



North Jersey Transportation Planning Authority, Inc.

PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE

Commissioner Charles Kenny, Chair
Commissioner Susan Soloway, Vice Chair

PROJECT PRIORITIZATION COMMITTEE

Commissioner John Kelly, Chair
Commissioner Bette Jane Kowalski, Vice Chair

Joint Meeting Agenda
October 17, 2022
10:30 AM

Join Zoom meeting from your computer or tablet
<https://njtpa-org.zoom.us/j/93743265526?pwd=WnhpMldxWG1Gd2FPeENjVVU4TGNYdz09>

Meeting ID: 937 4326 5526
Passcode: 098069

Two Ways to Join by Phone:

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Call US Toll Free
888-788-0099
833 548 0276
Meeting ID: 937 4326 5526

- I. Roll Call
- II. Approval of Minutes
- III. Presentation: DataCity Smart Mobility Testing Ground: Building a Living Laboratory for R&D in Connected and Automated Vehicles – Peter Jin, Associate Professor, Rutgers Center for Advanced Infrastructure and Transportation
- IV. Regional Transportation Advisory Committee (RTAC) Report – Mark Jehnke, Ocean County

V. Action Items

Project Prioritization Committee

1. Minor Amendment to the FY 2022-2025 Transportation Improvement Program to Add Federal Funding to the Portal North Bridge as Requested by NJ TRANSIT – Eve Chamberlain, Central Staff
2. Minor Amendments to the FY 2022-2025 Transportation Improvement Program to Add Federal Funds to Two Local Projects – Eve Chamberlain
 - East Main Street Bridge over Rockaway River, as requested by Morris County
 - Meadowlands Parkway Bridge, as requested by Hudson County
3. Minor Amendment to the FY 2022- 2025 Transportation Improvement Program to Add the Ferry Slip Reconstruction at the CRRNJ Terminal State Historic Site - Phase 1 as Requested by the New Jersey Department of Transportation Office of Maritime Resources – Eve Chamberlain
4. Minor Amendment to the FY 2022-2025 Transportation Improvement Program to Add Federal Funds to the Route 29, Bridge over Copper Creek in Hunterdon County as Requested by the New Jersey Department of Transportation – Eve Chamberlain
5. Modifications to the FY 2022-2025 Transportation Improvement Program to Add Funds to Three Statewide Programs as Requested by NJ TRANSIT – Eve Chamberlain
 - Rail Rolling Stock Procurement
 - Preventive Maintenance - Rail
 - Preventive Maintenance - Bus

VI. Information Items

1. FY 2024 Unified Planning Work Program – Angel Young, Central Staff
2. TIP Project Prioritization, Environment Goal Category Update – John Witsch, Central Staff
3. FY 2024 TIP Development – Ann Ludwig, Central Staff
4. Trans-Hudson Update – Dave Behrend, Central Staff
5. Federal Policy Update – Dave Behrend

VII. Written Information Items

1. CMAQ Performance Plan Update – Rick Cippolletti, Central Staff
2. Greenhouse Gas Emissions FHWA Proposed Rule – Keith Miller, Central Staff
3. Together North Jersey (TNJ) Initiative Update – Blythe Eaman, Central Staff

VIII. Other Items

IX. Next Meeting: December 12, 2022, 10:30 a.m.

X. Adjournment



North Jersey Transportation Planning Authority, Inc.

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October 17, 2022

VII. Written Information Items

1. CMAQ Performance Plan Update
Rick Cippolletti, Central Staff

NJTPA submitted the 2022 Congestion Mitigation and Air Quality (CMAQ) Performance Plan supporting the CMAQ Program in the NJTPA region. The performance plan examines the following national performance measures NJTPA must report and set targets on: 1. percent non-single occupant vehicle (non-SOV) travel; 2. peak hour excessive delay (PHED) per capita; and, 3. total criteria pollutant emissions reductions from CMAQ projects. The plan includes both the full performance period progress report on the first four-year performance period (2018-2021) and the baseline performance period report on the second performance period (2022-2025). The plan is submitted by the New Jersey Department of Transportation (NJDOT) to the Federal Highway Administration (FHWA). Reflecting an extensive and cooperative planning process, it details performance targets and lists projects identified for CMAQ funding for the second performance period for the NJTPA region and applicable urbanized areas. It also describes progress achieved toward targets set for the first performance period and provides a status on projects identified for CMAQ funding during that performance period. This report can be found on NJTPA's website.

2. Greenhouse Gas Emissions FHWA Proposed Rule
Keith Miller, Central Staff

On July 15, 2022, the FHWA published a Notice of Proposed Rulemaking (NPRM) titled ["National Performance Management Measures: Assessing Performance of the National Highway System, Greenhouse Gas Emissions Measure"](#) (Docket No. FHWA-2021-0004, RIN 2125-AF99). This proposed rule would add an additional national performance measure to the existing transportation performance management (TPM) reporting and target setting system.

Specifically, the proposed greenhouse gas performance measure would be the percent reduction in carbon dioxide (CO₂) emissions on the National Highway System (NHS) from a reference year of 2021. States and metropolitan planning organizations (MPOs) would be required to set

declining targets for their regions every four years, looking out two and four years. In addition, the proposed rule would require additional targets for any urbanized area (UZA) that overlap the boundaries of more than one MPO. UZAs are Census urban areas with populations of at least 50,000.

The NJTPA staff are currently reviewing the NPRM, and have had discussions with partners such as NJDEP, NJDOT, and surrounding MPOs. We anticipate submitting comments to the NPRM docket prior to the deadline of October 13, 2022. The NJTPA comments will support the measure but recommend some changes to strengthen the implementation. Following the close of the public comment period, FHWA will review all comments and we expect that they will issue a final rule. Once the rule is finalized, the NJTPA will update the committee.

