



JOHN P. KELLY, CHAIR

BOARD MEETING AGENDA

March 11, 2024

10:30 AM

Public comments can be made in-person or via a special Zoom meeting link which requires registration in advance at NJTPA@NJTPA.org by Friday, March 8, 2024.

- A. Open Public Meetings Act Compliance
 - B. Salute to the Flag
 - C. Roll Call
 - D. Approval of Minutes
 - E. Chair's Remarks
 - F. Executive Director's Report
 - G. Presentation: Erich Zimmermann, Executive Director, National Association of Regional Councils
 - H. Committee Reports/Action Items*
- Project Prioritization – Commissioner Charles Kenny, Chair
 - 1. Minor Amendments to the FY 2024-2027 Transportation Improvement Program to Add Two NJDOT Projects (Attachments H.1.a., H.1.b.)
 - a. Portway, Fish House Road/Pennsylvania Avenue, CR 659, Hudson County
 - b. Route 9, Throckmorton Lane/Ticetown Road to Poor Farm Road/Hartle Lane, Middlesex County
 - 2. FY 2025 Freight Concept Development Program Studies (Attachments H.2.a., H.2.b.)
 - Planning and Economic Development – Commissioner Jason Sarnoski, Chair

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

3. Approval of the FY 2025 Unified Planning Work Program (Attachments H.3.a, H.3.b, H.3.c.)

- Freight Initiatives – Commissioner Stephen Shaw, Chair

I. Public Participation

J. Time and Place of Next Meeting: The next meeting of the NJTPA will be held in-person on May 13, 2024, 10:30 a.m. at the NJTPA, One Newark Center (1085 Raymond Blvd.), Newark, NJ 07102.

K. Adjournment



JOHN W. BARTLETT, CHAIR

Board Meeting Minutes

January 8, 2024

A. Open Public Meetings Act Compliance

Chairman John W. Bartlett, Passaic County, called the meeting to order at 10:35 a.m. Beverly Morris, Central Staff, reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of this meeting was forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Daily Record*, the *Home News Tribune*, the *Jersey Journal*, *New Jersey Herald*, and *The Record*. It was posted on the bulletin board at the Essex County Hall of Records in Newark.

B. Roll Call

Beverly Morris called the roll. Eighteen voting members were present. (Attachment 1). The Chairman noted that it was the last Board meeting for Ms. Morris before her retirement on March 1. He thanked her for her work over the years for the Board and its committees. NJTPA Executive Director David Behrend also thanked Ms. Morris and said she has always approached her job with patience and grace.

C. Approval of Minutes

A motion to approve the minutes of the November 13, 2023 meeting was made by Warren County, seconded by Ocean County and carried unanimously.

D. Chairman's Remarks

Chairman Bartlett said Hudson County Executive Craig Guy will represent the county on the NJTPA Board, replacing Thomas DeGise who retired at the end of last year. The Chairman said Mr. DeGise was a very active member of the Board and served as Chair in 2014 and 2015.

Noting that his term as Chairman will conclude later in the meeting with the election of new officers for 2024 and 2025, Chairman Bartlett said he is proud of what the NJTPA has accomplished over the last two years. He thanked his fellow Board members and the NJTPA staff for all their work in planning the future of the region's transportation system, getting projects funded and providing a forum for regional discussion about key transportation issues.

Chairman Bartlett said safety has been a major focus of the Board and noted that New Jersey saw an 11 percent decrease in fatal crashes last year – 77 fewer deaths than the year before – based on preliminary estimates from the State Police. He said, while driver, passenger, and pedestrian fatalities were all down, unfortunately, there was an increase in cyclist deaths, and the NJTPA will continue to focus on improving safety across the region. Over the past two years the region has seen the benefits of additional infrastructure funding that includes the doubling of funding for the last round of Local Safety Program projects. The region has also benefited from major federal grants – like the INFRA funding for improvements around the Port and new programs, like Safe Streets and Roads for All, which is funding several safety planning initiatives. He also highlighted the action item on the agenda, to add \$3 billion in funding to the Transportation Improvement Program (TIP) to advance the Hudson Tunnel Project, a critical component of the Gateway Program.

The Chairman said securing and maintaining federal funding has been a key focus throughout his term. Also, through the efforts of staff at the NJTPA, NJ TRANSIT, and the New Jersey Department of Transportation (NJDOT), more than \$248 million was added to the TIP this summer for four NJ TRANSIT programs. This funding allows New Jersey to take advantage of funds other states could not get authorized. The money funded much-needed projects across the region, including \$15 million for a new bus terminal in the City of Passaic. He noted that the Board recently adopted the region's largest ever TIP, which includes more than \$14 billion over four years for projects and programs across the region.

Chairman Bartlett said the Governor's Office, the NJTPA, NJDOT, and NJ TRANSIT were also able to secure \$44 million that was subject to rescission in the federal Fiscal Responsibility Act. He said this was funding from the Coronavirus Aid, Relief and Economic Security Act (CARES) Act, and the Board approved allocating these funds for NJ TRANSIT sustainability projects. He said this is a great example of how the Board, working together with the region's congressional delegation, can move quickly and accomplish something that really adds value to the region.

The Chairman said, during his tenure as Chair, the NJTPA has also put an emphasis on better engaging municipalities, including assisting towns seeking federal grants and providing technical expertise through a variety of programs such as Complete Streets Technical Assistance.

Chairman Bartlett said recent NJTPA advances in public outreach include launching UpNext North Jersey, the young adult advisory group. The NJTPA also created the Outreach Liaison Program, which recruits community members to help conduct outreach for NJTPA projects and programs. This diverse group will also be key to engaging the public for the long range plan update.

The Chairman mentioned the Morris Canal Working Group, coordinated by NJTPA staff, which helps bring together key stakeholders to advance projects that one day will form the 111-mile, continuous trail envisioned in the NJTPA's 2018 corridor study, connecting Warren County to Hudson County by way of Passaic County.

Chairman Bartlett noted that, while the Board members are all interested in advancing county and city projects that are important to their own constituents, they have always been able to work together across party lines to advance regionally significant projects and discuss major issues that affect the region's residents and businesses. He said he looks forward to continuing to serve on the Board and to carrying on the great work they have been doing.

E. Executive Director's Report

NJTPA Executive Director David Behrend thanked Commissioner Bartlett for his leadership as Chair of the NJTPA, helping the organization and the region to accomplish a great deal over the past two years. He said Commissioner Bartlett has provided valuable insight and guidance on the NJTPA's day-to-day work and in its relations with other agencies and officials. He also thanked the Board for putting their trust in him and naming him Executive Director in November 2022.

Turning to the work of Central Staff, Mr. Behrend reminded Board members and subregional and agency staff to submit comments on the draft Fiscal Year (FY) 2025 Unified Planning Work Program (UPWP) by January 12. He said the UPWP, a core product of the NJTPA, guides the work of Central Staff, the subregions, and Transportation Management Associations for the fiscal year beginning July 1. The draft was distributed in December, and committees were briefed on highlights of planned activities for the coming year. The work program will be considered by the Planning and Economic Development Committee at the February joint committee meeting, and the Board will be asked to consider adoption at its March meeting.

Mr. Behrend said one of the biggest undertakings in this next work program will be updating the Long Range Transportation Plan, which the Board last adopted in September 2021. He said there are many companion efforts that feed into the plan, including new travel demand modeling and the Air Quality Conformity Determination. The updated plan is expected to go before the Board for approval in September 2025. Mr. Behrend said work on the plan is already underway. Two requests for consultant proposals are being prepared – one to assist with public outreach, the other to support development of the plan's financial element. Also, related efforts are underway to update the Capital Investment Strategy and Congestion Management Process, both of which underpin the plan.

Mr. Behrend said Board and RTAC members will be asked for input on key priorities for the plan, and he encouraged them to get involved with public outreach, which will begin this spring with the goal of reaching every corner of the region and residents of its many diverse communities. He said that the plan must address the changing nature of transportation and commuting brought on by work-from-home policies and other factors. At the same time, there are new concerns about the impacts of burgeoning e-commerce, climate threats and the need for resiliency, and how best to accommodate growing preferences for walking and biking. He said the plan must place an even greater emphasis on improving safety, given the troubling trends for injuries and fatalities on the roadways, particularly those involving pedestrians.

Mr. Behrend said the NJTPA is working with eight subregions to develop Local Safety Action Plans. Others are developing their own with federal grants, and Middlesex County already has a plan in place. He said these plans will help subregions identify their most pressing safety problems and potential solutions. The plans are necessary for eligibility to apply for

implementation grants under the federal Safe Streets and Roads for All Program. Mr. Behrend noted that several municipalities and the New Jersey Sports and Exposition Authority have also received federal grants to develop safety plans, and NJTPA staff will coordinate with these efforts and offer assistance where possible. Mr. Behrend said Central Staff and a consultant team will be reaching out to participating subregions to assist with creating Local Implementation Committees. He encouraged Board members to take an active role in these committees, which will take the lead in tailoring safety plans to local needs and gathering input from local officials and the public.

On the topic of addressing climate change, Mr. Behrend said Central Staff has been working with New York City, the New York Metropolitan Transportation Council, and the New Jersey Department of Environmental Protection on a climate and air quality plan covering the entire bi-state Metropolitan Statistical Area. This effort, which is being led by the City of New York, is being funded with a Climate Pollution Reduction Grant awarded by the U.S. Environmental Protection Agency in October. The project team has been meeting weekly since August and is working to develop a Priority Climate Action Plan for submission in March. The plan will give the bi-state region access to a nationwide \$4.3 billion set-aside for climate emission reduction measures. Central Staff will host an RTAC teleconference on January 16, where the consultant will share more information with the subregions and seek their input.

Mr. Behrend said, beyond the important climate effort and the safety action plans, Central Staff is engaged in a host of other activities to fulfill tasks in the current work program. This includes data analysis and forecasting, supporting subregional and local concept development studies, and much more.

Mr. Behrend noted that applications for the municipal Complete Streets Technical Assistance Program are due February 2, 2024. Details are on the [NJTPA website](#).

F. Presentation: New Jersey State Development and Redevelopment Plan Update

Donna Rendeiro, Executive Director of the New Jersey Office for Planning Advocacy and the State Planning Commission, provided an overview of the update of the State Development and Redevelopment Plan, a function of the State Planning Act established in the 1980s. The plan, which is non-regulatory, emphasizes collaboration and guidance for municipalities to achieve balanced development goals for conservation and economic growth and addresses the responsibilities of various state agencies. Among the eight goals of the current plan are open space, brownfield cleanup, and affordable housing. The update will add two new goals for equity and climate change. The update process involves extensive stakeholder sessions, agency collaboration, and county engagement. The Commission aims to adopt the plan by the end of the year and implement it in 2025. A preliminary plan will be issued in April and public hearings will be held in each of the state's 21 counties. Various elements of the plan are being developed with help from New Jersey chapter of the American Planning Association, NJ Future, and Rutgers Voorhees Transportation Center.

G. Committee Reports/Action Items

Project Prioritization – Commissioner John P. Kelly, Chair

Commissioner Kelly said Ms. Morris has been a great help and asset and thanked her for the job she has done for the Board and Central Staff.

The Commissioner said the Committee considered one action item at the December joint meeting. It concerns a Minor Amendment to the current TIP to add the Hudson Tunnel Project, as requested by the Gateway Development Commission. He said, while this is classified as a minor amendment, it is a major milestone in advancing this critical project. The Commission received engineering approval from the Federal Transit Administration and anticipates an award of up to \$6.88 billion in Capital Investment Grant Program funds, with half of the funding programmed in the NJTPA TIP and the other half programmed in the TIP of the New York Metropolitan Transportation Council. The project will use Federal Transit Administration funds for the engineering, right-of-way, and construction phases. This action item will allocate \$400 million this fiscal year, \$350 million in 2025, another \$350 million in 2026, and \$334 million in 2027. Another \$2 billion is being programmed for the unconstrained years of the TIP.

The Commissioner said, at the joint meeting, the Committee also heard a presentation by Central Staff on the 2025 UPWP, which Mr. Behrend discussed earlier. He said the UPWP includes continued work to refine the NJTPA's project prioritization and scoring process, ensuring that the NJTPA criteria meet federal regulations, aligns with performance targets, and addresses the region's needs. This two-year effort will help shape the project prioritization process for selecting projects in future TIPs. The work plan also includes continued programs to support development of priority local projects through the Freight Concept Development Program and the Local Safety and High Risk Rural Roads programs.

Action Item 1: Minor Amendment to the FY 2024 – 2027 Transportation Improvement Program to Add the Hudson Tunnel Project as Requested by the Gateway Development Commission (Attachment 2)

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

Planning and Economic Development – Commissioner Charles Kenny, Chair

Commissioner Kenny said, at the December joint meeting, the Committee heard a presentation on the Safe System Approach by Amy Kaminski, Technical Programs Manager, Federal Highway Administration-New Jersey Division. Ms. Kaminski said the goal of the Safe System Approach is to eliminate fatal and serious injuries by focusing on some key principles, including:

- Taking into account that, despite their best efforts, humans still make mistakes;
- All road users share responsibility for safety; and
- Redundancy is crucial.

The Commissioner said Ms. Kaminski emphasized the need for collaboration among all levels of government, and the public, to focus on creating a culture of safety in agencies and communities. She cited successful implementation of the Safe System Approach in countries like Norway,

France, Sweden, Netherlands, and Australia, which have seen significant decreases in fatalities as a result. Ms. Kaminski's presentation is available on the [NJTPA's website](#).

Commissioner Kenny said staff provided an update on Local Safety Action Plans, which the NJTPA is helping several counties develop. He said, earlier this fall, these plans were the subject of a series of webinars and an in-person workshop. The webinar recordings can be found on the [NJTPA website](#).

