridge replacment project.

Counties: Ocean

Municipalities: Toms River Twp

Project Type:

RCIS Category: Bridges

Sponsor: Ocean County

Est. Total Project Cost: (Million)

TIP:

PENDING

FY 2020 - 2023 TIP Cost: (Million) \$2.000

**Unconstrained
Information Year**

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	PE	STBGP-NY/NWK		\$1.000			
NJTPA	DES	STBGP-NY/NWK				\$1.000	
NJTPA	ROW	STBGP-NY/NWK					\$.400
NJTPA	CON	STBGP-NY/NWK					\$10.000
				\$1.000		\$1.000	\$10.400

DATE SUBMITTED: 3/11/2021

NJTPA Local Modification Request
Fiscal Constraint Chart (amount in millions)

Project Name	DBNUM	County	Phase of Work	FY 2021 Add		FY 2021 Delete		FY 2022 Add		FY 2022 Delete		FY 2023 Add		FY 2023 Delete		FY 2024 Add		FY 2024 Delete		FY 2025 Add		FY 2025 Delete	
				Need	Source	Resource	Source	Need	Source	Resource	Source	Need	Source	Resource	Source	Need	Source	Resource	Source	Need	Source	Resource	Source
Chadwick Beach Island Bridge over Barnegat Bay	N1805	Ocean	PE	\$1.000	STBGP-NY/NWK																		
Chadwick Beach Island Bridge over Barnegat Bay	N1805	Ocean	DES									\$1.000	STBGP-NY/NWK										
Chadwick Beach Island Bridge over Barnegat Bay	N1805	Ocean	ROW													\$0.400	STBGP-NY/NWK						
Chadwick Beach Island Bridge over Barnegat Bay	N1805	Ocean	CON																	\$10.000	STBGP-NY-NWK		
NJTPA, Future Projects	N063	Various	ERC			(\$1.000)	STBGP-NY/NWK							(\$1.000)	STBGP-NY/NWK			(\$0.400)	STBGP-NY/NWK			(\$10.000)	STBGP-NY/NWK
				\$1.000		(\$1.000)						\$1.000		(\$1.000)		\$0.400		(\$0.400)		\$10.000		(\$10.000)	

John N. Ernst, P.E., P.P.
Ocean County Engineer

Mark F. Jehnke, P.E.
Assistant County Engineer

Thomas E. Hartman, Jr., P.E.
Supervising Engineer
Highway & Bridges

Lukasz Praski, P.E.
Supervising Engineer, Bridges

Gary Leemann, P.E.
Principal Engineer, Highways



OFFICE OF THE OCEAN COUNTY ENGINEER

129 Hooper Avenue • P.O. Box 2191
Toms River, New Jersey 08754-2191

Voice (732) 929-2130

Telefax (732) 506-5182

Road Opening Permit (732) 929-2124

Traffic (732) 349-8165

February 3, 2021

Ms. Mary Ameen
Executive Director
North Jersey Transportation Planning Authority
One Newark Center
17th Floor
Newark, New Jersey 07102

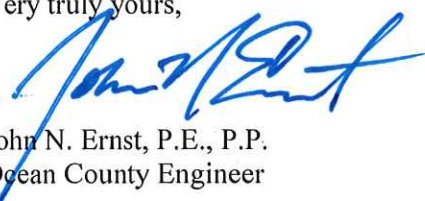
Re: Chadwick Beach Island Bridge Over Barnegat Bay – Local Concept Development Study

Dear Ms. Ameen:

As the County's Chadwick Beach Island Bridge Over Barnegat Bay project has recently graduated from Local Concept Development to Preliminary Engineering, I am writing to request the project be added to the TIP in anticipation of advancing to Preliminary Engineering.

Thank you for your assistance and if you require any further information, please do not hesitate to contact me.

Very truly yours,


John N. Ernst, P.E., P.P.
Ocean County Engineer

JNE/MFJ/cn

cc: Mark F. Jehnke, Assistant County Engineer
David Behrend, Deputy Executive Director
Sascha Frimpong, MPA, Director Local Programs and Project Development
File



SPECIAL ASSISTANCE/ACCOMMODATIONS available, please call (732) 929-2130.