3. Together North Jersey (TNJ) Initiative Update
Blythe Eaman, Central Staff

The TNJ Plan update has been posted to the website. This effort included participation from a diverse group of TNJ partners in each of the four Task Forces and subject-matter experts from around the state. This 2022 plan includes 15 focus areas that have been revised with updated strategies to guide the region in achieving the vision for a competitive, efficient, livable and resilient future.

The Voorhees Transportation Center at Rutgers and NJTPA received applications for the Vibrant Places Program and the proposals are under review and scope development. The Vibrant Places Program, which provides local technical assistance to municipalities in the NJTPA region for placemaking projects, anticipates awarding two projects to begin in January 2023.

The TNJ Institute will host a training event later this fall on the topic of Food Security and Food Recovery. Event announcements will be posted on the NJTPA and the TNJ websites.

**Joint Project Prioritization Committee (PPC) and Planning and Economic Development Committee
(PEDC) Virtual Meeting Notice
VIA ZOOM
October 17, 2022
(Agenda Package Attached)**

The agenda package for the October 17, 2022 Joint PPC/PEDC meeting is attached. Please note that we **are now using Zoom (instead of GoToMeeting) and we encourage you to log in early in case you need to download the software.** This will also give you time to ensure your connection works.

Please refer to the next page for more detailed log-in instructions.

October 17, 2022, 10:30 a.m. EDT

Join Zoom meeting via computer or tablet:

<https://njtpa-org.zoom.us/j/93743265526?pwd=WnhpMldxWG1Gd2FPeENjVVU4TGNYdz09>

Meeting ID: 937 4326 5526

Passcode: 098069

To join by phone:

One tap mobile (the following two numbers will show as links to the meeting in the invite on your smartphone or tablet

+19292056099,,93743265526# US (New York)

+13017158592,,93743265526# US (Washington DC)

To dial in:

888 788 0099 US Toll-free

833 548 0276 US Toll-free

Meeting ID: 937 4326 5526

Find your local number: <https://njtpa-org.zoom.us/j/abWBJ5N4Jg>

(continued)

To participate via computer or smartphone

- Please click the meeting invite link you received in your email or calendar invitation.
- A pop-up window will prompt you to open or download the application, if it is not already installed on your device.
- Click “Download” to install the application on your device.
- If you want to participate from your web browser without downloading the application, click “cancel.” Then click the “Join from Your Browser” link at the bottom of the page.
- In the pop-up window at the top-left corner of the screen, click “allow” to allow Zoom permission for your microphone and camera.
- In the “Your Name field,” enter a display name.
- (Optional) Select the “remember my name for future meetings” check box.
- Click “Join.”
- You will enter the meeting.

How to join a meeting by phone only

- Dial one of the toll-free numbers (Page 1) to call into the meeting.
- You will be prompted to enter the meeting ID followed by #.
- If the meeting has not already started, you are prompted press “#” to wait to enter as a participant.
- You may be prompted to enter your unique participant ID. If you are just calling in, press # to skip this step.
- You may be prompted to enter the meeting passcode, followed by “#.” This passcode is included on Page 1 and in the meeting invite provided by the host.

If you have any questions or concerns, please contact me at BMorris@NJTPA.org or 973-639-8410.



PROJECT PRIORITIZATION COMMITTEE

Commissioner John P. Kelly – Chair
Commissioner Bette Jane Kowalski – Vice Chair

PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE

Commissioner Charles Kenny – Chair
Commissioner Susan Soloway – Vice Chair

Joint Meeting Minutes August 15, 2022

I. Roll Call of Members

NJTPA Chair John Bartlett, Passaic County Commissioner, called the meeting to order at 10:30 a.m. Beverly Morris, Central Staff, called the roll. Thirteen members of the Project Prioritization Committee (PPC) and 12 members of the Planning and Economic Development Committee (PEDC) were present.

II. Approval of Minutes

A motion to approve the minutes of the June 21, 2022 meeting was made by Somerset County, seconded by Hudson County, and carried with 17 affirmative votes. Monmouth and Ocean counties abstained.

III. Presentation: The Safe System Approach

Caroline Trueman, Safe Streets and Roads for All Grant Program Manager, Federal Highway Administration (FHWA) Office of Safety said, from 2009 through 2019, the number of pedestrians struck and killed in motor vehicle crashes increased by more than 50 percent. She urged the adoption of a Safe System approach “grounded in an ethical imperative that no one should be killed or injured when using the roadway system.” She noted that the Safe System approach is not a new concept, having existed in countries around the world for more than 30 years, and early adopters have seen marked decreases in traffic fatalities across their roadway systems—at least a 50 percent decline in fatalities.

Ms. Trueman said the Safe System approach addresses the safety of all road users on an equal basis and acknowledges a shared responsibility for safety by both roadway users and system managers. She said a key focus of the approach is to reduce death and serious injuries through design that accommodates human mistakes and injury tolerances. Ms. Trueman gave the example of a modern roundabout intersection that forces drivers to slow down.

Ms. Trueman said the FHWA has developed resources to help agencies implement a Safe System approach. More information on implementing the Safe System approach is available at the FHWA [Zero Deaths and Safe System webpage](#).

Ms. Trueman noted that the Infrastructure Investment and Jobs Act (IIJA) established a new [Safe Streets and Roads for All](#) (SS4A) discretionary grant program, which will provide \$5 to \$6 billion in grants over the next five years. The funding supports regional, local and tribal initiatives to prevent roadway death and serious injury.

Ms. Trueman ended her presentation with the following quote, “Zero is our goal. A Safe System approach is how we get there.”

Chair Bartlett thanked her for her informative presentation and noted that roundabouts can be politically controversial, but it is hard to dispute the data. He reminded all that NJTPA has technical support for subregions that want to apply for the [SS4A funding opportunity](#). Applications are due September 15.