The commissioner said, also at the meeting, staff briefed the committee on the NJTPA's PRIME 2.0 update. This tool provides a comprehensive library of completed transportation studies and their findings that can be used to assess current needs and plan future projects. The update includes an enhanced user interface, improved data management, and new documentation. The updated tool is now available for use by the subregions and member agencies, who are encouraged to incorporate their regional and subregional studies into the system.

Commissioner Kenny thanked Ms. Morris for her guidance during his time on the Board and her calm approach to helping to meet challenges such as those posed by the pandemic.

Freight Initiatives – Commissioner Jason Sarnoski, Chair

Commissioner Sarnoski thanked Ms. Morris for all she has done to assist the Board. He thanked Chairman Bartlett for his outstanding fair and balanced leadership during the past two years. He said the Chairman has always been open to the questions and comments he had on behalf of Warren County and has been helpful to the subregion.

Commissioner Sarnoski said the Committee's December meeting featured updates on the New Jersey State Freight and Rail plans. He said the first speaker, Janice Marino-Doyle, New Jersey Department of Transportation (NJDOT), provided an update on the federally mandated Statewide Freight Plan, which the Federal Highway Administration approved in 2023. The plan supports the growth of New Jersey's freight industry and the incorporation of new technologies and infrastructure into the system. The state must update its plan every four years. The Commissioner said Ms. Doyle introduced project consultant, Stephen Chiamonte, WSP, who outlined the plan, noting that short-term actions included finalizing critical freight corridors, supporting data needs, and enhancing support for state freight funding sources. Longer-term actions include addressing statewide truck parking needs, increasing marine highway services, and preparing for extreme weather risks.

The Commissioner said that next Lou Millan, NJ TRANSIT, spoke about the federally mandated State Rail Plan, which articulates a vision, inventories the rail network, identifies needs, engages stakeholders, and sets the stage for grant funding applications. Alan Kearns, NJ TRANSIT, then provided an overview of the plan's development. It is expected to be released in January for public review and submitted to the federal government in March.

Commissioner Sarnoski said, also at the meeting, the Committee heard that NJDOT will be holding Freight Advisory Committee meetings in March, June, and November, and that the NJDOT Office of Multimodal Grants has received 18 applications for the Fiscal Year 2024 Rail

Freight Assistance Program. Also, the Port Authority of New York & New Jersey shared that the \$220 million project for upgrading road access to Ports Newark and Elizabeth received a \$44 million federal INFRA grant and is scheduled for completion by mid-2028.

H) Public Participation

Andy Weiss called for detailed information about the status of the extension of the Hudson Bergen Light Rail Extension to Bergen County. He said the public needs detailed answers explaining the 25-year delay in implementing the project and the reasons the status of this northern branch is listed as “closed” on the NJ TRANSIT permitting dashboard. He requested that NJ TRANSIT representatives be prepared to provide the requested information at the next NJTPA Board meeting.

Peter Kortright, Bergen County, said the county would also like to see this project move forward and is interested in discussing it further with NJ TRANSIT.

Jeremy Colangelo, NJ TRANSIT, said there are many complications with advancing the project, and a conversation is certainly needed. He said even though NJ TRANSIT is moving billions of dollars around for projects, there is a broad suite of needs. He said they are continuing to work with the Federal Transit Administration to address the process of advancing the project. Mr. Kortright encouraged him to reach out to the Bergen County Executive to facilitate communication and collaboration with the County. Thomas Malavasi, Hudson County, said his County would also like to meet with NJ TRANSIT to discuss the status of the project.

J) Report of Nominating Committee and election of the Executive Committee of the NJTPA Board of Trustees for 2024 – 2025

Chairman Bartlett said that Bergen County Executive James Tedesco and Monmouth County Commissioner Thomas Arnone joined him on a committee to seek out and review nominations for the NJTPA officers for the next two years. They met in November and agreed unanimously to recommend the following slate of officers for the 2024-2025 term:

Chair – Ocean County Commissioner Jack Kelly
 First Vice Chair – Middlesex County Commissioner Charlie Kenny
 Second Vice Chair – Warren County Commissioner Jason Sarnoski
 Secretary – Morris County Commissioner Stephen Shaw

The Chair said that, in accordance with the NJTPA bylaws, after the election, the new Chair will appoint the Third Vice Chair. He asked if there were any other nominations from the Board, and there were none. He asked the nominees if they accepted their nominations, and they did.

A motion to elect the nominated slate of officers was made by Middlesex County, seconded by Union County and carried unanimously.

Commissioner Bartlett congratulated the new officers and turned the meeting over to Chairman Kelly.

Chairman Kelly appointed Union County Commissioner Bette Jane Kowalski Third Vice Chair. She accepted the appointment.

The Chairman thanked the Board of Trustees for entrusting him with the position of Chair, and said he is eager to continue the great work of the NJTPA and honored to follow in the footsteps of Commissioner Bartlett, Commissioner DeFillippo, and all the past Chairs who have served the NJTPA so well. He said he looks forward to working with his fellow Trustees, the NJTPA staff, and the residents they serve to improve transportation across the region. Chairman Kelly said he is excited to lead the Board as they look to update the Long Range Transportation Plan, which will guide the agency's work into the future.

After a video was played highlighting Commissioner Bartlett's accomplishments as NJTPA Chairman, Chairman Kelly read from a commemorative plaque presented to him in recognition of Commissioner Bartlett's distinguished leadership and dedicated service to the people of the region and his tireless advocacy of the importance of transportation.

Commissioner Bartlett said his Board membership has been transformational and noted the non-partisan approach of the board members in accomplishing important investments for the region. Commissioner Bartlett said he was fortunate to have the support of Mr. Behrend and Central Staff, and he looks forward to continuing to serve on the Board. He expressed gratitude to all involved in the work of the NJTPA.

Chairman Kelly announced that one of his first acts as Chair will be to give the committee chairs the options of returning to in person meetings. While the Board resumed meeting in person earlier this year, the committees continue to meet virtually.

I) Time and Place of Next Meeting

Chairman Kelly announced that the next meeting of the NJTPA Board will be held at the NJTPA offices in Newark on Monday, March 11, 2024 at 10:30 a.m.

J) Adjournment

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

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.**Meeting of the Board of Trustees
Attendance Record: January 8, 2024**

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County		Peter Kortright Jessica Zohlen
Essex County	David Antonio	
Hudson County	Tom Malavasi	
Hunterdon County	Hon. Susan Soloway	Katherine Fullerton
Jersey City	Michael Manzella	
Middlesex County	Hon. Charles Kenny Linda Weber	Andrew Lappitt Joseph Jimenez
Monmouth County		Joseph Ettore
Morris County	Hon. Stephen Shaw John Hayes	Keven Stephens
Newark	Dolores Martinez Wooden	Trevor Howard
Ocean County	Hon. John Kelly John Ernst	Mark Jehnke
Passaic County	Hon. John Bartlett Andras Holzmänn	Adam Bradford
Somerset County	Hon. Sara Sooy Walt Lane	
Sussex County	Tom Drabic	
Union County	Hon. Bette Jane Kowalski	
Warren County	Hon. Jason Sarnoski David Dech	
Office of the Governor	Dorian Smith	
NJDOT	Eric Powers	
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of New York & New Jersey (PANYNJ)	Jay Shuffield	
Citizen's Representative	Charles Burton	

Other Attendees	
Sutapa Bandyopadhyay	Federal Highway Administration – NJ Division
Bob Werkmeister	GPI
Michael Russo	McCormick Taylor
James Yeager	Michael Baker

Donna Rendeiro	New Jersey Department of Development and Redevelopment
Various members of Central Staff	NJTPA
Issac Forep	STU Inc.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2024 – 2027
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD THE HUDSON TUNNEL PROJECT AS REQUESTED
BY THE GATEWAY DEVELOPMENT COMMISSION**

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 2024 – 2027 Transportation Improvement Program (TIP) on September 12, 2023; and

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

WHEREAS, the TIP may be revised any time; and

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

WHEREAS, the Gateway Development Commission has requested the addition of the Hudson Tunnel Project (DBNUM GP2402) to the FY 2024 – 2027 TIP; and

WHEREAS, fiscal constraint is maintained because funds are available for this project through a discretionary Federal Transit Administration (FTA) Section 5309 Capital Investment Grant; 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 these actions; and

WHEREAS, the FY 2024 – 2027 TIP conforms to the performance-based planning requirements of the Infrastructure Investment and Jobs Act and its predecessor legislation; and

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

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

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

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

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

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2024 – 2027
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD TWO PROJECTS 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 2024 – 2027 Transportation Improvement Program (TIP) on September 12, 2023; and

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

WHEREAS, the TIP may be revised any time; and

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

WHEREAS, the NJDOT has requested minor amendments to the FY 2024 – 2027 TIP to add the Portway, Fish House Road/Pennsylvania Avenue, CR 659 project (DBNUM 97005B) in Hudson County with \$6.7 million in federal funding for additional utility work, and the Route 9, Throckmorton Lane/Ticetown Road to Poor Farm Road/Hartle Lane project (DBNUM 20333) in Middlesex County with \$6 million in federal funding for construction; and

WHEREAS, fiscal constraint is maintained by adding \$6.7 million of Surface Transportation Block Grant Program-Flexible funds and \$6 million of Transportation Alternatives-Flexible funds to these projects, which are available from prior year unobligated balances; and

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

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

WHEREAS, the FY 2024 – 2027 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 amendments to the FY 2024 – 2027 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 Amendments to the FY 2024 - 2027 Transportation Improvement Program to Add Two Projects as Requested by the New Jersey Department of Transportation

Action: Approval of a request from the New Jersey Department of Transportation (NJDOT) to amend the FY 2024 – 2027 Transportation Improvement Program (TIP) by adding the Portway, Fish House Road/Pennsylvania Avenue, CR 659 project in Hudson County, and the Route 9, Throckmorton Lane/Ticetown Road to Poor Farm Road/Hartle Lane project in Middlesex County, as detailed below.

Background: According to the *Memorandum of Understanding for Statewide Procedures for TIP/STIP Revisions between the NJTPA, NJDOT and NJ TRANSIT* (MOU), when a project or program is added to the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following TIP revisions fall within the MOU guidelines to be approved as minor amendments.

The requested revisions have been reviewed by NJTPA Central Staff and the counties of Hudson and Middlesex. The projects are exempt from an air quality conformity determination and the changes do not impact the current conformity determination. Fiscal constraint is maintained through federal funds available from prior year unobligated balances. Additional information is detailed in the attached documents.

Minor Amendments:

- **Portway, Fish House Road/Pennsylvania Avenue, CR 659, Hudson County, DBNUM 97005B**

The request is to add this project to the current TIP. The project will be programmed with \$6.7 million of Surface Transportation Block Grant Program-Flexible (STBGP-FLEX) funds for Construction (CON) in Federal Fiscal Year (FFY) 2024. Construction was authorized in FFY 2023 with federal funding programmed in the FY 2022-2025 TIP; however, additional utility funds are needed, and the project must be added to the FY 2024-2027 TIP to program the necessary funds.

- **Route 9, Throckmorton Lane/Ticetown Road to Poor Farm Road/Hartle Lane, Middlesex County, DBNUM 20333**

The request is to add this project to the current TIP. The project will be programmed with \$6 million of Transportation Alternatives-Flexible (TA-FLEX) funds for Construction (CON) in FFY 2024. CON funds were programmed in FFY 2023 in the FY 2022-2025 TIP; however, authorization was delayed, and the project must be added to the FY 2024-2027 TIP to program the necessary funds for construction authorization.

Justification for Action: Approval of these minor amendments to the FY 2024 – 2027 TIP will allow the funds to be secured and the projects to advance.

Staff Recommendation: Central Staff recommends approval of this action.

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Routes: CR 659	Mileposts: 0.5-1.4	DBNUM: 97005B
Name: Portway, Fish House Road/Pennsylvania Avenue, CR 659		
This project provides roadway reconstruction. The project includes two 12-ft lanes, and a 12-ft shoulder, Eastbound and Westbound, along Pennsylvania Avenue/Fish House Road. Sidewalks will be provided along the Eastbound side of Central Avenue.		
Counties: Hudson	Municipalities: Kearny Town	
Project Type: Freight	RCIS Category: Freight	
Sponsor: NJDOT	Est. Total Project Cost: (Million) \$115.436	
AQ Code: S4, S7 (Exempt)		

TIP:

PENDING

FY 2024 - 2027 TIP Cost: (Million) \$6.700

Unconstrained
Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	CON	STBGP-FLEX	\$6.700				
TOTAL			\$6.700				



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Portway, Fish House Road/Pennsylvania Avenue, CR 659**

DBNUM: 97005B

TRACK #: SW-97005B-0-A-2024

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Adds STBGP-FLEX funding for CON in FFY 24 in the amount of \$6.7M.

REASON FOR CHANGE:

CON was authorized in FY 23 of the FY 22-31 STIP however additional utility funds are needed so the project needs to be added to the FY 24-33 STIP.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 24-33 FC Chart 1.

CONFORMITY:

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

PUBLIC INVOLVEMENT:

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

(AFTER)

TRACK #: SW-97005B-0-A-2024	REVISION #: 0	DATE: 1/9/24 9:56:21AM
PROJECT NAME: Portway, Fish House Road/Pennsylvania Avenue, CR 659		
DBNUM: 97005B	UPC: 028041	MILEPOST(S): 0.50-1.40
COUNTY: Hudson		
MUNICIPALITY: Kearny Town		

This project provides roadway reconstruction. The project includes two 12-ft lanes, and a 12-ft shoulder, Eastbound and Westbound, along Pennsylvania Avenue/Fish House Road. Sidewalks will be provided along the Eastbound side of Central Avenue.