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Chadwick Beach Island Bridge over Barnegat Bay**

DBNUM: N1805

TRACK #: N-N1603-0-A-2020

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: The STBGP-NY/NWK funds will be programmed as follows: \$1 million in FFY 2021 for Preliminary Engineering \$1 million in FFY 2023 for Design \$0.4 million in FFY 2024 for Right of Way and \$10 million in FFY 2025 for Construction.

REASON FOR CHANGE:

This project is ready to advance to the Preliminary Engineering phase of work. The project will be funded with STBGP-NY/NWK funds made available from the NJTPA Future Projects line item (DB# N063).

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See attached fiscal constraint chart

CONFORMITY:

PUBLIC INVOLVEMENT:

Attachment F.2.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD THE MANHATTAN AVENUE RETAINING WALL
PROJECT IN HUDSON COUNTY**

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

WHEREAS, the NJTPA formally adopted the FY 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; 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, Hudson County has requested the addition of the Manhattan Avenue Retaining Wall project (DB# N1603) in Hudson County to the TIP utilizing federal STBGP-NY/NWK funds available in the NJTPA program, Future Projects (DB# N063); 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 2020 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

WHEREAS, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of 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 2020 – 2023 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 2020 - 2023 Transportation Improvement Program to Add the Manhattan Avenue Retaining Wall Project in Hudson County

Action: In order to advance the following project, the North Jersey Transportation Planning Authority (NJTPA) on behalf of Ocean County has requested amending the FY 2020 – 2023 TIP to program federal funds.

Background: According to the *TIP Memorandum of Understanding*, when a project 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. The following revision is required to add a project in Hudson County, which has completed Local Concept Development and requires the addition of federal funds for phases of work that will be programmed in the TIP. The NJTPA Future Projects program line item (DB# N063) has Surface Transportation Block Grant Program (STBGP) funds available for this purpose. The project is exempt from an air quality conformity determination and does not impact the current conformity determination.

Minor Amendment:

- **Manhattan Avenue Retaining Wall, Hudson County DB# N1603**

This project is ready to advance to the Preliminary Engineering phase of work. The project will be funded with STBGP-NY/NWK funds made available from the NJTPA Future Projects program line item (DB# N063). The STBGP-NY/NWK funds will be programmed as follows: \$1.2 million in Federal Fiscal Year (FFY) 2021 for Preliminary Engineering; \$2.3 million in FFY 2023 for Design; \$3 million in FFY 2024 for Right of Way; and \$45 million in FFY 2028 for Construction.

The attached documents provide further details on this project.

Justification for Action: Approval of this minor amendment to the FY 2020 – 2023 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 2020 - 2023

Routes: **Mileposts:** N/A **DBNUM:** N1603

Name: Manhattan Avenue Retaining Wall

The Manhattan Avenue Retaining walls were built between 1912 and 1914. The walls, located at JFK Blvd East, River Rd, Manhattan Ave and Paterson Plank Rd, were constructed to protect Manhattan Avenue and stabilize the Palisades Cliffs and range to a height of 42 feet. In 2007, after a heavy rainstorm a 200 ft. section of the wall collapsed and fell onto Manhattan Avenue closing the entire roadway for a period of 10 days. The LCD study revealed that the retaining walls are in overall poor condition. There are vertical cracks, loose stones, inadequate drainage, clogged weepholes and large hollow sounding areas. The purpose of this project will be to reinforce and modernize the walls to improve safety, stabilize the rock cliffs behind the walls to prevent rock slides and slope failures and improve drainage.