IV. Regional Transportation Advisory Committee (RTAC) Update

RTAC Chair Mark Jehnke, Ocean County, reported on the activities at the August RTAC meeting. He said NJTPA staff gave a presentation on preparing for grant opportunities from the SS4A program. He said the NJTPA has proposed a consultant effort for its fiscal year (FY) 2024 work program that would allow subregions to develop Local Safety Action Plans, which are required to apply for implementation grants under SS4A.

Mr. Jehnke said staff also provided information on project prioritization criteria goal rescoring, the Complete Streets Demonstration Library, and updates on PRIME 2.0, the Subregional Pass-Through Program, and Together North Jersey activities. The Committee was also briefed on the four action items on the joint committee meeting agenda.

Mr. Jehnke noted that the New Jersey Department of Transportation (NJDOT) will provide training on Intelligent Transportation Systems at a September 19 RTAC teleconference.

Chair Bartlett turned the meeting over to Ocean County Commissioner John Kelly, PPC Chair.

(continued)

V. Action Items

Project Prioritization Committee

Commissioner Kelly indicated that two action items were being considered for approval by the Project Prioritization Committee:

1. Minor Amendments to the FY 2022-2025 Transportation Improvement Program to Add Three Statewide Programs as Requested by the New Jersey Department of Transportation.

Ann Ludwig, Central Staff, said the amendments adds three state programs funded through IJJA:

- Electric Vehicle (EV) Infrastructure Program – funded with \$68 million in National EV Program funds for FY 2023-2026
- Carbon Reduction Program – funded with \$123 million for FY 2023-2031
- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program – funded with \$335 million for FY 2023-2031

Ms. Ludwig noted that the U.S. Department of Transportation (USDOT) and the U.S. Department of Energy announced recently that all 50 states, Washington, D.C., and Puerto Rico had submitted EV Infrastructure Deployment plans under the National EV Infrastructure (NEVI) Formula Program. The plans are required for unlocking the first round of IJJA formula funding.

Commissioner Kelly asked if the funding includes local EV charging stations. Jeff Perlman, Central Staff, said federal law requires that state departments of transportation first apply NEVI funding to building out EV infrastructure on interstate corridors. He said the second phase of funding can be used for community EV charging.

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

2. Minor Amendments to the FY 2022-2025 Transportation Improvement Program to Transfer Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Funds to Two NJ TRANSIT Programs as Requested by the North Jersey Transportation Planning Authority and NJ TRANSIT.

Ms. Ludwig said \$43.645 million has been suballocated for use in the New York-Newark urbanized area. Under a joint proposal, the funds will be transferred from the NJTPA Future Projects line item to NJ TRANSIT to provide \$24.5 million for bus support facilities and equipment and \$19.145 million for the Transit Enhancements Transportation Alternative Program/Alternative Transit Improvement Program line item.

Lou Millan, NJ TRANSIT, thanked NJTPA staff who worked with NJ TRANSIT on the funds transfer and noted that the IJJA enables the transit agency to accomplish initiatives they would not normally be able to do.

Byron Nicholas, Hudson County, said the amendment is a “big win” for active transportation users throughout the region.

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

Commissioner Kelly turned the meeting over to Middlesex Commissioner Charles Kenny, PEDC Chair.

Planning and Economic Development Committee (PEDC)

Commissioner Kenny thanked all involved in arranging for the two presentations related to the Safe System approach, one by author Jessie Singer at the July Board meeting and Ms. Trueman’s. He noted that Middlesex County rolled out its Vision Zero plan under the leadership of Middlesex Transportation Director Solomon Caviness, Planning Director Doug Greenfeld, Supervising Engineer Mike Dannemiller and others.

3. Endorsement of Established Traffic Congestion Performance Measure (CMAQ) Targets for the New York-Newark, Philadelphia, and Allentown-Bethlehem-Easton Urbanized Areas

Keith Miller, Central Staff, said two types of performance measures targets under the CMAQ program are due to be reported to NJDOT by October 1. One is traffic congestion targets for the second four-year performance period, 2022-2025, for three urbanized areas—New York-Newark, Philadelphia, and Allentown-Bethlehem-Easton. Mr. Miller explained that performance measures and targets are part of a set of national goals, and they cover safety, infrastructure condition, traffic congestion, system efficiency, freight, the environment, and project delivery. These targets are for two performance measures:

- Non-Single Occupant Vehicle Travel, which sets goals for the percentage of people who commute to work by any other means than driving alone, such as carpools, public transit, walking or biking.
- Peak Hour Excessive Delay per capita, which measures the delay people experienced when travelling on the National Highway System on weekdays from 6-10 a.m. and 3-7 pm, over a calendar year

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

4. Approval of CMAQ Emissions Reduction Performance Measure Targets for the NJTPA Region

Mr. Miller said another set of performance measure targets, which deals with reducing air pollutants and their precursors from projects funded through the CMAQ program within nonattainment and maintenance areas, is also due October 1. He said they are cumulative measures of reductions over the federal fiscal year funding cycle. The measures support national

goals to reduce on-road mobile source emissions. Mr. Miller noted that the region is in nonattainment, meaning it does not meet air quality standards, for ozone and its precursors, and portions of region are in maintenance for carbon monoxide and particulate matter, which means they have the potential to exceed air quality standards.

Mr. Miller said the NJTPA must update its CMAQ Performance Plan every two years. The plan covers traffic congestion measures and the emissions reduction measures.

Sudhir Joshi, NJDOT, noted that the October 1 deadline for the performance measures targets might be extended, pending a letter from the FHWA.

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

VI. Information Items

1. Trans-Hudson Update

NJTPA Acting Executive Director David Behrend said that Chair Bartlett and he attended the groundbreaking for NJ TRANSIT's Portal North Bridge project. He said the bridge project, along with the construction of a new Hudson River Tunnel and other related Gateway improvements, are vital to the region and important to the state and the nation. This was evidenced by the participation of Transportation Secretary Pete Buttigieg and Governor Murphy at the event, along with New Jersey's two U.S. senators, many members of the House, NJDOT Commissioner Gutierrez-Scaccetti, NJ TRANSIT CEO Kevin Corbett, and others. The Portal North Bridge project is expected to take approximately five and a half years to complete. Mr. Behrend said the groundbreaking came after New Jersey and New York reached a funding agreement on the bridge and tunnel projects.