ASSET MANAGEMENT CATEGORY:

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S4, S7 (Exempt)

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT: 32

STRUCTURE NO.:

[illegible]

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2024 - 2027

Routes: 9

Mileposts: 124.04 - 126.91

DBNUM: 20333

Name: Route 9, Throckmorton Lane/Ticetown Road to Poor Farm Road/Hartle Lane

This project provides for the improvement of safety, security, mobility, accessibility, and reliability on Route 9 in Old Bridge Twp. Between Throckmorton Lane/Ticetown Road and Poor Farm Road/Hartle Lane (MP 124.04 to 126.91). The project will include the installation of modified three beam guiderail , dual-faced in the median to provide crossover crash protection along with sidewalk connectivity upgrades. Additionally, signalized intersection improvements are proposed at four intersections and will include new signal equipment, crosswalk and ADA compatibility upgrades, increased pedestrian clearance intervals, intersection lighting improvements, high visibility pavement markings and enhanced signage. Finally, a new pedestrian traffic signal is proposed at the intersection of Ethers Lane/Phillips Drive to assist pedestrians in crossing Rt. 9 adjacent to NB and SB NJ TRANSIT bus stops.

Counties: Middlesex

Municipalities: Old Bridge Twp

Project Type: Bike/Ped

RCIS Category: Bike/Ped

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$6.000

AQ Code: AQ2, S9, S16, S18, NR2 (Exempt)

TIP:

PENDING

FY 2024 - 2027 TIP Cost: (Million) \$6.000

Unconstrained
Information Year

MPO	PHASE	SOURCE	2024	2025	2026	2027	2028-2033
NJTPA	CON	TA-FLEX	\$6.000				
TOTAL			\$6.000				

DATE SUBMITTED: 1/30/2024



State of New Jersey

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

MPO: Statewide

PROJECT: Route 9, Throckmorton Lane/Ticetown Road to Poor Farm Road/Hartle Lane

DBNUM: 20333

TRACK #: SW-20333-0-A-2024

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Adds TA-FLEX funding for CON in FFY 24 in the amount of \$6M

REASON FOR CHANGE:

CON was programmed in FY 23 of the 2231 STIP, but did not authorize before the end of the FFY. Since the project was scheduled to authorize in FFY 23, it was not added to the 2433 STIP. In order for CON to authorize, the project needs to be added back into the STIP.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 24-33 FC Chart 3

CONFORMITY:

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

PUBLIC INVOLVEMENT:

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

(AFTER)

[illegible]

DRAFT RESOLUTION: APPROVAL OF THE FY 2025 FREIGHT CONCEPT DEVELOPMENT PROGRAM STUDIES

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 region is a leading North American distribution and goods movement platform serving the local, national, and global consumer markets; and

WHEREAS, as outlined in NJTPA's Long Range Transportation Plan, *Plan 2050: Transportation. People. Opportunity.*, freight planning is a priority for the NJTPA, its subregions and planning partners; and

WHEREAS, over the past 10 years more than 1,000 potential freight projects have been identified in planning studies conducted in the NJTPA region; and

WHEREAS, many of these projects do not have a clear path forward toward implementation; and

WHEREAS, the NJTPA created the Freight Concept Development Program (FCDP) to provide an avenue to advance these freight projects; and

WHEREAS, the NJTPA Freight Initiatives Committee in December 2018 approved a project intake process to identify and select projects to move into the FCDP; and

WHEREAS, as part of the project intake process the NJTPA developed a list of candidate projects for subregional consideration; and

WHEREAS, two NJTPA subregions made project requests from the list of candidate projects; and

WHEREAS, the NJTPA has selected the two projects to advance into the FCDP starting in the FY 2025 Unified Planning Work Program at a total budget not to exceed \$1,500,000.

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the selection of the Southern Middlesex County North-South Truck Corridor Project in Cranbury and Monroe, Middlesex County; and the Hanover Avenue Bridge Catenary Rail Clearance Project in Morris Plains, Morris County for the FY 2025 Freight Concept Development Program.

BE IT FURTHER RESOLVED, that copies of this resolution be forwarded to the New Jersey Department of Transportation, Federal Highway Administration, Middlesex County and Morris County.

Summary of Action

Approval of the FY 2025 Freight Concept Development Program Studies

Action: Approval of the FY 2025 Freight Concept Development Program Studies.

Background: The NJTPA region is a leading North American distribution and goods movement platform serving the local, national, and global consumer markets. The region includes the largest port on the Atlantic Coast, one of the leading air cargo airports in North America, more than 860 million square feet of industrial property, and extensive roadway and rail freight networks.

The NJTPA's Long Range Transportation Plan, *Plan 2050: Transportation. People. Opportunity.*, recognizes that freight planning is a priority for the NJTPA, its subregions and planning partners and that the need for investment in the freight system is great. Over the past 10 years more than 1,000 potential freight projects have been identified in planning studies conducted in the NJTPA region. Many of these projects do not have a clear path forward toward implementation.

In response, the NJTPA created the Freight Concept Development Program (FCDP) to provide a means to advance them. As part of this program, the NJTPA has developed a project intake process to identify and select projects to move into the FCDP. The NJTPA Freight Initiatives Committee approved this process at the December 2018 meeting. It directs NJTPA to develop a list of candidate projects for subregional consideration. Two NJTPA subregions made project requests from the candidate list. The NJTPA has selected these two projects to advance into the FCDP starting in the FY 2025 UPWP at a total budget not to exceed \$1,500,000

Summary of Action Item: This action will approve selecting the following projects for the FY 2025 FCDP:

Southern Middlesex County North-South Truck Corridor Project — Cranbury and Monroe, Middlesex County — This project advances the recommendation from the Southern Middlesex County Freight Movement Study, completed through the 2022-2023 Subregional Studies Program, to create a north-south truck corridor to help mitigate the number of trucks traveling in residential areas.

Hanover Avenue Bridge Catenary Rail Clearance Project — Morris Plains, Morris County —

This study advances a recommendation from the Morris/Warren County Rail Corridor Study, funded by the NJTPA and completed in 2013, to explore alternatives for eliminating the rail clearance issue below the Hanover Avenue Bridge in Morris Plains. Freight railroads use the NJ TRANSIT Morristown Line, which has overhead catenary below the Hanover Avenue bridge that limits the height of the railcars that pass underneath.

Staff Recommendation: Central Staff recommends approval of this action.

Attachment H.3.

DRAFT RESOLUTION: APPROVAL OF THE FY 2025 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 2025 UPWP (July 1, 2024 to June 30, 2025) 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 2025 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 2025 Compensation Plan and salary parameters will be subject to New Jersey Institute of Technology's approved salary rate schedule and bargaining unit agreements; and

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the FY 2025 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 2025 Unified Planning Work Program

Action: Approval of the FY 2025 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 during FY 2025 (July 1, 2024 to June 30, 2025). 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 and the Regional Transportation Advisory Committee (RTAC). The NJTPA has provided opportunities for the public to review and comment on the UPWP consistent with NJTPA public participation procedures.

Pursuant to federal planning regulations, the NJTPA is required to develop an annual UPWP. The FY 2025 UPWP is guided by the NJTPA Board of Trustees, the planning requirements of the federal Infrastructure Investment and Jobs Act (IIJA) and its precursor legislation, and *Plan 2050: Transportation. People. Opportunity.*, the NJTPA's long range transportation plan. The FY 2025 UPWP incorporates work tasks that reflect current planning priorities of the United States Department of Transportation and NJDOT.

The initial FY 2025 UPWP draft was issued in December 2023 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.

The proposed FY 2025 UPWP is available on the NJTPA website at: <http://www.njtpa.org/upwp>. Pending Board approval and federal authorization of the FY 2025 UPWP, final copies of the UPWP will be posted on the NJTPA's website for access by the NJTPA Board of Trustees, RTAC, and the public. A copy of the FY 2025 budget summary and comments received on the December 2023 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 2025 UPWP.

NJTPA FY 2025 UPWP Budget Summary

Expenditures - FY 2025 UPWP Program Activities		UPWP Budget
Central Staff Program Activities <i>(Chapter I)</i>		
Personnel Expenditures ^{1, 2}	\$	9,695,800
Non-Personnel Expenditures	\$	2,179,500
Indirect Costs ³	\$	2,018,800
Subtotal: Central Staff Activities	\$	13,894,100
Contractual\Consultant Subcontracts <i>(Chapter I)</i>		
UPWP Consultant Projects	\$	4,563,000
UPWP Subrecipient Projects	\$	828,000
Subtotal: Contractual\Consultant Subcontracts	\$	5,391,000
Pass-through Programs <i>(Chapters II & III)</i>		
FY 2025 Subregional Transportation Planning Program	\$	2,515,000
FY 2025 - FY 2026 Subregional Studies Program	\$	942,000
FY 2025 Transportation Management Association Program	\$	7,135,000
Subtotal: Pass-through Program Subcontracts	\$	10,592,000
Total: FY 2025 UPWP Expenses		\$ 29,877,100

Revenues - FY 2025 UPWP Funding Authorizations ⁴		UPWP Budget
FHWA MPP PL Funds (IIJA FFY24, STIP DB# X30A)	\$	11,856,446
FHWA MPP Set-aside PL Funds -SATO (IIJA FFY24, STIP DB# X30A)	\$	264,432
FHWA MPP PL Funds, Reprogrammed (FAST Act and IIJA PL funds)	\$	3,833,827
Flexed FTA Section 5303/5305(d) MP Program Funds (IIJA FFY23 MP, STIP DB# X30A)	\$	3,796,821
FHWA Surface Transportation Block Grant Program (STBGP-NY/NWK) Funds (FFY24, STIP DB# X30A)	\$	2,990,574
FHWA STBGP-NY/NWK Funds for TMA Program (NJTPA TMAs, FFY24, STIP DB# 11383)	\$	5,135,300
FHWA STBGP-PHILA Funds for TMA Program (DVRPC TMAs, FFY24, STIP DB# 11383)	\$	1,999,700
Total: FY 2025 UPWP Revenues	\$	29,877,100

Notes:

(1) The FY 2025 budget assumes the salaries of 60 full-time Central Staff employees, plus part-time staff for additional support. A total of 69.1 full time equivalent (FTE) employees are assumed with part-time staff counted as 0.65 FTE. The FY 2025 budget also assumes a merit pool of 4.00%.

(2) FY 2025 Budget assumes provisional FY 2025 fringe benefit rates of 36.3% for full time staff and 9.5% for hourly part time staff, as agreed to by NJIT (the NJTPA's Host Agency) and U.S. Department of Health & Human Services. Actual FY 2025 rates will be subject to audit.

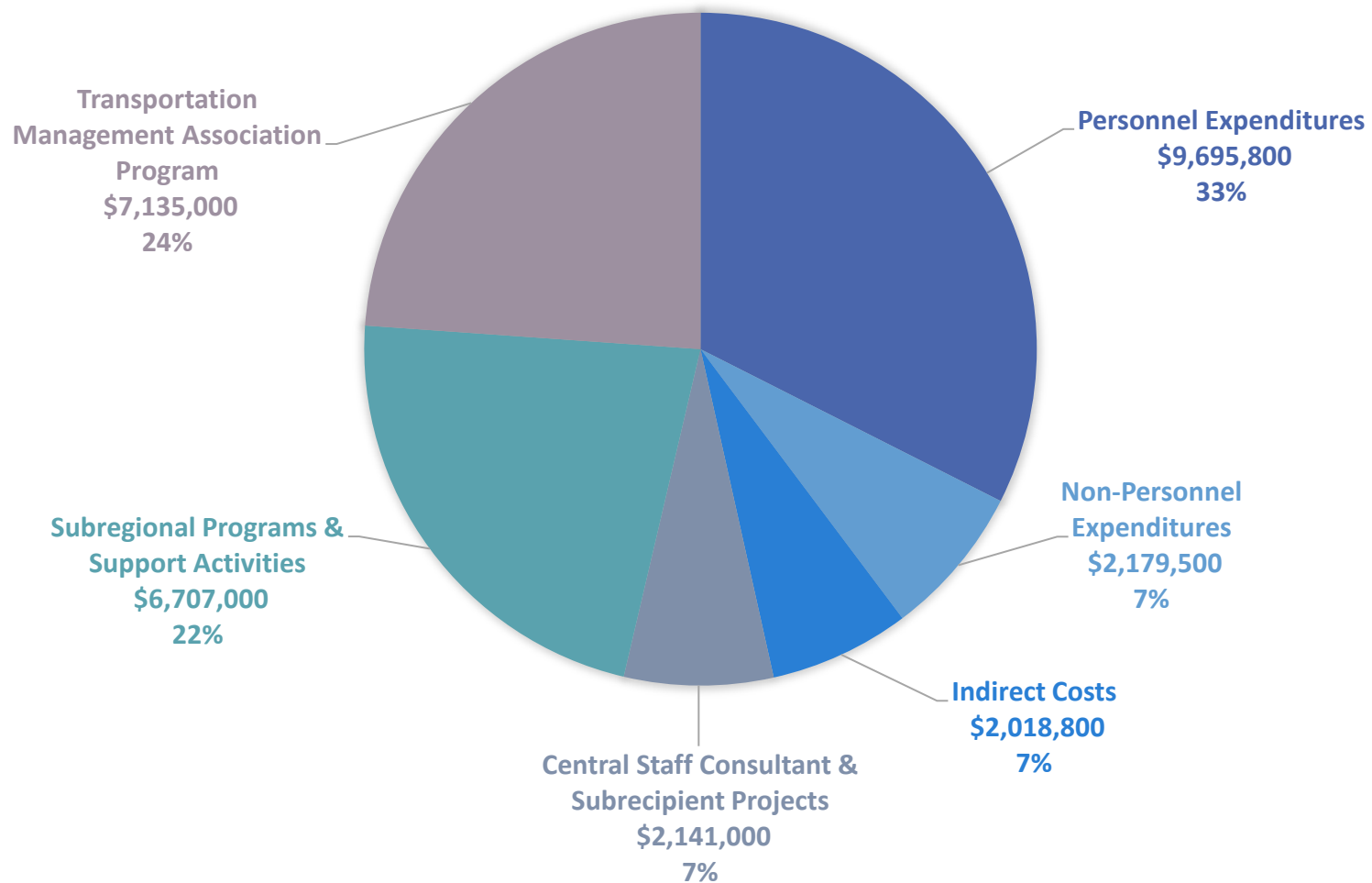
(3) The FY 2025 budget for NJIT's Facilities and Administration Costs assumes a fixed amount, as stated in the current NJDOT Basic Agreement with NJTPA and NJIT (Agreement No. 2021-NJIT-001), calculated from a rate based on past fiscal years' audited costs that is applied to projected FY 2025 total operating costs.