Counties: Hudson

Municipalities: Union City

Project Type:

RCIS Category: Road Enhancement

Sponsor: Hudson County

Est. Total Project Cost: (Million)

TIP:

PENDING

FY 2020 - 2023 TIP Cost: (Million) \$3.500

**Unconstrained
Information Year**

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	PE	STBGP-NY/NWK		\$1.200			
NJTPA	DES	STBGP-NY/NWK				\$2.300	
NJTPA	ROW	STBGP-NY/NWK					\$3.000
NJTPA	CON	STBGP-NY/NWK					\$45.000
				\$1.200		\$2.300	\$48.000

DATE SUBMITTED: 3/15/2021

**NJTPA Local Modification Request
Fiscal Constraint Chart** (amount in millions)

Project Name	DBNUM	County	Phase of Work	FY 2021 Add		FY 2021 Delete		FY 2022 NA		FY 2023 Add		FY 2023 Delete		FY 2024 Add		FY 2024 Delete		FY 2025 NA		FY 2026 NA	FY 2027 NA	FY 2028 Add		FY 2028 Delete		
				Need	Source	Resource	Source			Need	Source	Resource	Source	Need	Source	Resource	Source					Need	Source	Resource	Source	
JFK Boulevard East, River Road, Manhattan Avenue, and Paterson Plank Road	N1603	Hudson	PE	\$1.200	STBGP-NY/NWK																					
JFK Boulevard East, River Road, Manhattan Avenue, and Paterson Plank Road	N1603	Hudson	DES							\$2.300	STBGP-NY/NWK															
JFK Boulevard East, River Road, Manhattan Avenue, and Paterson Plank Road	N1603	Hudson	ROW											\$3.000	STBGP-NY/NWK											
JFK Boulevard East, River Road, Manhattan Avenue, and Paterson Plank Road	N1603	Hudson	CON																			\$45.000	STBGP-NY-NWK			
NJTPA, Future Projects	N063	Various	ERC			(\$1.200)	STBGP-NY/NWK					(\$2.300)	STBGP-NY/NWK			(\$3.000)	STBGP-NY/NWK							(\$45.000)	STBGP-NY/NWK	
				\$1.200		(\$1.200)				\$2.300		(\$2.300)		\$3.000		(\$3.000)		###		###		###		\$45.000		(\$45.000)



COUNTY OF HUDSON
DEPARTMENT OF ROADS AND PUBLIC PROPERTY
OFFICE OF THE COUNTY ENGINEER
BERGEN SQUARE CENTER
830 BERGEN AVENUE, FLOOR. #6B
JERSEY CITY, NEW JERSEY 07306
TELEPHONE: (201) 369-4340
FAX: (201) 369-4346

THOMAS A. DeGISE
COUNTY EXECUTIVE

DENISE C. D'ALESSANDRO
DIRECTOR

THOMAS MALAVASI, PE, PP, CME, CPWM
COUNTY ENGINEER

JOSEPH F. GLEMOCKI, PE
ASSISTANT COUNTY ENGINEER

ROBERT A YANNAZZO
CHIEF ARCHITECT

February 3, 2021

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

**Re: NJTPA's Hudson County - Manhattan Avenue Retaining Wall and Slope
Stabilization Project**

Dear Ms. Ameen:

On behalf of Hudson County, thank you for your support of the recently completed Local Concept Development Study for the *NJTPA's Hudson County - Manhattan Avenue Retaining Wall and Slope Stabilization Project* which was recommended by the Interagency Review Committee (IRC) to advance to the Local Preliminary Engineering Phase.

Hudson County is hereby requesting that the above referenced project be entered into the Transportation Improvement Program (TIP).

The County appreciates the partnership and the continuous support from the NJTPA staff and we are looking forward to continue that partnership in the upcoming phases.

Should you have any questions, please do not hesitate to contact this office at 201-369-4340.

Sincerely,

Thomas Malavasi, County Engineer

Cc: Sascha Frimpong, NJTPA
David Behrend, NJTPA
Ann Ludwig, Senior Manager, NJTPA
Eve Chamberlain, Manager, NJTPA
Sarbjit Kahlon, NJTPA
Joseph Glembocki, Hudson County
Anthony Pisani, Hudson County
Byron Nicholas, Hudson County



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Manhattan Avenue Retaining Wall**

DBNUM: N1603

TRACK #: N-N1603-0-A-2020

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: The STBGP-NY/NWK funds will be programmed as follows: \$1.2 million in FFY 2021 for Preliminary Engineering
\$2.3 million in FFY 2023 for Design \$3 million in FFY 2024 for Right of Way and \$45 million in FFY 2028 for
Construction.