Mr. Behrend noted that New York City's Metropolitan Transit Authority released an [environmental assessment](#) for its Central Business District Tolling Program, more commonly known as congestion pricing. He said the document shows several potential scenarios for tolling vehicles entering the city's central business district, defined as Manhattan, south of 60th Street. Across the scenarios, charges will range from \$9 to \$23 per vehicle. Virtual public hearings on the environmental assessment were scheduled for August 25, 27, 28, 29, 30, and 31.

2. Federal Policy Update

Mr. Behrend said there are several ongoing activities connected to the IIJA, which is also known as the Bipartisan Infrastructure Law. He said NJTPA staff continue to distribute relevant information as new funding opportunities are announced, and all that information is also available at NJTPA.org/IIJA. He recommended that counties and municipalities reach out to NJTPA staff if they are planning to apply for any IIJA programs. Staff can supply letters of support and other assistance.

Mr. Behrend noted that President Biden signed the Inflation Reduction Act into law. He said this

climate-focused legislation has several components that are related to transportation. Notably, the bill contains \$3 billion for a new program called “Neighborhood Access and Equity Grants,” which is aimed at redesigning arterial roadways to improve safety and provide more mobility options, especially in traditionally underserved areas. He noted that, unlike the similar Reconnecting Communities program in the IIJA, this is not a pilot program and thus is already part of U.S. Code, which means it should be around for many years. Mr. Behrend said the new law also contains tax credits for EVs and other measures to encourage reduction of greenhouse gas emissions. He said staff will notify subregional representatives about new funding opportunities related to the Inflation Reduction Act as they become available.

Mr. Behrend said USDOT announced the latest round of Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program grants. Of 166 awards, New Jersey received two, including one in the NJTPA region. The City of Elizabeth received a \$5 million planning grant to assess the feasibility of ferry service from Elizabeth to Manhattan. More details on the RAISE awards can be found at the [RAISE Discretionary Grants website](#).

Mr. Behrend thanked Commissioner Kenny for his comments about the two presentations related to the Safe System approach by Jessie Singer and Caroline Trueman, and he thanked Mr. Perlman and Ms. Goldman for their help in arranging the presentations.

VII. Next Virtual Meeting: October 17, 2022, 10:30 a.m.

VIII. Adjournment

At 11:52, a motion to adjourn was made by NJDOT, seconded by Passaic County, and carried unanimously.

**JOINT COMMITTEE MEETING
ATTENDANCE
August 15, 2022**

Project Prioritization Committee

VOTING MEMBERS	
Hon. John Kelly (Chair)	Ocean County
Hon. Betty Jane Kowalski (Vice Chair)	Union County
Hon. John Bartlett	Passaic County
Hon. Susan Soloway	Hunterdon County
Hon. Chris Carney	Sussex County
Peter Botsolas	Bergen County
Byron Nicholas	Hudson County
Shilpa Bhojappa	Monmouth County
David Dech	Warren County
Dorian Smith	Governor's Authorities Unit
Sudhir Joshi	NJDOT
Lou Millan	NJ TRANSIT
Jared Rodriguez	Citizens' Representative

Planning and Economic Development Committee

VOTING MEMBERS	
Hon. Charles Kenny (Chair)	Middlesex County
Hon. Susan Soloway (Vice Chair)	Hunterdon County
Hon. John Bartlett	Passaic County
David Antonio	Essex County
Elias Guseman	Jersey City
John Hayes	Morris County
Walt Lane	Somerset County
Dorian Smith	Governor's Authorities Unit
Sudhir Joshi	NJDOT
Lou Millan	NJ TRANSIT
Todd Goldman	Port Authority of New York & New Jersey
Jared Rodriguez	Citizens' Representative

Also in Attendance	
Joseph Baladi	Bergen County
Peter Kortright	Bergen County
Jack Kanarek	Dewberry
Caroline Trueman	FHWA
Bob Werkmeister	GPI

Jason Kelly	HDR
Byron Nicholas	Hudson County
Mike Dannemiller	Middlesex County
Dede Murray	Morris County
Dolores Martinez Wooden	City of Newark
Trevor Howard	City of Newark
Various members of Central Staff	NJTPA
Andrew Mikesh	Northern Valley Greenway
Betsy Longendorfer	NVG
Mark Jehnke	Ocean County
John Ernst	Ocean County
Andras Holzmann	Passaic County
Ken Wedeen	Somerset County
Tom Drabic	Sussex County
Liza Betz	Union County
Ryan Conklin	Warren County
PE Doherty	
Keith Skilton	FHWA
Pankti Mehta	
Christopher P.	

Attachment PPC-1

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDING FOR THE PORTAL NORTH
BRIDGE AS REQUESTED BY NJ TRANSIT**

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

WHEREAS, the NJTPA formally adopted the FY 2022 – 2025 Transportation Improvement Program (TIP) on September 13, 2021; and

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

WHEREAS, the TIP may be revised any time; and

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

WHEREAS, NJ TRANSIT is requesting the addition of federal funding to the Portal North Bridge (DB# T538) project to be programmed with Federal Transit Administration Capital Investment Grants (CIG) program (U.S.C. Section 5309) funds; and

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

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

WHEREAS, the FY 2022 – 2025 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 ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

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

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

Summary of Action

Minor Amendment to the FY 2022 - 2025 Transportation Improvement Program to Add Federal Funding for the Portal North Bridge As Requested by NJ TRANSIT

Action: In order to advance the following project, NJ TRANSIT has requested amending the FY 2022 – 2025 Transportation Improvement Program (TIP) to program additional federal funds for the Portal North Bridge.