(4) Funding to be authorized for the FY 2025 program assumes FFY24 FHWA MPP PL funds (IIJA apportionments, including 2.5% of PL funds set-aside for Safe and Accessible Transportation Options); reprogrammed FHWA MPP and Flexed FTA MP PL funds from prior apportionments (unobligated\available FAST Act and IIJA balances, including funds released from NJTPA Task Orders PL-NJ-21-01 and PL-NJ-23-01); FTA 23MP PL funds flexed to FHWA; and FFY24 STBGP-NY/NWK and STBGP-PHILA funds (STIP DB Nos. X30A and 11383).

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

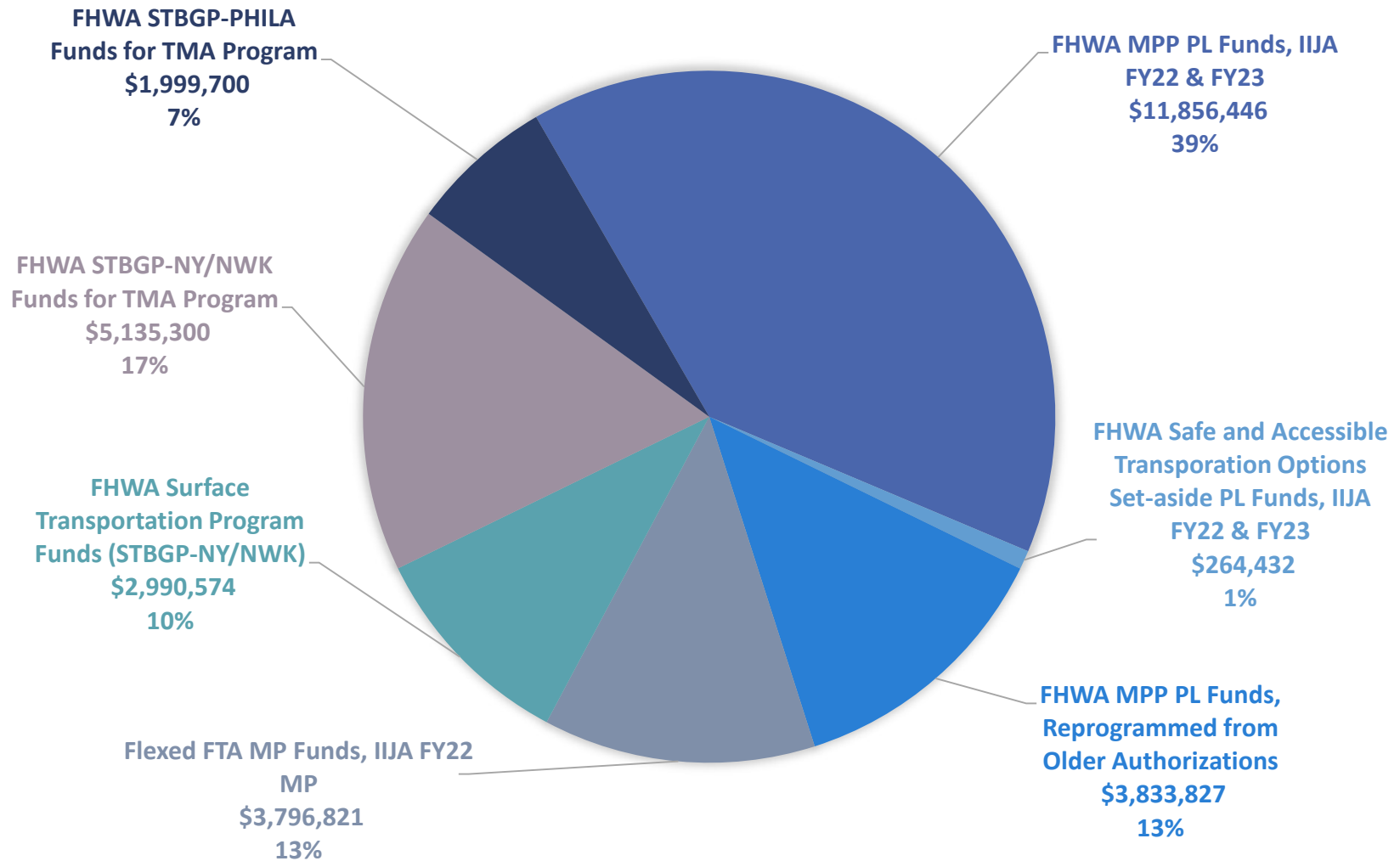
NJTPA FY 2025 UPWP BUDGET

TOTAL EXPENDITURES \$29,877,100



Note: Subregional Support Activities include select Central Staff projects outlined in Chapter I, which provide direct support to local agencies

**NJTPA FY 2025 UPWP BUDGET
TOTAL REVENUES \$29,877,100**



NJTPA FY 2025 UPWP Budget New Contractual/Consultant Projects

NEW FY 2025 UPWP Projects - Task Order PL-NJ-25-01

Task ID	Task Activity	Contract Budget	Total Project Budget ¹	Effective Funding Period
UPWP Consultant Projects (Chapter I)				
SP205.001.25	FY 2025 Air Quality Conformity Determination and Regional Emissions Modeling	\$ 700,000	\$ 702,000	7/1/2024-6/30/2027
SP207.002.25	Traffic Signal Strategic Investment Plan & Data Collection	\$ 250,000	\$ 251,000	7/1/2024-6/30/2026
RP301.001.25	Financial Element of the Long Range Transportation Plan	\$ 275,000	\$ 276,000	7/1/2024-6/30/2026
RP307.005.25	FY 2025 Complete Streets Conceptualization Pilot	\$ 500,000	\$ 501,000	7/1/2024-6/30/2027
FP401.001.25	FY 2025 Freight Concept Development Studies	\$ 1,500,000	\$ 1,504,000	7/1/2024-6/30/2027
LP602.003.25	Safety Assessments and Pedestrian Count Update	\$ 1,000,000	\$ 1,003,000	7/1/2024-6/30/2027
IS802.001.25	FY 2025 UPWP Management System Support	\$ 325,000	\$ 326,000	7/1/2024-6/30/2026
Subtotal - UPWP Consultant Projects		\$ 4,550,000	\$ 4,563,000	
UPWP Subrecipient Projects (Chapter I)				
SP202.003.25	NJ TRANSIT Rail and Bus Customer Travel Survey - Phase I	\$ 250,000	\$ 251,000	7/1/2024 -6/30/2025
SP202.004.25	NJTPA Travel Model Applications	\$ 200,000	\$ 201,000	7/1/2024 -6/30/2025
RP307.002.25	FY 2025 Vibrant Communities Initiative	\$ 275,000	\$ 276,000	7/1/2024 -6/30/2025
PA701.001.25	FY 2025 Innovative Public Engagement	\$ 100,000	\$ 100,000	7/1/2024 -6/30/2025
Subtotal - UPWP Subrecipient Projects		\$ 825,000	\$ 828,000	
UPWP Pass-Through Programs (Chapters II & III) ²				
RP304.001.25	FY 2025 Subregional Transportation Planning Program	\$ 2,508,875	\$ 2,515,000	7/1/2024 -6/30/2025
RP304.003.25	FY 2025 - FY 2026 Subregional Studies Program	\$ 940,000	\$ 942,000	7/1/2025 -6/30/2026
RP305.001.25	FY 2025 Transportation Management Association Program	\$ 7,117,200	\$ 7,135,000	7/1/2024 -6/30/2025
Subtotal - UPWP Pass-Through Programs		\$ 10,566,075	\$ 10,592,000	
Total		\$ 15,941,075	\$ 15,983,000	

Notes:

- (1) Includes 0.25% NJTPA Administration Fee, to be added to the subcontract costs for the federal budget and funding agreements.
- (2) A detailed list of subcontracts for the pass-through programs are provided on page 12.
- (3) The following Central Staff contractual activities (Chapter I) provide direct support to local agencies: SP207.002.25, RP307.005.25, FP401.001.25, and LP602.003.25.

NJTPA FY 2025 UPWP Budget Pass-Through Program Grants

FY 2025 Subregional Transportation Planning Program, Chapter II	Federal Share	Total Contract Budget¹	Effective Funding Period
FY25 STP Program: Bergen County	\$ 262,705.00	\$ 262,705.00	7/1/2024 -6/30/2025
FY25 STP Program: Essex County	\$ 181,207.50	\$ 181,207.50	7/1/2024 -6/30/2025
FY25 STP Program: Hudson County	\$ 156,620.00	\$ 156,620.00	7/1/2024 -6/30/2025
FY25 STP Program: Hunterdon County	\$ 103,762.50	\$ 103,762.50	7/1/2024 -6/30/2025
FY25 STP Program: Jersey City	\$ 128,162.50	\$ 128,162.50	7/1/2024 -6/30/2025
FY25 STP Program: Middlesex County	\$ 243,213.75	\$ 243,213.75	7/1/2024 -6/30/2025
FY25 STP Program: Monmouth County	\$ 206,487.50	\$ 206,487.50	7/1/2024 -6/30/2025
FY25 STP Program: Morris County	\$ 178,228.75	\$ 178,228.75	7/1/2024 -6/30/2025
FY25 STP Program: City of Newark	\$ 134,208.75	\$ 134,208.75	7/1/2024 -6/30/2025
FY25 STP Program: Ocean County	\$ 195,476.25	\$ 195,476.25	7/1/2024 -6/30/2025
FY25 STP Program: Passaic County	\$ 180,060.00	\$ 180,060.00	7/1/2024 -6/30/2025
FY25 STP Program: Somerset County	\$ 143,682.50	\$ 143,682.50	7/1/2024 -6/30/2025
FY25 STP Program: Sussex County	\$ 108,042.50	\$ 108,042.50	7/1/2024 -6/30/2025
FY25 STP Program: Union County	\$ 187,277.50	\$ 187,277.50	7/1/2024 -6/30/2025
FY25 STP Program: Warren County	\$ 99,740.00	\$ 99,740.00	7/1/2024 -6/30/2025
Total STP Program	\$ 2,508,875.00	\$ 2,508,875.00	7/1/2024 -6/30/2025

FY 2025 - FY 2026 Subregional Studies Program, Chapter II	Federal Share	Total Contract Budget¹	Effective Funding Period
Hunterdon County: Hunterdon County Greenway Trail Plan	\$ 200,000.00	\$ 200,000.00	7/1/2025 - 6/30/2026
Jersey City: Jersey City Transportation Plan	\$ 420,000.00	\$ 420,000.00	7/1/2025 - 6/30/2026
Somerset County: Somerset County Electric Vehicle Charging and Suitability Analysis	\$ 320,000.00	\$ 320,000.00	7/1/2025 - 6/30/2026
Total FY 2025-FY 2026 SSP Program	\$ 940,000.00	\$ 940,000.00	7/1/2025 - 6/30/2026

FY 2025 Transportation Management Association (TMA) Program, Chapter III	Federal Share	Total Contract Budget¹	Effective Funding Period
FY25 TMA Work Program: Avenues in Motion	\$ 1,098,250.00	\$ 1,098,250.00	7/1/2024 -6/30/2025
FY25 TMA Work Program: Cross County Connection TMA	\$ 1,119,000.00	\$ 1,119,000.00	7/1/2024 -6/30/2025
FY25 TMA Work Program: EZRide	\$ 1,615,750.00	\$ 1,615,750.00	7/1/2024 -6/30/2025
FY25 TMA Work Program: goHunterdon	\$ 529,000.00	\$ 529,000.00	7/1/2024 -6/30/2025
FY25 TMA Work Program: Greater Mercer TMA	\$ 880,700.00	\$ 880,700.00	7/1/2024 -6/30/2025
FY25 TMA Work Program: Hudson TMA	\$ 598,000.00	\$ 598,000.00	7/1/2024 -6/30/2025
FY25 TMA Work Program: Keep Middlesex Moving	\$ 713,000.00	\$ 713,000.00	7/1/2024 -6/30/2025
FY25 TMA Work Program: RideWise	\$ 563,500.00	\$ 563,500.00	7/1/2024 -6/30/2025
Total Chapter III - TMA Program	\$ 7,117,200.00	\$ 7,117,200.00	7/1/2024 -6/30/2025

Notes:

(1) Total Contract Budget reflects amount to be authorized to subrecipient. It does not include the 0.25% NJTPA Administration Fee, to be added to the subcontract costs for the federal budget and funding agreements.

(2) The local share (match) requirement is provided through the NJDOT "Soft Match" program.

NJDOT/ FHWA/ FTA Comments on the North Jersey Transportation Planning Authority's Draft FY 2025 UPWP

January 11, 2024

Below are the NJDOT, FHWA and FTA's comments on North Jersey Transportation Planning Authority's (NJTPA) draft FY 2025 Unified Planning Work Program (UPWP):

NJDOT Comments

NJTPA Central Staff Activities

1. Page 29. Under Task RP304.003.25: FY 2025-2026 Subregional Studies Program, total budgeted amount is \$940,000. For FY 2023 UPWP, only \$14,367 has been spent in the first year out of \$1,350,000. Can you please justify the reason for keeping a high budget in the FY 2025 UPWP given low spending rate in the previous year?