REASON FOR CHANGE:

This project is ready to advance to the Preliminary Engineering phase of work. The project will be funded with STBGP-NY/NWK funds made available from the NJTPA Future Projects line item (DB# N063).

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See fiscal constraint chart

CONFORMITY:

PUBLIC INVOLVEMENT:

Attachment F.3.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD THE MARTIN LUTHER KING AVENUE BRIDGE
OVER THE WHIPPANY RIVER PROJECT IN MORRIS
COUNTY**

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

WHEREAS, the NJTPA formally adopted the FY 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; 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, Morris County has requested the addition of the Martin Luther King Avenue Bridge over the Whippany River project (DB# N1804) in Morris County to the TIP utilizing federal STBGP-NY/NWK funds available in the NJTPA program, Future Projects (DB# N063); 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 2020 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

WHEREAS, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of 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 2020 – 2023 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 2020 - 2023 Transportation Improvement Program to Add the Martin Luther King Avenue Bridge over the Whippany River Project in Morris County

Action: In order to advance the following project, the North Jersey Transportation Planning Authority (NJTPA) on behalf of Morris County has requested amending the FY 2020 – 2023 TIP to program federal funds.

Background: According to the *TIP Memorandum of Understanding*, when a project 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. The following revision is required to add a project in Morris County, which has completed Local Concept Development and requires the addition of federal funds for phases of work that will be programmed in the TIP. The NJTPA Future Projects program line item (DB# N063) has Surface Transportation Block Grant Program (STBGP) funds available for this purpose. The project is exempt from an air quality conformity determination and does not impact the current conformity determination.

Minor Amendment:

- **Martin Luther King Avenue Bridge over the Whippany River, *Morris County*
DB# N1804**

This project is ready to advance to the Preliminary Engineering phase of work. The project will be funded with STBGP-NY/NWK funds made available from the NJTPA Future Projects program line item (DB# N063). The STBGP-NY/NWK funds will be programmed as follows: \$1 million in Federal Fiscal Year (FFY) 2021 for Preliminary Engineering; \$1 million in FFY 2023 for Design; \$0.1 million in FFY 2025 for Right of Way; and \$6.500 million in FFY 2026 for Construction.

The attached documents provide further details on this project.

Justification for Action: Approval of this minor amendment to the FY 2020 – 2023 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 2020 - 2023

Routes: **Mileposts:** 0.13 **DBNUM:** N1804

Name: Martin Luther King Avenue Bridge (No. 1400-118) over the Whippany River

The Martin Luther King (MLK) Avenue Bridge spans over the Whippany River and is located between Flagler Street (M.P. 0.11) and Coal Avenue (M.P. 0.14) in the Town of Morristown. Originally constructed in 1900, and widened in 1928, the 66 foot long bridge has numerous structural and geometric deficiencies. The 121 years old stone arch bridge is significant because it is a secondary commuter route into and out of downtown Morristown with a high volume of pedestrian and vehicular traffic. The Bridge Re-Evaluation Survey Report (Cycle No. 18, dated 7/11/17) concluded that the MLK Avenue Bridge is classified as Structurally Deficient due to the poor condition of the superstructure. This is a bridge replacement project.