Background: According to the *TIP Memorandum of Understanding*, when federal funds are added to a project above the specified threshold, and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following revision is for the addition of Federal Transit Administration (FTA) Capital Investment Grants (CIG) program funds (49 U.S.C. Section 5309). The project is exempt from an air quality conformity determination and does not impact the current conformity determination.

Minor Amendment:

- **Portal North Bridge, Hudson County DB# T538**
Funding for this project can be supplemented with additional available resources from the federal CIG program. This minor amendment adds \$418.5 million of SECT 5309 funds in FY 2023.

The attached documents provide further details on this project.

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

Staff Recommendation: Central Staff recommends approval of this action.

NJTPA

Transportation Improvement Program Fiscal Years 2022 - 2025

Routes: TRANSIT /

Mileposts: N/A

DBNUM: T538

Name: Portal North Bridge

Funding is for the design, engineering, construction and other necessary initiatives or items to complete the proposed replacement of the existing Portal North Bridge with a new high-level, two track, fixed structure bridge on a new rail alignment. The new bridge will be approximately 1,200 feet long and will have a clearance that accommodates current and forecasted maritime traffic, thereby eliminating the need for a movable span that interrupts rail operations and results in delays due to mechanical failures. This will improve reliability, allowing NJ TRANSIT to operate longer and higher capacity trains. Additionally, trains will be able to cross the bridge at 90 miles per hour, up from 60 miles per hour today.

\$373M in Amtrak funds will be applied to the Portal North Bridge (PNB) project once the funds are administered to NJ TRANSIT.

\$57M in CMAQ funds are committed to purchase up to 25 commuter rail vehicles to support the PNB project. Refer to DB T112- Rail Rolling Stock Procurement where funds for supporting all rail rolling stock purchases are listed and explained. In addition, NJ TRANSIT is committing up to \$14M in local match for the CMAQ funds (through NJTTF) to support the PNB project.

NJ Transit was awarded \$766.5M under FTA's Section 5309 Capital Investment Grants Program.

\$600M in New Jersey Economic Development Authority (NJEDA) proceeds are committed to the PNB Project.

Counties: Various

Municipalities: Various

RCIS Category: Transit Preservation

Sponsor: NJ TRANSIT

Est. Total Project Cost: (Million) \$2,362.570

PRIOR YEAR:**CURRENT**

Unobligated Prior Year Funding Project:	Fund	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Portal Bridge North	SECT 5309					\$248.000

PENDING

Unobligated Prior Year Funding Project:	Fund	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Portal Bridge North	SECT 5309					\$0.000

TIP:**CURRENT**

FY 2022 - 2025 TIP Cost: (Million) \$791.585

Unconstrained
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	ERC	SECT 5309	\$125.000	\$100.000	\$100.000	\$100.000	\$93.500
NJTPA	ERC	SECT 5309-ARP	\$77.821				
NJTPA	ERC	STATE	\$61.246	\$45.247	\$45.243	\$137.029	\$330.919
			\$264.067	\$145.247	\$145.243	\$237.029	\$424.419

PENDING

FY 2022 - 2025 TIP Cost: (Million) \$885.085

Unconstrained
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	ERC	SECT 5309		\$518.500			
NJTPA	ERC	SECT 5309-ARP	\$77.821				
NJTPA	ERC	STATE	\$61.246	\$45.247	\$45.243	\$137.029	\$330.919

DATE SUBMITTED: 9/28/2022

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2022 - 2025

\$139.067	\$563.747	\$45.243	\$137.029	\$330.919
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State of New Jersey

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

MPO: **(null)**

PROJECT: **Portal North Bridge**

DBNUM: T538

TRACK #: NJT-T538-2-M-2022

TYPE OF PROJECT CHANGE:

ACTION TAKEN: In the NJTPA area for Section 5309, prior year funds in the amount of \$248.000M were obligated on September 1, 2021 bringing the amount down to \$0.000M.

NJ Transit is requesting a minor amendment in the NJTPA area to increase the fund source Section 5309 in the amount of \$418.500M, bringing the total amount to \$518.500M in FY2023. This includes funds in the amount of \$125.00M from FY2022 to be moved to FY2023. This also includes \$393.500M of Federal Transit Administration (FTA) Capital Investment Grants (CIG) program funds (49 U.S.C. Section 5309).

FY2024, FY2025, and FY2026 Section 5309 should be zeroed out.

REASON FOR CHANGE:

These funds were increased by the Federal Transit Administration to include \$393.500M in FY2023 which is based on the FTA's FY23 Annual Report on Funding Recommendations

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: Fiscal Constraint Maintained.

CONFORMITY:

PUBLIC INVOLVEMENT:

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDS TO TWO LOCAL PROJECTS AS
REQUESTED BY HUDSON COUNTY AND MORRIS
COUNTY**

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

WHEREAS, the NJTPA formally adopted the FY 2022 – 2025 Transportation Improvement Program (TIP) on September 13, 2021; and

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU when 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, Hudson County has requested the addition of the Meadowlands Parkway Bridge project (DB# N1802) to the FY2022 – 2025 TIP; and

WHEREAS, Morris County has requested the addition of the East Main Street (CR 644), Bridge over Rockaway River project (DB# N2001) to the FY2022 – 2025 TIP; and

WHEREAS, fiscal constraint is maintained because funds are available for these projects through the NJTPA, Future Projects program line item (DB# N063); and

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

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

WHEREAS, the FY 2022 – 2025 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 2022 – 2025 Transportation Improvement Program.

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

Summary of Action

Minor Amendments to the FY 2022 – 2025 Transportation Improvement Program to Add Federal Funds to Two Local Projects as Requested by Hudson County and Morris County

Action: In order to advance the following projects, the North Jersey Transportation Planning Authority (NJTPA), on behalf of Hudson and Morris counties, has requested amending the FY 2022 – 2025 Transportation Improvement Program (TIP) to program federal funds.