NJTPA Response:

Subregional Studies are conducted over a two-year period. In general, during the first six to nine months of the program cycle, subregions are going through the local procurement process to award the professional services contract agreement to get the study underway. Since these are consultant supported activities and the pass-through programs are cost reimbursement, a majority of funds are drawn down during the second year. Historically, by the end of the funding cycle over 95% of funds are expended.

2. Page 51. Under Task LP603: Transportation Alternatives and Safe Routes to School, total budgeted amount is \$139,992. For FY2023 only 57% was spent out of \$127,875. Can you please justify the reason for increasing the budget amount? The only new activity that was added is an NJDOT-hosted pre-application meeting.

NJTPA Response:

NJTPA has reviewed and revised the budget to reflect the anticipated time and efforts required for this task. It should also be noted that more than one pre-application meeting is typically held with potential applicants and that, in addition to staff salaries, the total task budget provided in Chapter I for Central Staff includes a pro rata calculation of all operational expenses (fringe benefits, direct expenses and equipment) and NJIT's Administration Fee.

NJTPA Budget

3. NJDOT commends NJTPA on an excellent budget book. It is clear and easy to follow.

NJTPA Response:

The NJTPA appreciates NJDOT's acknowledgement of our efforts to make the UPWP budget more transparent.

4. Page 1. Under the section on Expenditures, it states that the budget includes salaries for 69.1 full time equivalent (FTE) employees. However, according to NJDOT records, for the past decade NJTPA has left a balance of \$2 to \$4 million in unspent dollars remaining at the close of each UPWP. This has been attributed to a lack of staffing. Does NJTPA plan to hire additional staff so the work program can be successfully completed?

NJTPA Response:

In the past several years we have made our recruiting and hiring efforts a priority in order to fill vacancies needed to meet the growing demands of the work program to be responsive to federal mandates and will continue to do so. Two additional central staff members are assumed for the FY 2025 work program to support new federal programs instituted under the Infrastructure Investment and Jobs Act.

5. Page 1. Under Expenditures, it states that the budget assumes a merit pool of 4% for existing employees. Has the merit pool been approved by the Governor's office?

NJTPA Response:

As per the Basic Agreement (2021-NJIT-001) between the NJDOT, NJIT, and NJTPA, NJIT provides all personnel, facilities, payroll, and other administrative services. As per Article XV, NJTPA central staff are NJIT employees assigned on a full-time or part-time basis to provide central planning, programming, and administrative services for the NJTPA UPWP and are subject to University labor bargaining agreements, merit pool structure, and wage rates.

The Governor's Authority Unit is a member of the NJTPA Board of Trustees. The NJTPA has received no comments from the Governor's Authority Unit on the draft FY 2025 UPWP that was distributed to the Board in December for review. The final UPWP and Budget is presented to the Planning and Economic Committee at the February Joint Committee Meeting for formal approval and adoption at the March Board of Trustees meeting.

6. Page 3. One of the revenue assumptions in the draft FY2025 UPWP budget is \$3,833,827 in FHWA-PL funds released from Task Order PL-NJ-21-01 and PL-NJ-23-01. This dollar amount does not match NJDOT records. Please provide the specific federal agreement numbers for these released funds so that NJDOT can confirm this assumption.

NJTPA Response:

The NJTPA's revenue assumptions for the FY 2025 UPWP are based on the available balances from the following federal agreement numbers, which have since been reviewed and confirmed by NJDOT to be consistent with their records. NJDOT has also confirmed these agreements will be closed and their balance of funds will be available for the FY 2025 UPWP.

Task Order No. PL-NJ-21-01

State Job No: 2207080

Federal Agreement No: 20MP D00S(405)

Available Balance: \$512,629.00

Task Order No. PL-NJ-23-01
State Job No: 2207078
Federal Agreement No: Y450D00S616
Available Balance: \$3,113,618.00

Task Order No. PL-NJ-23-01
State Job No: 2207082
Federal Agreement No: Y450D00S622
Available Balance: \$ 84,255.00

Task Order No. PL-NJ-23-01
State Job No: 2207082
Federal Agreement No: Y450D00S617
Available Balance: \$123,325.00

7. Page 6. Similarly, the Expenditures and Revenues Matrix shows \$3,833,827 in reprogrammed FHWA-PL funds. This dollar amount does not match NJDOT records. Please provide the specific federal agreement numbers for these released funds so that we can confirm this assumption.

NJTPA Response:

See response to comment no. 6.

8. Page 10. In the Budget Detail table, the budget includes \$15,000 for "Other." Please explain what this might include.

NJTPA Response:

Other/Miscellaneous includes the procurement of goods and/or services that are not defined under the NJIT's General Ledger expense account code structure. The type of procurement that may fall within the category varies from year to year and is generally unknown when developing the budget. Its budget amount is based on historical annual expenses for this category. For example, prior year expenditures have included such procurement items as the annual reporting fee for the State of New Jersey, registration fees for NJTPA website domain names and electrical service for a booth rental at a conference.

9. Page 10. The proposed FY2025 budget includes \$10,000 for a Firewall Security System Upgrade. Last year the FY 2024 UPWP budget also included \$10,000 for a Firewall Security System Upgrade. Is this work being done in-house or by a vendor? Please clarify the duplicate effort.

NJTPA Response:

This deployment is a continuation of the firewall security system upgrade initiated in FY 2024. The proposed upgrade in FY 2025 will provide redundancy and enhanced security to the network with the addition of a standby failover appliance which will be installed with vendor assistance. This will supplement the primary firewall that is being deployed during FY 2024.

10. Page 13. NJDOT commends NJTPA on the excellent table for multi-year (continuing) projects from previous task orders.

NJTPA Response:

The NJTPA appreciates NJDOT's acknowledgement of our efforts to make the UPWP budget and its continuing efforts more transparent.

NJTPA Subregional Studies

11. NJDOT commends NJTPA for an excellent breakdown of the budgets for Subregional Studies by county. It is clear and easy to follow.

NJTPA Response:

The NJTPA appreciates NJDOT's acknowledgement of our efforts to make these budgets more transparent.

12. Both Bergen and Somerset counties purchased computers/equipment in the FY 2024 UPWP budget but included software for that computers/equipment in the FY 2025 UPWP budget. Is this standard practice?

NJTPA Response:

The STP Supplemental Support program provides subregions with additional funds to ensure that subregions have adequate technology to carry out essential transportation planning, programming and administrative activities that support the NJTPA's regional transportation planning efforts. Annually, subregions are provided the opportunity to assess their computer and software needs which are reviewed and approved by NJTPA to ensure that these requests are necessary to support the Subregional Transportation Planning program. Bergen and Somerset counties are utilizing these funds to replace obsolescent equipment with new computers that meet higher technology needs required for performing transportation planning and GIS/database activities.

Please note that line items on the budget sheets may refer to both computers, equipment, computer supplies, and/or software and distinguishes capital assets.

- TECHNOLOGY EQUIPMENT AND COMPUTERS > \$5,000 (CAPITAL ASSETS)
- TECHNOLOGY SOFTWARE AND COMPUTING DEVICES < \$5,000 (SUPPLIES)

13. The City of Newark included \$6,000 for ESRI Software Maintenance in the FY 2024 UPWP budget. The proposed FY 2025 UPWP budget includes the same amount (\$6,000), but it is for "Other". Please clarify what "Other" includes.

NJTPA Response:

The \$6,000 under Other is for ESRI Software Maintenance in FY 2025. The software was first purchased in FY 2022 through the STP Supplemental Support program, and the expense for continuing maintenance support of the software reimbursed through the STP core budget in FY

2023 and FY 2024. Since the item value is above the \$5,000 threshold for Technology Software and Computing Devices and is not considered a capital asset, it was categorized as Other in their FY 2025 budget plan.

14. In the FY 2024 UPWP budget, Ocean County included \$15,000 for Technology Software and Computing Devices. The proposed FY 2025 UPWP budget is asking for the same amount for Technology Software and Computing Devices. Is this for yearly software subscriptions? Please clarify.

NJTPA Response:

No. This line item covers software purchases, computer supplies and/or devices under \$5,000. For FY 2024, Ocean county requested traffic counters and a data collector to use along county roads and a portion of the Barnegat Branch Trail.

For FY 2025, the NJTPA incorporated the STP Supplemental Support into the core STP program to allow the subregions more flexibility in the use and administration of these funds and to reduce the programmatic administration for Central Staff. For the FY 2025 STP program solicitation, subregions were required to provide detailed information for technological needs with the initial work program budget to give subregions adequate time to assess their needs and confirm eligibility. Prior to purchasing any equipment, software, computer devices, etc., subregions are required to submit a formal request with a justification for review and approval by Central staff prior to procuring an item or retaining the products/services for reimbursement through the program.

15. In the FY 2024 UPWP budget, Warren County included \$7,500 for Technology Equipment and Computers. The proposed FY 2025 UPWP budget is asking for \$13,300 for Technology Equipment and Computers. Please clarify why the amount is much larger if some purchases were made in last year's UPWP budget.

NJTPA Response:

For FY 2024, Warren County is requesting GPS equipment and GIS software for their data collection and asset management efforts. As noted above, detailed descriptions of technological needs are not required for the budget estimates. However, prior to procurement and seeking reimbursement subregions are required to submit formal requests and justification of technological needs for review and approval by NJTPA.

FHWA Comments

1. In the UPWP it is not clear which staff members are involved in the tasks. For example, Task WP101 UPWP Administration has Angellita Young listed as the leader and the Central Staff budget is \$1.2 M. Table A indicates that this work is supposed to involve 6.7 FTEs. But other than the task leader there is mention of no other staff members. So, it is difficult to understand the appropriate use of funds for every Central Staff Activity.

NJTPA Response:

Consistent with federal requirements, the NJTPA's UPWP identifies the metropolitan transportation planning proposed for the next fiscal year by major program area and task activity in sufficient detail to describe the tasks and work products to be accomplished; indicate which work is to be performed by the MPO (Central Staff), subrecipients, or consultants; the schedule for completing the work; the resulting products; and the proposed funding by activity. Detailed summaries of the total proposed amounts and revenue sources of funds by task activities are provided on pages 7 and 8 of the Budget Book with the level of central staff resources anticipated for each task. The total budget for salaries includes 60 full-time Central Staff employees, plus part-time staff for additional support. A total of 69.1 full-time equivalent (FTE) employees are assumed with part-time staff counted as 0.65 FTE. The Budget Book also provides a chart of the proposed expenses to show how the funding will be distributed by major program area.

Central Staff Task Activity budgets are developed by estimating the level of effort for staff anticipated to work on the specific task based on historic trends and an assessment of what staff resources are required to complete the goals, activities, and products for that fiscal year. . It should be noted that, in addition to staff salaries, the total task budget provided in Chapter I for Central Staff includes a pro rata calculation of all operational expenses (fringe benefits, direct expenses and equipment) and NJIT's Administration Fee. Although Chapter I – Central Staff activities provides the name of the staff member (Task Leader) responsible for overseeing the work to be completed, various staff contribute to the delivery of the project and products. The total FTE for any task represents the aggregate number of full and part-time employees contributing to the work to be undertaken during the fiscal year.

2. We commend NJTPA's attention towards Safety Planning, Project Development and Implementation. At the same time, it is concerning that NJTPA has minimal activity in the UPWP related to Climate Change and Resiliency. We encourage NJTPA to have a more extensive Climate Change and Resiliency Program. We also encourage NJTPA to have a more extensive electric vehicle, automated and connected vehicle related program.

NJTPA Response:

NJTPA staff amended the UPWP (Task RP306) to reflect our work to develop a Resiliency Improvement Plan and our collaboration with NJDEP's Resilient NJ.

3. Despite the table at the end of UPWP Chapter I, it is not clear how NJTPA will collaborate with the Federal Land Management Agencies. It is not explained in the description of the activities with primary focus how that will happen.

NJTPA Response:

Task CP501 already has a continuing long-term task activity that includes collaborating with Eastern Federal Lands Highway Division, but it's been modified to show how NJTPA plans to further collaborate in the development of the TIP.

Task PA701 already has a continuing long-term task activity that includes collaborating with the tribal nations, but it can be modified to include other Federal Land Management Agencies. The NJTPA will work with FHWA and NJDOT to develop a list of agencies to engage and share information with and coordinate planning activities with, where appropriate.

FTA Comment

1. In the May 1, 2023 Transportation Management Area Planning Certification Review of NJTPA, FTA and FHWA recommended that NJTPA continues to reduce the recent growth of reprogrammed (carryover) funds to under 10% of total budget (federal).

As noted on page 15 of our review: “Financial management of federal funds is an important part of managing a UPWP. 2 CFR 200.308 covers the revision of budget and program plans. The Federal awarding agency may, at its option, restrict the transfer of funds among direct cost categories or programs, functions, and activities for Federal awards in which the Federal share of the project exceeds the simplified acquisition threshold and the cumulative amount of such transfers exceeds or is expected to exceed 10 percent of the total budget as last approved by the Federal awarding agency”.

Regarding NJTPA’s FY 25 UPWP:

Total budget (federal) = \$30,211,300

Reprogrammed funds (e.g. carryover) = \$3,833,827

Reprogrammed funds = 12.85% of total budget (federal)

Reprogrammed funds are funds that we previously approved for certain direct cost categories or programs, functions, and uses. We encourage NJTPA to continue to work towards keeping the reprogrammed amount under 10% of their total budget and explain why it has reached nearly 13% of their budget.