Counties: Morris

Municipalities: Morristown Town

Project Type:

RCIS Category: Bridges

Sponsor: Morris County

Est. Total Project Cost: (Million)

TIP:

PENDING

FY 2020 - 2023 TIP Cost: (Million) \$2.000

**Unconstrained
Information Year**

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	PE	STBGP-NY/NWK		\$1.000			
NJTPA	DES	STBGP-NY/NWK				\$1.000	
NJTPA	ROW	STBGP-NY/NWK					\$.100
NJTPA	CON	STBGP-NY/NWK					\$6.500
				\$1.000		\$1.000	\$6.600

DATE SUBMITTED: 3/15/2021

COUNTY OF MORRIS
DEPARTMENT OF PUBLIC WORKS
DIVISION OF ENGINEERING & TRANSPORTATION

Board of County Commissioners
Commissioner Director
Stephen H. Shaw

Commissioner Deputy Director
Deborah Smith

Douglas R. Cabana
Kathryn A. DeFillippo
John Kirckus
Thomas J. Mastrangelo
Tayfun Selen

P.O. Box 900
Morristown, New Jersey 07963-0900



County Administrator
John Bonanni

*Director of Public Works &
County Engineer*
Christopher J. Vitz, P.E.
973-285-6750
Fax: 973-539-3141
cvitz@co.morris.nj.us

Assistant County Engineer
Roslyn C. Khurdan, P.E.

February 3, 2021

Mary Ameen
Executive Director
NJTPA
One Newark Center, 17th Floor
Newark, NJ 07102

RE: N1804 - Martin Luther King Avenue Bridge (No. 1400-118) over the Whippany River

Ms. Ameen:

Morris County requests that \$1,000,000.00 is allocated for the Preliminary Engineering phase of the Martin Luther King Avenue Bridge project in FY 2021 of the current TIP. The County would like to advertise the RFP for preliminary engineering in the current fiscal year.

Thank you for considering this request.

Sincerely,

John J. Hayes
Supervising Planner

cc: David Behrend, Deputy Executive Director, NJTPA
Sasha Frimpong, NJTPA
Christopher J. Vitz, Morris County
Roslyn Khurdan, Morris County
Danielle Malavarca, Morris County

NJTPA Local Modification Request 3/10/2021
Fiscal Constraint Chart (amount in millions)

Project Name	DBNUM	County	Phase of Work	FY 2021 Add		FY 2021 Resource	FY 2021 Delete Source	FY 2022 No change	FY 2023 Add		FY 2023 Delete Source	FY 2024 Add		FY 2024 Delete Source	FY 2025 Add		FY 2025 Delete Source	FY 2026 Add		FY 2026 Delete Source			
				Need	Source				Need	Source	Resource	Source	Need	Source	Resource	Source	Need	Source	Resource	Source	Need	Source	Resource
Martin Luther King Avenue Bridge over the Whippany River	N1804	Morris	PE	\$1.000	STBGP-NY/NWK																		
Martin Luther King Avenue Bridge over the Whippany River	N1804	Morris	DES						\$1.000	STBGP-NY/NWK													
Martin Luther King Avenue Bridge over the Whippany River	N1804	Morris	ROW													\$0.100	STBGP-NY/NWK						
Martin Luther King Avenue Bridge over the Whippany River	N1804	Morris	CON																	\$6.500	STBGP-NY/NWK		
NJTPA, Future Projects	N063	Various	ERC			(\$1.000)	STBGP-NY/NWK				(\$1.000)	STBGP-NY/NWK					(\$0.100)	STBGP-NY/NWK			(\$6.500)	STBGP-NY/NWK	
				\$1.000		(\$1.000)			\$1.000		(\$1.000)		\$0.000		\$0.000		\$0.100		(\$0.100)		\$6.500		(\$6.500)



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Martin Luther King Avenue Bridge over the Whippany River**

DBNUM: N1804

TRACK #: N-N1804-0-A-2020

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: The STBGP-NY/NWK funds will be programmed as follows: \$1 million in FFY 2021 for Preliminary Engineering \$1 million in FFY 2023 for Design \$0.1 million in FFY 2025 for Right of Way and \$6.500 million in FFY 2026 for Construction.

REASON FOR CHANGE:

This project is ready to advance to the Preliminary Engineering phase of work. The project will be funded with STBGP-NY/NWK funds made available from the NJTPA Future Projects line item (DB# N063).

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See attached Fiscal Constraint Chart

CONFORMITY:

PUBLIC INVOLVEMENT:

Attachment F.4.