Background: According to the *TIP Memorandum of Understanding*, 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 action is required by the NJTPA Project Prioritization Committee and the Board of Trustees.

These projects are exempt from an air quality conformity determination and do not impact the current conformity determination. Federal STBGP-NY/NWK funds are available for these projects in the NJTPA, Future Projects program (DB# N063). The attached documents provide further details on the projects.

Funding Needs:

- **Meadowlands Parkway Bridge, *Hudson County* DB# N1802**
This request is to program the project in the FY 2022 – 2025 TIP with funds available from NJTPA, Future Projects (DB# N063). The request is to add \$1.9 million for the Preliminary Engineering (PE) phase of work in FY 2023, \$2.8 million for the Design (DES) phase of work in FY 2025, \$2.2 million for the Right of Way (ROW) phase in FY 2026, and \$40.3 million for Construction (CON) in FY 2029.
- **East Main Street (CR 644), Bridge over Rockaway River, *Morris County* DB# N2001**
This request is to program the project in the FY 2022 – 2025 TIP with funds available from NJTPA, Future Projects (DB# N063). The request is to add \$1 million for the PE phase of work in FY 2023, \$1 million for the DES phase of work in FY 2025, \$0.25 million for the ROW phase in FY 2026, and \$8 million for CON in FY 2028.

Funding Resources:

- **NJTPA, Future Projects DB# N063**
This program line item has funds available to support the needs listed above. (*See attached Fiscal Constraint Chart for further details*)

Justification for Action: Approval of these revisions to the FY 2022 – 2025 TIP will allow the funds to be secured and the referenced projects to advance.

Staff Recommendation: Central Staff recommends approval of these actions.

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2022 - 2025

Routes: **Mileposts:** 1.4-1.6 **DBNUM:** N1802

Name: Meadowlands Parkway Bridge

The proposed project is to replace the deficient structure along the existing alignment. The existing bridge was built in 1973 and it connects State Route 3, the Frank Lautenberg Intermodal Facility and the NJ Turnpike Exit 15X. The bridge is a 4-span simply supported multi stringer bridge and crosses over the NJ Transit's Norfolk Southern line.

Counties: Hudson

Municipalities: Secaucus Town

RCIS Category: Bridges

Sponsor: Hudson County

Est. Total Project Cost: (Million) \$47.200

TIP:

PENDING

FY 2022 - 2025 TIP Cost: (Million) \$4.700

**Unconstrained
Information Year**

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	PE	STBGP-NY/NWK		\$1.900			
NJTPA	DES	STBGP-NY/NWK				\$2.800	
NJTPA	ROW	STBGP-NY/NWK					\$2.200
NJTPA	CON	STBGP-NY/NWK					\$40.300
				\$1.900		\$2.800	\$42.500

DATE SUBMITTED: 9/12/2022



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Meadowlands Parkway Bridge**

DBNUM: N1802

TRACK #: N-N1802-1-M-2022

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Adding \$1.9 million of STBGP-NY/NWK funds in FY23 for PE adding \$2.8 million of STBGP-NY/NWK funds in FY25 for DES adding \$2.2 million of STBGP-NY/NWK funds in FY26 for ROW adding \$40.3 million of STBGP-NY/NWK funds in FY29 for CON

REASON FOR CHANGE:

Project is ready to advance. This request is to program the project in the FY 2022 – 2025 TIP with funds available from NJTPA, Future Projects (DB# N063). The request is to add the Preliminary Engineering (PE) phase of work in FY 2023, the Design (DES) phase of work in FY 2025, the Right of Way (ROW) phase in FY 2026 and Construction (CON) in FY 2029.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See attached fiscal constraint chart

CONFORMITY:

PUBLIC INVOLVEMENT:

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2022 - 2025

Routes: CR 644

Mileposts: 0.800

DBNUM: N2001

Name: East Main Street (CR 644), Bridge over Rockaway River

The proposed project is to replace the deficient structure along the existing alignment. The existing bridge is a three span stone masonry and concrete arch with fill and a concrete sidewalk on rolled steel stringers. The bridge was originally built circa 1840. A steel stringer sidewalk on east side dates to 1890 and is supported on stone abutments and steel caissons. The west side was widened with concrete in 1905, rehabilitation in 1964 and 1993. The structure is classified as structurally deficient due to the condition of the superstructure and substructure. The superstructure is rated poor.

Counties: Morris

Municipalities: Rockaway Boro

RCIS Category: Bridges

Sponsor: Morris County

Est. Total Project Cost: (Million) \$10.250

TIP:

PENDING

FY 2022 - 2025 TIP Cost: (Million) \$2.000

**Unconstrained
Information Year**

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	PE	STBGP-NY/NWK		\$1.000			
NJTPA	DES	STBGP-NY/NWK				\$1.000	
NJTPA	ROW	STBGP-NY/NWK					\$.250
NJTPA	CON	STBGP-NY/NWK					\$8.000
				\$1.000		\$1.000	\$8.250

DATE SUBMITTED: 9/12/2022



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **East Main Street (CR 644), Bridge over Rockaway River**

DBNUM: N2001

TRACK #: N-N2001-1-M-2022

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Adding \$1 million of STBGP-NY/NWK funds in FY23 for PE adding \$1 million of STBGP-NY/NWK funds in FY25 for DES adding \$0.25 million of STBGP-NY/NWK funds in FY26 for ROW adding \$8 million of STBGP-NY/NWK funds in FY28 for CON

REASON FOR CHANGE:

Project is ready to advance. This request is to program the project in the FY 2022 – 2025 TIP with funds available from NJTPA, Future Projects (DB# N063). The request is to add the PE phase of work in FY 2023, the DES phase of work in FY 2025, the ROW phase in FY 2026 and CON in FY 2028.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See attached fiscal constraint chart

CONFORMITY:

PUBLIC INVOLVEMENT:

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2022 - 2025

Routes: /

Mileposts: N/A

DBNUM: N063

Name: NJTPA, Future Projects

This program provides funding for unanticipated project needs associated with the design, right-of-way or construction of NJTPA selected local projects.