NJTPA Response:

Working with NJDOT, the NJTPA continually strives to improve our processes for developing, authorizing, managing, and closing out our annual UPWP work plans and budgets, which have effectively reduced remaining task order balances of funds authorized in past years. The remaining balances of task orders issued in more recent years are due to staff vacancies and changes in our work program to be responsive to new federal mandates resulting in increasing program resource needs. NJTPA will continue to make its recruiting and hiring efforts a priority in order to fill any vacant positions that are needed to meet the growing demands of its work program under the new BIL/IIJA authorization and will endeavor to expend within 10% of this annual budget.

The funds being requested to be programmed for our FY 2025 UPWP are available balances of FHWA Metropolitan Planning Programming Funds from prior year apportionments (FAST Act and IIJA PL funds) that will be released from closed activities completed under NJTPA FY 2021 and FY 2023 UPWPs. The unobligated PL funds are essentially being used for the same purpose for which they were originally authorized for and are being requested to be carried forward to subsequent budget periods for our continuing transportation planning programs’ activities and projects that

help us meet the federal requirements governing the NJTPA's role as a Metropolitan Planning Organization.

NJTPA Revisions

In addition to updating the December draft FY 2025 UPWP to address any changes reflected in the responses to the comments above and minor edits to document for grammar and formatting, where applicable, the following revisions were made to the February draft.

FY 2025 UPWP Budget - Revisions

1. The overall total proposed budget for FY 2025 was reduced by 1%.
2. The FY 2025 Central Staff personnel budget was adjusted to reflect updated information on the University's labor bargaining agreement with aligned professional staff. The overall personnel budget was reduced by 2%.
3. The Computer Hardware/Software/Data Maintenance and Licenses budget line item under Direct Expenses was increased by \$40,000 to cover anticipated cost for a decision-making software tool that will be used as part of the TIP project prioritization process update project.
4. The estimated cost for the Task IS802.001.25 - FY 2025 UPWP Management System Support budget line item under UPWP Consultant Projects was reduced by \$25,000 to better align with anticipated expenditures.
5. The NJTPA Administration Fee to be charged to federal budgets and funding agreements for subcontracts was reduced from 1% to 0.25% of the subcontract costs. Overall, the contractual costs were reduced by 1%.

Chapter I – Central Staff Activities- Revisions

1. Subrecipient Project - Task RP307.002.25: Title changed from FY 2025 TNJ Initiative to FY 2025 Vibrant Communities initiative. Task description revised to reflect changes to direction of program.
2. Appendix A has been updated to reflect all task activities that include collaborative efforts with Federal Land Management Agencies.

Chapter II Subregional Pass-Through Programs – Revisions

1. Task 2.1 Support the NJTPA's Regional planning process: STP elective for Together North Jersey updated to Vibrant Communities Initiative

NJTPA FY 2025 UPWP Budget Pass-Through Program Grants

FY 2025 Subregional Transportation Planning Program, Chapter II	Federal Share	Total Contract Budget¹	Effective Funding Period
FY25 STP Program: Bergen County	\$ 262,705.00	\$ 262,705.00	7/1/2024 -6/30/2025
FY25 STP Program: Essex County	\$ 181,207.50	\$ 181,207.50	7/1/2024 -6/30/2025
FY25 STP Program: Hudson County	\$ 156,620.00	\$ 156,620.00	7/1/2024 -6/30/2025
FY25 STP Program: Hunterdon County	\$ 103,762.50	\$ 103,762.50	7/1/2024 -6/30/2025
FY25 STP Program: Jersey City	\$ 128,162.50	\$ 128,162.50	7/1/2024 -6/30/2025
FY25 STP Program: Middlesex County	\$ 243,213.75	\$ 243,213.75	7/1/2024 -6/30/2025
FY25 STP Program: Monmouth County	\$ 206,487.50	\$ 206,487.50	7/1/2024 -6/30/2025
FY25 STP Program: Morris County	\$ 178,228.75	\$ 178,228.75	7/1/2024 -6/30/2025
FY25 STP Program: City of Newark	\$ 134,208.75	\$ 134,208.75	7/1/2024 -6/30/2025
FY25 STP Program: Ocean County	\$ 195,476.25	\$ 195,476.25	7/1/2024 -6/30/2025
FY25 STP Program: Passaic County	\$ 180,060.00	\$ 180,060.00	7/1/2024 -6/30/2025
FY25 STP Program: Somerset County	\$ 143,682.50	\$ 143,682.50	7/1/2024 -6/30/2025
FY25 STP Program: Sussex County	\$ 108,042.50	\$ 108,042.50	7/1/2024 -6/30/2025
FY25 STP Program: Union County	\$ 187,277.50	\$ 187,277.50	7/1/2024 -6/30/2025
FY25 STP Program: Warren County	\$ 99,740.00	\$ 99,740.00	7/1/2024 -6/30/2025
Total STP Program	\$ 2,508,875.00	\$ 2,508,875.00	7/1/2024 -6/30/2025

FY 2025 - FY 2026 Subregional Studies Program, Chapter II	Federal Share	Total Contract Budget¹	Effective Funding Period
Hunterdon County: Hunterdon County Greenway Trail Plan	\$ 200,000.00	\$ 200,000.00	7/1/2025 - 6/30/2026
Jersey City: Jersey City Transportation Plan	\$ 420,000.00	\$ 420,000.00	7/1/2025 - 6/30/2026
Somerset County: Somerset County Electric Vehicle Charging and Suitability Analysis	\$ 320,000.00	\$ 320,000.00	7/1/2025 - 6/30/2026
Total FY 2025-FY 2026 SSP Program	\$ 940,000.00	\$ 940,000.00	7/1/2025 - 6/30/2026

FY 2025 Transportation Management Association (TMA) Program, Chapter III	Federal Share	Total Contract Budget¹	Effective Funding Period
FY25 TMA Work Program: Avenues in Motion	\$ 1,098,250.00	\$ 1,098,250.00	7/1/2024 -6/30/2025
FY25 TMA Work Program: Cross County Connection TMA	\$ 1,119,000.00	\$ 1,119,000.00	7/1/2024 -6/30/2025
FY25 TMA Work Program: EZRide	\$ 1,615,750.00	\$ 1,615,750.00	7/1/2024 -6/30/2025
FY25 TMA Work Program: goHunterdon	\$ 529,000.00	\$ 529,000.00	7/1/2024 -6/30/2025
FY25 TMA Work Program: Greater Mercer TMA	\$ 880,700.00	\$ 880,700.00	7/1/2024 -6/30/2025
FY25 TMA Work Program: Hudson TMA	\$ 598,000.00	\$ 598,000.00	7/1/2024 -6/30/2025
FY25 TMA Work Program: Keep Middlesex Moving	\$ 713,000.00	\$ 713,000.00	7/1/2024 -6/30/2025
FY25 TMA Work Program: RideWise	\$ 563,500.00	\$ 563,500.00	7/1/2024 -6/30/2025
Total Chapter III - TMA Program	\$ 7,117,200.00	\$ 7,117,200.00	7/1/2024 -6/30/2025

Notes:

(1) Total Contract Budget reflects amount to be authorized to subrecipient. It does not include the 0.25% NJTPA Administration Fee, to be added to the subcontract costs for the federal budget and funding agreements.

(2) The local share (match) requirement is provided through the NJDOT "Soft Match" program.

NJTPA FY 2025 UPWP Budget
Funding Authorized in Prior Fiscal Years for Continuing UPWP Projects

Continuing Consultant/Contractual Projects	Task No.	Budget	Effective Funding Period	NJDOT Task Order No.	State Contract ID No.	State Job No.	Funding Source	Federal Agreement(s)
<u>FY 2024 Work Program</u>								
FY 2024 UPWP, Central Staff Consultant Activities (Chapter I)								
Accessibility and Mobility Regional Reassessment	24/203-01	\$ 250,000	7/1/23 - 6/30/25	PL-NJ-24-01	24-07002	2207705	100% FHWA MPP-PL & STBGP-NY/NWK	Z45ED00S756; Y410D00S756; Y230D00S756
Air Quality SIP and GHG Inventory Updates	24/205-01	\$ 175,000	7/1/23 - 6/30/25	PL-NJ-24-01	24-07002	2207705	100% FHWA MPP-PL & STBGP-NY/NWK	Z45ED00S756; Y410D00S756; Y230D00S756
Local Safety Action Plans	24/303-01	\$ 1,650,000	7/1/23 - 6/30/25	PL-NJ-24-01	24-07002	2207705	100% FHWA MPP-PL & STBGP-NY/NWK	Z45ED00S756; Y410D00S756; Y230D00S756
2050 Freight Industry Level Forecasts Update	24/401-01	\$ 550,000	7/1/23 - 6/30/25	PL-NJ-24-01	24-07002	2207705	100% FHWA MPP-PL & STBGP-NY/NWK	Z45ED00S756; Y410D00S756; Y230D00S756
Criteria Development and Project Scoring Update	24/501-01	\$ 475,000	7/1/23 - 6/30/26	PL-NJ-24-01	24-07002	2207705	100% FHWA MPP-PL & STBGP-NY/NWK	Z45ED00S756; Y410D00S756; Y230D00S756
FY 2024 Consultant Assistance with LSP - Studies and Analyses	24/602-01	\$ 1,000,000	7/1/23 - 6/30/26	PL-NJ-24-01	24-07002	2207705	100% FHWA MPP-PL & STBGP-NY/NWK	Z45ED00S756; Y410D00S756; Y230D00S756
Long Range Transportation Plan Public Outreach	24/701-01	\$ 300,000	7/1/23 - 6/30/26	PL-NJ-24-01	24-07002	2207705	100% FHWA MPP-PL & STBGP-NY/NWK	Z45ED00S756; Y410D00S756; Y230D00S756
FY 2024 UPWP Management System Support	24/802-01	\$ 300,000	7/1/23 - 6/30/25	PL-NJ-24-01	24-07002	2207705	100% FHWA MPP-PL & STBGP-NY/NWK	Z45ED00S756; Y410D00S756; Y230D00S756
Total: FY 2024 UPWP, Central Staff Consultant Activities		\$ 4,700,000						
FY 2024 - FY 2025 Subregional Studies Program (Chapter II)								
Hudson County: West Hudson Circulation Plan	24/304-03	\$ 375,000	7/1/23 - 6/30/25	PL-NJ-24-01	24-07002	2207709	80% STBGP-NY/NWK	Y230D00S760
Middlesex County: Middlesex County Road Safety Audit	24/304-03	\$ 562,500	7/1/23 - 6/30/25	PL-NJ-24-01	24-07002	2207709	80% STBGP-NY/NWK	Y230D00S760
Warren County: Comprehensive Complete Street Policy	24/304-03	\$ 240,000	7/1/23 - 6/30/25	PL-NJ-24-01	24-07002	2207709	80% STBGP-NY/NWK	Y230D00S760
Total: FY 2023 UPWP, Subregional Studies Program		\$ 1,177,500						
<u>FY 2023 Work Program</u>								
FY 2023 UPWP, Central Staff Consultant Activities (Chapter I)								
FY 2023 Air Quality Conformity Analysis and GHG Inventory	23/205-01	\$ 500,000	7/1/23-6/30/25	PL-NJ-23-01	23-07002	2207455	100% Flexed FTA-PL & STBGP-NY/NWK	22MPD00S618; Z23ED00S618
FY 2023 Local Concept Development Studies	23/601-01	\$ 4,000,000	7/1/22-6/30/25	PL-NJ-23-01	23-07002	2207455	100% Flexed FTA-PL & STBGP-NY/NWK	22MPD00S618; Z23ED00S618
Total: FY 2023 UPWP, Central Staff Consultant Activities		\$ 4,500,000						
FY 2023 - FY 2024 Subregional Studies Program (Chapter II)								
City of Newark: Newark Bike Plan ²	22/304-03	\$ 375,000	7/1/22 - 6/30/25	PL-NJ-23-01	23-07002	2207460	80% FHWA PL & Flexed FTA-PL	Z450D00S623; 21MPD00S623
Total: FY 2023 UPWP, Subregional Studies Program		\$ 375,000						
Total: Continuing Projects		\$ 10,752,500						

Notes:

- (1) Details of these continuing consultant projects funded in past fiscal year UPWP authorizations, which will still be active and managed by central staff during FY 2025, can be found on the NJTPA's UPWP webpage at <https://www.njtpa.org/upwp.aspx>.
- (2) Requested one-year no-cost extension. Pending approval by NJDOT and FHWA.

NJTPA FY 2025 Local Safety Program Summary of Capital Projects

NJTPA Local Safety Program, Capital Projects	Program Budget
FHWA HSIP or STBGP Funds - Systemic Improvements to Horizontal Curve Advisory Speed Signs	\$ 1,950,000
FHWA HSIP Funds - FY 2024 Local Safety Engineering Assistance Program (STIP DB# 04314)	\$ 20,391,808
FHWA HSIP Funds - FY 2020 Local Safety Engineering Assistance Program (STIP DB# 04314)	\$ 9,208,816
FHWA HSIP Funds - FY 2018 Local Safety Engineering Assistance Program (STIP DB# 04314)	\$ 7,323,978
FHWA HSIP Funds - FY 2016-2017 Local Safety Engineering Assistance Program (STIP DB# 04314)	\$ 7,837,155

Notes:

- (1) Although Central Staff time administering and supporting the NJTPA Local Safety Program are charged to and reported under the UPWP, consultant contracts for local safety capital projects (preliminary engineering and final design phases of work) are funded through separate federal grant awards that follow different authorization requirements and schedules (similar to NJDOT local aid projects) and are, therefore, not included in the UPWP Budget. A summary of new and continuing Local Safety Program capital projects and programs are included as a separate attachment on pages 15 and 16 of the Budget Book. Further details of the NJTPA Local Safety Program and its capital projects authorized under this program can be found in Chapter I of the UPWP, under Task LP602, and on the NJTPA's UPWP webpage at <https://www.njtpa.org/localsafety.aspx>.
- (2) Initiated in FY 2024 Central Staff will develop a new local technical assistance project to prepare Plans, Specifications and Estimates for Systemic Improvements to Horizontal Curve Advisory Speed Signs.
- (3) Authorization for the HSIP FY 2024 LSEAP is pending authorization. The proposed budget represents costs estimated for the Preliminary Engineering (PE) and Final design (FD) phases of work.
- (4) Budget for the HSIP FY 2020 LSEAP includes current authorizations for PE.
- (5) Budget for the HSIP FY 2018 LSEAP includes current authorizations for PE and FD (only 3 projects have advanced to FD: PL-NJ-19-05, PL-NJ-19-06, and PL-NJ-19-07).
- (6) Budget for the HSIP FY 2017 LSEAP includes current authorizations for PE and FD.