**DRAFT RESOLUTION: APPROVAL OF PROJECTS FOR THE 2020
TRANSPORTATION ALTERNATIVES SET-ASIDE
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 Transportation Alternates Set-Aside program (TA Set-Aside) is supported in the Fixing America's Surface Transportation (FAST) Act of 2015 with a set-aside of funds under the Surface Transportation Block Grant Program (STBGP); and

WHEREAS, the TA Set-Aside program provides an opportunity for eligible applicants to apply for federal funding for the construction of community based "non-traditional" projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation's intermodal system; and

WHEREAS, the New Jersey Department of Transportation (NJDOT) conducted a solicitation for the TA Set-Aside program; and

WHEREAS, the New Jersey Department of Transportation (NJDOT) sent out solicitation notifications in July 2020 inviting eligible applicants to submit for the program; and

WHEREAS, NJDOT received 71 eligible TA Set-Aside applications in the NJTPA region; and

WHEREAS, a Technical Review Committee comprised of NJTPA Central Staff, the NJDOT Division of Local Aid, Division of Traffic Engineering and Safety and the Bureau of Environmental Program Resources reviewed the applications; and

WHEREAS, within the NJTPA region, the NJDOT has agreed to fund the top-scoring TA Set-Aside projects with a combined funding total of \$8.8 million; and

WHEREAS, the recommended projects address the goals of the programs as defined; and

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the attached list of projects for the Transportation Alternatives Set-Aside Program.

BE IT FURTHER RESOLVED, that a copy of this resolution be forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration and to the counties of the selected applicants.

Summary of Action

Approval of Projects for the 2020 Transportation Alternatives Set-Aside Program

Action: Approval of projects for the 2020 Transportation Alternatives Set-Aside program (TA Set-Aside).

Background: This program is funded through a set-aside of the Federal-aid Highway Program.

TA Set-Aside provides an opportunity for eligible entities to apply for federal funding for construction of community based “non-traditional” projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal system.

The New Jersey Department of Transportation (NJDOT) sent out solicitation notifications for the 2020 TA Set-Aside program funding opportunity in July of 2020. A total of 71 eligible TA Set-Aside applications were received for projects in the NJTPA region. A Technical Review Committee (TRC) comprised of NJTPA Central Staff, NJDOT Division of Local Aid, Division of Traffic Engineering and Safety and the Bureau of Environmental Program Resources reviewed the applications.

Within the NJTPA region, NJDOT agreed to fund the top-scoring projects with a total of \$8.8 million.

Justification for Action: The TRC is recommending approval of the attached list of 10 TA Set-Aside projects (total \$8.8 million).

Staff Recommendation: Central Staff recommends approval of this action.

2020 Transportation Alternatives Set-Aside Awards

Sponsor	County	Municipality	Project Name	Award amount
Fairview Borough	Bergen	Fairview Borough	Anderson Avenue Restoration Phase III Project	\$1.000
Elmwood Park Borough	Bergen	Elmwood Park Borough	Mola Boulevard Improvement Project	\$0.690
West Orange Town Township	Essex	West Orange Town Township	Washington Street Corridor Improvement Project	\$0.780
South Amboy City	Middlesex	South Amboy City	South Amboy Waterfront Commuter Trail	\$1.000
Point Pleasant Beach Borough	Ocean	Point Pleasant Beach Borough	Channel Drive Revitalization Project	\$1.000
Paterson City	Passaic	Paterson City	Paterson Great Falls-Hinchliffe Bike-Ped Connection (Phase 1)	\$0.820
Passaic City	Passaic	Passaic City	Passaic City - 'Transformative Railroad Project'	\$1.000
Clifton City	Passaic	Clifton City	Streetscape Improvements to Main Avenue	\$0.880
Bound Brook Borough	Somerset	Bound Brook Borough	Hamilton Street Plaza Project	\$1.000
Rahway City	Union	Rahway City	East Cherry Street Streetscape Improvements	\$0.630
			Total	\$8.800