Counties: Various

Municipalities: Various

RCIS Category: Other

Sponsor: NJTPA

Est. Total Project Cost: (Million) \$1,270.797

TIP:

CURRENT

FY 2022 - 2025 TIP Cost: (Million) \$627.549

Unconstrained
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	ERC	CRRSAA-ALLEN	\$.230				
NJTPA	ERC	CRRSAA-NY/NWK	\$43.645				
NJTPA	ERC	CRRSAA-PGH/NWB	\$.080				
NJTPA	ERC	HWIZ005-ALLEN	\$.098				
NJTPA	ERC	HWIZ005-PGH/NWB	\$.034				
NJTPA	ERC	HWIZ905-ALLEN	\$1.000				
NJTPA	ERC	HWIZ905-PGH/NWB	\$.048				
NJTPA	ERC	HWIZ910-ALLEN		\$.040			
NJTPA	ERC	HWIZ910-NY/NWK		\$.672			
NJTPA	ERC	HWIZ910-PGH/NWB		\$.014			
NJTPA	ERC	HWIZ919-ALLEN			\$.033		
NJTPA	ERC	HWIZ919-NY/NWK			\$6.227		
NJTPA	ERC	HWIZ919-PGH/NWB			\$.011		
NJTPA	ERC	STATE-NJTPA	\$146.822	\$104.822	\$69.122	\$69.122	\$414.732
NJTPA	ERC	STBGP-ALLEN	\$.548	\$.555	\$.563	\$.570	\$3.586
NJTPA	ERC	STBGP-NY/NWK	\$73.400	\$72.110	\$19.910	\$17.100	\$281.138
NJTPA	ERC	STBGP-PGH/NWB	\$.190	\$.192	\$.195	\$.197	\$1.241
			\$266.094	\$178.405	\$96.060	\$86.990	\$700.698

PENDING

FY 2022 - 2025 TIP Cost: (Million) \$620.849

Unconstrained
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	ERC	CRRSAA-ALLEN	\$.230				
NJTPA	ERC	CRRSAA-NY/NWK	\$43.645				

DATE SUBMITTED: 9/12/2022

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2022 - 2025

NJTPA	ERC	CRRSAA-PGH/NWB	\$.080				
NJTPA	ERC	HWIZ005-ALLEN	\$.098				
NJTPA	ERC	HWIZ005-PGH/NWB	\$.034				
NJTPA	ERC	HWIZ905-ALLEN	\$1.000				
NJTPA	ERC	HWIZ905-PGH/NWB	\$.048				
NJTPA	ERC	HWIZ910-ALLEN		\$.040			
NJTPA	ERC	HWIZ910-NY/NWK		\$.672			
NJTPA	ERC	HWIZ910-PGH/NWB		\$.014			
NJTPA	ERC	HWIZ919-ALLEN			\$.033		
NJTPA	ERC	HWIZ919-NY/NWK			\$6.227		
NJTPA	ERC	HWIZ919-PGH/NWB			\$.011		
NJTPA	ERC	STATE-NJTPA	\$146.822	\$104.822	\$69.122	\$69.122	\$414.732
NJTPA	ERC	STBGP-ALLEN	\$.548	\$.555	\$.563	\$.570	\$3.586
NJTPA	ERC	STBGP-NY/NWK	\$73.400	\$69.210	\$19.910	\$13.300	\$230.389
NJTPA	ERC	STBGP-PGH/NWB	\$.190	\$.192	\$.195	\$.197	\$1.241
			\$266.094	\$175.505	\$96.060	\$83.190	\$649.949

DATE SUBMITTED: 9/12/2022



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **NJTPA, Future Projects**

DBNUM: N063

TRACK #: N-N063-5-M-2022

TYPE OF PROJECT CHANGE: Project Cost decrease

ACTION TAKEN: Subtracting \$2.9 million of STBGP-NY/NWK funds in FY23 for a new total of \$69.21 subtracting \$3.8 million of STBGP-NY/NWK funds in FY25 for a new total of \$13.3 subtracting \$2.450 million of STBGP-NY/NWK funds in FY26 for a new total of \$3.7 subtracting \$8 million of STBGP-NY/NWK funds in FY28 for a new total of \$21.32 subtracting \$40.3 million of STBGP-NY/NWK in FY29 for a new total of \$3.24

REASON FOR CHANGE:

Funds needed to program 2 projects: Meadowlands Parkway Bridge, Hudson County (DB# N1802) and East Main Street (CR 644), Bridge over Rockaway River, Morris County (DB# N2001)

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See attached fiscal constraint chart

CONFORMITY:

PUBLIC INVOLVEMENT:

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

Project Name	DBNUM	County	Phase of Work	FY 2022		FY 2023		FY 2023		FY 2024		FY 2025		FY 2025		FY 2026		FY 2026		FY 2027		FY 2028		FY 2028		FY 2029		FY 2029	
				Add/Del		Add	Source	Resource	Delete	Add/Del		Need	Source	Resource	Delete	Need	Source	Resource	Delete	Add/Del		Need	Source	Resource	Delete	Need	Source	Resource	Delete
Meadowlands Parkway Bridge	N1802	Hudson	PE			\$1.900	STBGP- NY/NWK																						
Meadowlands Parkway Bridge	N1802	Hudson	DES									\$2.800	STBGP- NY/NWK																
Meadowlands Parkway Bridge	N1802	Hudson	ROW													\$2.200	STBGP- NY/NWK												
Meadowlands Parkway Bridge	N1802	Hudson	CON																							\$40.300	STBGP- NY/NWK		
East Main Street Bridge, CR 644 Bridge over Rockaway River	N2001	Morris	PE			\$1.000	STBGP- NY/NWK																						
East Main Street Bridge, CR 644 Bridge over Rockaway River	N2001	Morris	DES									\$1.000	STBGP- NY/NWK																
East Main Street Bridge, CR 644 Bridge over Rockaway River	N2001	Morris	ROW													\$0.250	STBGP- NY/NWK												
East Main Street Bridge, CR 644 Bridge over Rockaway River	N2001	Morris	CON																		\$8.000	STBGP- NY/NWK							
NJTPA, Future Projects	N063	Various	ERC					(\$2.900)	STBGP- NY/NWK					(\$3.800)	STBGP- NY/NWK			(\$2.450)	STBGP- NY/NWK					(\$8.000)	STBGP- NY/NWK			(\$40.300)	STBGP- NY/NWK
						\$2.900		(\$2.900)				\$3.800		(\$3.800)		\$2.450		(\$2.450)				\$8.000		(\$8.000)		\$40.300		(\$40.300)	