NJTPA Local Safety Program - Capital Projects

Funding Authorized Separately from UPWP Grants

NJTPA Local Safety Program, Capital Projects ¹	Budget	Effective Funding Period	NJDOT Task Order No.	State Contract ID No.	State Job No.	Funding Source	Federal Agreement(s)	Status
<u>New initiative planned for FY 2024</u>								
Systemic Improvements to Horizontal Curve Advisory Speed Signs ²	\$ 1,950,000	TBD	TBD	TBD	TBD	100% FHWA HSIP or STBGP	TBD	Pending Approval
<u>Local Safety Engineering Assistance Programs</u>								
FY 2024 Local Safety Engineering Assistance ³								
Paterson Plank Road (CR 681) from Harrison Street to S. Wing Viaduct	\$ 992,803							
JFK Boulevard (CR 501) from Route 139 to Secaucus Road	\$ 2,102,121							
JFK Boulevard (CR 501) from Pavonia Avenue to St. Paul's Avenue	\$ 763,593							
JFK Boulevard East (CR 693) from Main Drive to Palisades Triangle Plaza	\$ 979,225							
Summit Avenue from Route 139 to Paterson Plank Road	\$ 1,491,789							
Improvements at 10 Various Intersections	\$ 997,948							
Smith Street (CR 656) from Dorsey Street to Front Street	\$ 1,227,250							
Stelton Road (CR 665/CR 529) from Lakeview Avenue to S. Washington Avenue	\$ 927,681							
County Route 533 & 527 Tea Street to Bound Brook Border	\$ 1,329,373							
Cedar Avenue (CR 25) from Norwood Avenue to Ocean Avenue	\$ 587,360							
East Main Street/Mendham Road (CR 510) from Heritage Manor Drive to Cold Hill Road	\$ 1,032,023							
South Morris Street (CR 643) from Park Avenue to Millbrook Avenue	\$ 606,818							
Valley Road (CR 681) from French Hill Road to Hamburg Turnpike	\$ 1,983,279							
Lakeview Avenue (CR 624) Phase II from Clifton Avenue to Crooks Avenue	\$ 743,314							
Monmouth Road (CR 537) from Burnt Tavern Road to Allyson Road	\$ 949,689							
Trenton-Lakewood Road (CR 526) from Sharon Station Road to I-195 overpass	\$ 1,084,674							
Iron Ore Road/High Bridge Road (CR 527A) from Indian Path/Dugans Grove Road to Woodruff Court	\$ 833,277							
Allentown-Davis Station Road/Forked River Road (CR 539) north of Winchester Blvd to Arneytown-Hornerstown Road	\$ 1,759,591							
Subtotal: FY 2024 Local Safety Engineering Assistance Program	\$ 20,391,808	TBD	TBD	TBD	TBD	100% FHWA HSIP	TBD	Pending Authorization
FY 2020 Local Safety Engineering Assistance ⁴								
Hamilton Street (CR 514) from Berry Street to the Middlesex County line	\$ 713,630	2/11/2022 - 12/31/2024	PL-NJ-22-02	22-07004	6300334	100% FHWA HSIP	HSIP-0501 (303)	PE Phase
Memorial Drive (CR 40A) between SH 33 and SH 35	\$ 1,130,904	2/11/2022 - 12/31/2024	PL-NJ-22-03	22-07005	6300335	100% FHWA HSIP	HSIP-0697 (300)	PE Phase
HRRR - Siloam Road (CR 527) (a.k.a. Cedar Swamp Road)	\$ 675,922	2/11/2022 - 12/31/2024	PL-NJ-22-04	22-07006	6114455	100% FHWA HSIP	HSIP-1895 (301)	PE Phase
Garfield Avenue from Merritt Street to Grand Street	\$ 1,026,214	2/11/2022 - 12/31/2024	PL-NJ-22-05	22-07007	6306408	100% FHWA HSIP	HSIP-1544 (300)	PE Phase
Lakeview Avenue (CR 624) from Crooks Avenue to Market Street	\$ 772,649	2/4/2022 - 12/31/2024	PL-NJ-22-06	22-07008	7000335	100% FHWA HSIP	HSIP-6241 (300)	PE Phase
Morris Street (CR 510) and Ridgedale Avenue	\$ 299,616	2/11/2022 - 12/31/2024	PL-NJ-22-07	22-07009	6800352	100% FHWA HSIP	HSIP-0510 (301)	PE Phase
Hamilton Street (CR 514) from Berry Street to the Middlesex County line	\$ 739,606	2/11/2022 - 12/31/2024	PL-NJ-22-08	22-07010	7200344	100% FHWA HSIP	HSIP-0514 (302)	PE Phase
Memorial Drive (CR 40A) between SH 33 and SH 35	\$ 580,143	2/11/2022 - 12/31/2024	PL-NJ-22-09	22-07011	6700355	100% FHWA HSIP	HSIP-0040 (311)	PE Phase
HRRR - Siloam Road (CR 527) (a.k.a. Cedar Swamp Road)	\$ 663,744	2/11/2022 - 12/31/2024	PL-NJ-22-10	22-07012	6716315	100% FHWA HSIP	HSIP-0527 (304)	PE Phase
HRRR - Stage Coach Road (CR 524) – Phase IV (HRRR Segments only)	\$ 1,054,530	3/8/2022 - 12/31/2024	PL-NJ-22-11	22-07013	6700356	100% FHWA HSIP	HSIP-0524 (303)	PE Phase

NJTPA Local Safety Program - Capital Projects
Funding Authorized Separately from UPWP Grants

NJTPA Local Safety Program, Capital Projects ¹	Budget	Effective Funding Period	NJDOT Task Order No.	State Contract ID No.	State Job No.	Funding Source	Federal Agreement(s)	Status
LSP - Stage Coach Road (CR 524) – Phase IV (LSP Segments and Re-alignment of Clarksburg Road)	\$ 677,953	3/8/2022 - 12/31/2024	PL-NJ-22-12	22-07014	6700357	100% FHWA HSIP	HSIP-0524 (304)	PE Phase
Stage Coach Road (CR 524) at Sharon Station Road Roundabout	\$ 319,277	3/8/2022 - 12/31/2024	PL-NJ-22-13	22-07015	6700358	100% FHWA HSIP	HSIP-0524 (305)	PE Phase
Stage Coach Road (CR 524) at Stillhouse Road Roundabout	\$ 237,464	3/8/2022 - 12/31/2024	PL-NJ-22-14	22-07016	6700359	100% FHWA HSIP	HSIP-0524 (306)	PE Phase
Stage Coach Road (CR 524) at Imlaystown-Hightstown Road Roundabout	\$ 317,164	3/8/2022 - 12/31/2024	PL-NJ-22-15	22-07017	6700360	100% FHWA HSIP	HSIP-0524 (307)	PE Phase
Subtotal: FY 2020 Local Safety Engineering Assistance Program	\$ 9,208,816							
FY 2018 Local Safety Engineering Assistance ⁵								
Allwood Road (CR 602) and Clifton Avenue (SR 161)	\$ 727,603	10/7/2019 - 12/30/2023	PL-NJ-19-02	19-07007	7007326	100% FHWA HSIP	STP-NJ-D00S(268)	PE Phase
Market Street (CR 648) from Spruce Street to Madison Avenue	\$ 614,117	10/9/2019 - 12/30/2023	PL-NJ-19-03	19-07008	7007325	100% FHWA HSIP	STP-NJ-0648(300)	PE Phase
West Side Avenue from Grant Avenue to Duncan Avenue	\$ 597,526	9/30/2019 - 12/30/2023	PL-NJ-19-04	19-07009	6306402	100% FHWA HSIP	STP-NJ-D00S (270)	PE Phase
Sip Avenue from Freeman Avenue to Van Reyden Street/Newkirk Street	\$ 942,688	9/30/2019 - 12/30/2025	PL-NJ-19-05	19-07010	6306403	100% FHWA HSIP	STP-NJ-1561 (300)	FD Phase
East Front Street, East and West 7th Street (CR 601) and East Front Street (CR 620) at Leland Avenue	\$ 491,285	10/15/2019 - 12/29/2023	PL-NJ-19-11	19-07016	7412314	100% FHWA HSIP	HSIP-0601(302)	Completed
Park Avenue (CR 677), JFK Boulevard East/Boulevard East (CR 505 and CR 693) and JFK Boulevard (CR 501)	\$ 892,682	11/06/2019 - 4/30/2024	PL-NJ-19-08	19-07013	6305316	100% FHWA HSIP	STP-NJ-D00S(269)	PE Phase
Main Street (CR 531) from Talmadge Avenue to Brunswick Avenue	\$ 1,096,439	11/12/2019 - 12/30/2023	PL-NJ-19-07	19-07012	6610310	100% FHWA HSIP	STP-NJ-0531(301)	FD Phase
New Central Avenue (CR 31) and North Hope Chapel Road (CR 639)	\$ 615,630	11/06/2019 - 12/30/2023	PL-NJ-19-06	19-07011	6912311	100% FHWA HSIP	HSIP-D00S(283)	FD Phase
Allen Road (CR 652) and Somerville Road Roundabout	\$ 263,258	11/12/2019 - 4/28/2023	PL-NJ-19-10	19-07015	7234300	100% FHWA HSIP	HSIP-D00S(282)	Completed ⁷
Easton Avenue (CR 527) at Demott Lane	\$ 335,127	11/12/2019 - 4/28/2024	PL-NJ-19-09	19-07014	7208308	100% FHWA HSIP	HSIP-0527(301)	PE Phase
Holmdel Road (CR 40) and North Beers Street/Crape Myrtle Drive	\$ 233,442	9/26/2019 - 4/29/2024	PL-NJ-19-12	19-07017	6718304	100% FHWA HSIP	HSIP-0042(303)	PE Phase
Stage Coach Road (CR 524) – Phase III	\$ 514,181	9/30/2019 - 4/29/2024	PL-NJ-19-13	19-07018	6751302	100% FHWA HSIP	HSIP-0524(301)	PE Phase
Subtotal: FY 2018 Local Safety Engineering Assistance Program	\$ 7,323,978							
FY 2017 Local Safety Engineering Assistance Program ⁶								
JFK Boulevard (CR 501) - Phase II - Bond Place to Bergen Avenue	\$ 659,299	11/14/2017 - 12/30/2022	PL-NJ-17-06	17-07006	6306393	100% FHWA HSIP	HSP-0501 (301)	Completed
JFK Boulevard (CR 501) & Paterson Plank Rd (CR 681) Corridors Signal Improvements	\$ 1,307,731	11/14/2017 - 12/30/2023	PL-NJ-17-07	17-07007	6306392	100% FHWA HSIP	HSP-0510(300)	FD Phase
Jersey City - Marin Blvd	\$ 935,738	11/14/2017 - 12/29/2023	PL-NJ-17-08	17-07008	6306391	100% FHWA HSIP	HSP-1567(300)	FD Phase
Oakland Avenue & St. Pauls Avenue	\$ 159,563	10/13/2017 - 07/30/2022	PL-NJ-17-09	17-07009	6306394	100% FHWA HSIP	HSP-1730(300)	Completed
Ferry Street	\$ 397,959	10/13/2017 - 07/30/2022	PL-NJ-17-10	17-07010	6114444	100% FHWA HSIP	HSP-1844(300)	Completed
Newark - Broad Street (Phase II)	\$ 358,439	10/13/2019 - 12/30/2021	PL-NJ-17-11	17-07011	6114443	100% FHWA HSIP	HSP-1865(300)	Completed
East Front Street (CR 620) and Watchung Avenue, Roosevelt Avenue, Richmond Street/Norwood Avenue	\$ 254,118	10/13/2019 - 12/30/2021	PL-NJ-17-12	17-07012	7412312	100% FHWA HSIP	HSP-D00S(096)	Completed
Newark Ironbound Roundabout	\$ 336,864	10/18/2017 - 12/30/2023	PL-NJ-17-13	17-07013	6114445	100% FHWA HSIP	HSP-D00S(073)	Completed
Monmouth - Leonardville Rd (CR 516) & East Road	\$ 392,933	10/18/2017 - 12/30/2023	PL-NJ-17-14	17-07014	6731323	100% FHWA HSIP	HSP-0516 (300)	FD Phase
Monmouth - Stage Coach Road (CR 524) - Phase III	\$ 594,995	10/18/2017 - 12/30/2023	PL-NJ-17-15	17-07015	6732305	100% FHWA HSIP	HSP-0524(300)	FD Phase
Morris - Center Grove Road (CR 670) & Quaker Church Road	\$ 343,040	10/13/2017 - 12/30/2022	PL-NJ-17-16	17-07016	6832311	100% FHWA HSIP	HSP-0670(300)	Completed
Somerset - Manville Main Street (CR533)	\$ 899,213	10/18/2017 - 12/30/2022	PL-NJ-17-18	17-07018	7229314	100% FHWA HSIP	HSP-0533(300)	Completed
Passaic Roundabout - North Haledon Avenue & Manchester Avenue	\$ 428,804	10/18/2017 - 12/31/2023	PL-NJ-17-19	17-07019	7003309	100% FHWA HSIP	HSP-6641(300)	FD Phase
Essex Roundabout - Walnut Street & West Hobart Gap Road	\$ 479,537	10/13/2017 - 12/30/2023	PL-NJ-17-20	17-07020	6110314	100% FHWA HSIP	HSP-D00S(070)	FD Phase
Hunterdon Roundabout - Stanton Road, Springtown Road, Pleasant Run Road	\$ 288,922	10/18/2017 - 12/30/2022	PL-NJ-17-21	17-07021	6422321	100% FHWA HSIP	HSP-D00S(071)	Completed ⁷
Subtotal: FY 2017 Local Safety Engineering Assistance Program	\$ 7,837,155							

NJTPA Local Safety Program - Capital Projects **Funding Authorized Separately from UPWP Grants**

NJTPA Local Safety Program, Capital Projects ¹	Budget	Effective Funding Period	NJDOT Task Order No.	State Contract ID No.	State Job No.	Funding Source	Federal Agreement(s)	Status
Total NJTPA Local Capital Safety Projects	\$ 46,711,758							

- Notes:**
- (1) Although Central Staff time administering and supporting the NJTPA Local Safety Program are charged to and reported under the UPWP, consultant contracts for local safety capital projects (preliminary engineering and final design phases of work) are funded through separate federal grant awards that follow different authorization requirements and schedules (similar to NJDOT local aid projects). Further details of the NJTPA Local Safety Program and its capital projects authorized under this program can be found in Chapter I of the UPWP, under Task LP602, and on the NJTPA's UPWP webpage at <https://www.njtpa.org/localsafety.aspx>.
- (2) In FY 2024 Central Staff began developing a new local technical assistance project to prepare Plans, Specifications and Estimates for Systemic Improvements to Horizontal Curve Advisory Speed Signs.
- (3) Authorization for the HSIP FY 2024 LSEAP (formerly FY 2021) is still pending authorization. The proposed budget represents costs estimated for the Preliminary Engineering (PE) and Final Design (FD) phases of work.
- (4) Budget for the HSIP FY 2020 LSEAP includes current authorizations for PE.
- (5) Budget for the HSIP FY 2018 LSEAP includes current authorizations for PE and FD (only 3 projects have advanced to FD: PL-NJ-19-05, PL-NJ-19-06, and PL-NJ-19-07).
- (6) Budget for the HSIP FY 2017 LSEAP includes current authorizations for PE and FD.

FY 2025 Unified Planning Work Program

Joint Meeting
December 18, 2023



Angellita S. Young
North Jersey Transportation Planning Authority

1

UPWP

- USDOT requires MPOs to develop a UPWP to maintain the flow of federal funding (23 CFR 450.314)
- Summarizes and guides the transportation planning activities of the NJTPA staff, its member agencies and other transportation agencies in the region
- Covers activities to be completed in the next one to two years and is updated annually



[www.njtpa.org/Planning/Plans-Guidance/Work-Program-\(UPWP\)](http://www.njtpa.org/Planning/Plans-Guidance/Work-Program-(UPWP))

2

UPWP Task Specifics

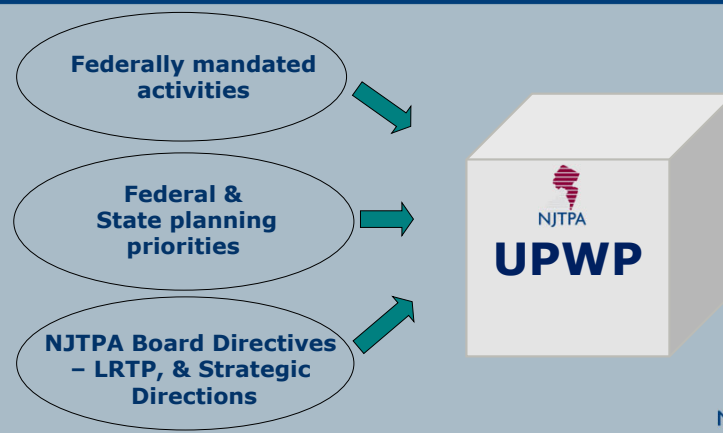
Each UPWP task must identify:

- who will perform the work
- schedule for completing the work
- intended products produced



3

Development Process



4

Development Process



5

Planning Priorities & Goals

- FHWA & FTA Emphasis Areas
- NJDOT Statewide Planning Priorities
- NJTPA LRTP / Plan 2050 Goals
- Federal Planning Factors



6

Document Organization

- Budget
- Central Staff Program Activities (*Chapter I*)
- Subregional Pass-Through Programs (*Chapter II*)
 - Subregional Transportation Planning Program
 - Subregional Studies Program
- Transportation Management Association Program (*Chapter III*)
- Other Regional Transportation Planning Initiatives (*Chapter IV*)



7

Budget

- Shows anticipated revenue sources/federal share by type of fund
- Cost estimates by activity or task
- Breakdown of estimated costs by salaries, fringe, direct expenses, equipment, indirect costs & contractual



8

Central Staff Activities

(Chapter I)

- Description, by task, of work activities to be carried out by NJTPA Central Staff
- Responds to federal mandates/planning priorities
- Long Range Transportation Plan & Together North Jersey Regional Plan



9

Central Staff Activities

(Chapter I)

- Unified Planning Work Program
- Systems Planning, Modeling and Data
- Regional Planning
- Freight Planning
- Capital Programming
- Local Project Development
- Public and External Affairs
- Information Systems



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Subregional Pass-Through Programs

(Chapter II)

- Subregional Transportation Planning Program
- Subregional Studies Program



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STP Program

(Chapter II)

- Transportation Planning, Programming & Management / Interagency Coordination & Public Outreach
- Implements the NJTPA's Plan 2050 & supports Central Staff Activities
- Subregional Staff Work Efforts
- 1-year, Formula Funded Grant Program



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Subregional Studies Program (Chapter II)

- Subregional planning studies & initiatives
- Advances Plan 2050 - responds to federal mandates/planning priorities
- Subregional staff & consultant efforts
- 2-year, competitive grant-funded program



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Transportation Management Association Program (Chapter III)

- Five required Goal Areas: Accessibility, Economic Development, Environmental, Safety and CHSTP
- Activities include: TDM, safety programs, enhancing transportation for CHSTP populations, and air quality monitoring
- Implements the NJTPA's Plan 2050 & supports Chapter I Central Staff Activities
- 1-year, formula funded grant program



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Other Regional Transportation Planning Initiatives (Chapter IV)

- Transportation Planning & Operating Agencies work efforts funded through other state, local or toll funds
- TMA work efforts & project handoffs funded through other state/local funds
- NJDOT's Statewide Planning & Research (SPR) Program
- NJTPA Study & Development Program



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FY 2024 & FY 2025 UPWPs



Current FY 2024
Central Staff &
Pass-through
Program Activities
*and New
FY 2025 Activities*

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UPWP

- Preparation of annual UPWP
- Management of Task Order Agreements & modifications
- Management, oversight & reporting of work completed and their associated costs
- Bi-Annual Reports for submission to Board, State, and Federal sponsors & Monthly Status Reports of Consultant supported projects
- Integration & application of the Federal Guidance
- Training and Professional Development



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UPWP

- Contract administration for consultant efforts & pass-through/subrecipient programs
- Improved efficiencies in subrecipient contracting & reporting
- Audit and Compliance including Subrecipient monitoring/audit compliance, monitoring on the basis of risk
- Title VI Compliance, Implementation, and Reporting



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UPWP

Proposed, new activities for FY 2025:

- *Assessment and documentation of organizational processes and procedures*



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Systems Planning, Data and Forecasting

- Complete Congestion Management Process analysis for 2025 LRTP cycle
- Demographic/employment forecasts
- Updates to roadway functional classifications (with NJDOT and subregions)



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Systems Planning, Data and Forecasting

- Regional Capital Investment Strategy reporting for LRTP and TIP
- PRIME 2.0 study entry and reporting
- PRIME applications to support project advancement
- Trans-Hudson Bus Survey (with NJ TRANSIT and Port Authority)



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Systems Planning, Data and Forecasting

Proposed, new activities for FY 2025:

- *NJ Travel Model Applications (with NJIT)*
- *NJ TRANSIT Main/Bergen Pascack Valley Rail Survey*
- *System Performance Report for LRTP*
- *Mid-period performance target setting*



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Analytical and Planning Tools

- Regional Zoning Code Atlas in GIS
- Deeper dive into regional CV/AV & Transportation Technology Readiness including regional survey
- Mobility as a Service (MaaS) / Mobility on Demand (MoD) Regional Readiness White Paper
- Air Conformity SIP and GHG Inventory Updates



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Analytical and Planning Tools

Proposed, new activities for FY 2025:

- *FY 2025 Air Conformity, SIP, and GHG Inventory Updates*
- *Traffic Signal Strategic Investment Plan*
- *GIS Professional Services Contract with ESRI*
- *WebMapping application for non-GIS proficient staff*
- *Coordination of Roadway Operational Data with Map/App Companies*



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Long Range Transportation Planning

- Local Safety Action Plans in Eight Counties
- Coordination with Local Safety Action Plans and Other Safety Initiatives
- Administer four FY 2023-2024 Subregional Studies
- Initiate three FY 2024-2025 Subregional Studies
- Begin development of the LRTP Update



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Long Range Transportation Planning

Proposed, new activities for FY 2025:

- *LRTP Financial Element*
- *Administer three FY 2025-2026 Subregional Studies*



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Environmental and Sustainability Planning

- Complete Streets Technical Assistance Program
- Together North Jersey Initiative
- Complete Streets Demonstration Library
- Climate Pollution Reduction Grant Program
- Resiliency Improvement Plan



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Environmental and Sustainability Planning

Proposed, new activities for FY 2025:

- *FY 2025 Complete Streets Conceptualization Pilot*
- *FY 2025 Together North Jersey Initiative*



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Freight Planning & Coordination

- 2050 Freight Industry Level Forecasts Update
- Freight Initiatives Committee Support
- Outreach and Coordination
 - Collaboration with Subregional, Regional and Federal Partners
 - Advancement of key freight issues such as Truck Parking



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Freight Planning & Coordination

Proposed, new activities for FY 2025:

- *FY 2025 Freight Concept Development Program Studies*



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Capital Programming

- TIP Development & Management
- Study & Development Program
- NJTPA Online Transportation Information System (NOTIS)
- TIP Project Prioritization Criteria Development and Scoring update
- Greater involvement with Eastern Federal Lands Highway Division in TIP development



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Capital Programming

Proposed, new activities for FY 2025:

- *Development of the Draft FY 2026 TIP*
- *Collaboration and capital programming support on the update of LRTP and air quality conformity determination*



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Local Project Development

- Local Capital Project Delivery Program
- Consultant Assistance Program
- Local Safety Engineering Assistance Program
- Pilot Temporary Trail Crossing Program
- NJDOT Road Safety Audit Program – NJTPA region
- Transportation Alternatives Set Aside & Safe Routes to Schools Programs



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Local Project Development

Proposed, new activities for FY 2025:

- *Safety Assessments and Pedestrian Count Update*
 - *Pilot Systemic Pedestrian Lighting Analysis*
 - *Intersection Control Evaluations*
 - *Update to Ped Counts program*



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Public and External Affairs

- Organize Symposia
- Committee Support
- Website, social media and publications
- Intergovernmental Relations, Policy and Legislation
- Public engagement
- Public Outreach for LRTP



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Public and External Affairs

Proposed, new activities for FY 2025:

- *Innovative Public Engagement (Rutgers VTC)*



36

Information Technology

- Develop and administer IT services and infrastructure.
- Implement and administer IT security
- Provide technical support for Central Staff and subregions
- Maintain, monitor and develop the agency off-site resources and data centers.
- Video Conferencing, Streaming, Recording, and Broadcasting Support



37

Information Technology

- Application development, administration, and support
- UPWP Grant Management system support and development
- ERP Business Intelligence System Implementation & Development
- Power BI reporting platform development



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Information Technology

Proposed, new activities for FY 2025:

- *Develop and deploy online system for STP/SSP work program development and quarterly progress reporting*



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FY 2025 UPWP



**FY 2025
Pass-through
Program
Activities**

40

Subregional Transportation Planning Program

- Program Management
- Transportation Planning & Coordination
- Integrating Public Participation in the Ongoing 3-C Planning Process
- Capital Programming & Project Development



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Subregional Transportation Planning Program

Core Activities, *new* for FY 2025:

Task 2.1 - Support for the NJTPA's Planning Process

- *Participate in the LRTP Update*



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Subregional Transportation Planning Program

New Administrative Changes for FY 2025:

- *The 20 percent local share requirement has been eliminated for the subregional pass-through programs.*
- *The STP Supplemental Support program has been incorporated into the core STP program.*



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Subregional Studies Program

FY 2024 – 2025 SSP Studies:

- Hudson County: West Hudson Circulation Plan
- Middlesex County: Middlesex County Road Safety Audits
- Warren County: Comprehensive Complete Street Policy



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Subregional Studies Program

Proposed New Studies for FY 2025:

- *Hunterdon County: Bicycle Plan*
- *Jersey City: Transportation Plan*
- *Somerset County: Electric Vehicle Charging and Suitability Analysis*



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TMA Program

Five Goal Area Activities:

- Accessibility
- Economic Development
- Environmental
- Safety
- Coordinated Human Services Transportation
- *Optional Goal: Reliability*



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TMA Program

New for FY 2025:

- *Reliability Goal Area is optional*
- *New activities and tasks added that increase alignment of the TMA work with regional and state goals*
- *Funding increase*



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Defining the Vision. Shaping the Future.



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