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

Board of County Commissioners
Commissioner Director
Tayfun Selen

Commissioner Deputy Director
John Krickus

Douglas R. Cabana
Kathryn A. DeFillippo
Thomas J. Mastrangelo
Stephen H. Shaw
Deborah Smith

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



County Administrator
John Bonanni

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

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

September 6, 2022

Mr. David W. Behrend
Acting Executive Director
North Jersey Transportation Planning Authority
One Newark Center, 17th Floor
Newark, NJ 07102

**RE: MORRIS COUNTY EAST MAIN STREET (CR644) BRIDGE NO. 1400-976 OVER ROCKAWAY RIVER IN
THE BOROUGH OF ROCKAWAY - 11TH CONGRESSIONAL DISTRICT**

Dear Mr. Behrend,

Morris County is hereby requesting that the above referenced project be entered into the TIP Program. The Local Concept Development Study was completed in 2022. An RFP for this project will be advertised shortly for Local Preliminary Engineering. The County anticipates the following future cost projections:

FY	Phase	Estimated Cost
2023	PE	\$1,000,000.00
2025	FD	\$950,000.00
2026	ROW	\$250,000.00
2027	CON	\$8,000,000.00
Total Estimated Cost		\$10,200,000.00

East Main Street Bridge is a 3-span stone masonry and concrete arch, built in 1840 and is Structurally Deficient. There is deteriorated mortar with voids, cracks and scaling throughout. The County proposes to replace the structure, maintaining the existing alignment while addressing the structural, geometric, and operational deficiencies and providing safe, efficient, and reliable passage for all users and modes of transportation on the bridge. The Preliminary Preferred Alternative (PPA) **Option 4a** is the complete replacement of the existing bridge with a single span structure and 6.5' sidewalks on both sides of the roadway.

Please feel free to contact Danielle Malavarca, the County's Project Manager with any questions at 973-829-8622.

Very truly yours,

Christopher J. Vitz, P.E.
Director of Public Works/County Engineer



COUNTY OF HUDSON
DEPARTMENT OF ROADS AND PUBLIC PROPERTY
OFFICE OF THE COUNTY ENGINEER

BERGEN SQUARE CENTER
830 BERGEN AVENUE, FLOOR. #6B
JERSEY CITY, NEW JERSEY 07306
TELEPHONE: (201) 369-4340
FAX: (201) 369-4346

THOMAS A. DeGISE
COUNTY EXECUTIVE

DENISE C. D'ALESSANDRO
DIRECTOR

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

JOSEPH F. GLEBOCKI, PE
ASSISTANT COUNTY ENGINEER

ROBERT A. YANNAZZO
CHIEF ARCHITECT

August 24, 2022

Mr. David Behrend

Acting Executive Director
North Jersey Transportation Planning Authority
One Newark Center, 17th Floor
Newark, NJ 07102

Re: Request to add NJTPA's FY 2019 Local Concept Development Study for *Hudson County Meadowlands Parkway Bridge over Norfolk Southern Rail Lines Project* in the Transportation Improvement Plan (TIP) – Project Advanced into Preliminary Engineering Phase

Dear Mr. Behrend,

On behalf of Hudson County, thank you for your support of the recently completed Local Concept Development Study for the *Meadowlands Parkway Bridge over Norfolk Southern Rail Lines Project* which was recommended by the Interagency Review Committee (IRC) to advance to the Local Preliminary Engineering Phase. Hudson County is hereby requesting that the above referenced project be entered into the Transportation Improvement Program (TIP).

Under the direction of Hudson County and NJTPA, Greenman-Pedersen, Inc. (GPI) prepared a Local Concept Development Study that details the project's scope of work. The following information summarizes pertinent information from the report.

The Meadowlands Parkway Bridge (Structure No. 0908-412) was built in 1973, and is currently represented by Congressman Bill Pascrell Jr., in District 9, as shown in the 2022-2023 Congressional District Map. The bridge connects the Meadowlands Parkway over Norfolk Southern Rail Lines, Secaucus Road, and a tidal tributary to the Hackensack River. Meadowlands Parkway is a major arterial roadway on the western side of Secaucus, just east of the Hackensack River. Along with County Avenue to the east, Meadowlands Parkway provides major north/south connections between residential areas to the north and commercial and retail regions to the south, in the Town of Secaucus.

The Meadowlands Parkway Bridge is 316 feet long and 55 feet wide, however, roadway improvements including bicycle lanes and a pedestrian sidewalk, will extend beyond the bridge, between American Way and Seaview Drive.

The purpose of the Meadowlands Parkway Bridge Project is to restore the structural and operational integrity of the bridge bringing it into compliance with current design standards and to provide a safe, efficient, and reliable crossing for all modes of transportation.

In 2005, the Town of Secaucus in conjunction with NJDOT performed structural repairs to the superstructure, substructure, and emergency repairs in excess of \$3 million. The emergency repairs consisted of adding additional supports to the stringers adjacent to the bearing due to significant deterioration at the ends of the stringers. Additional priority repairs were completed in 2018 which included installation of additional supports to address increased areas of deteriorated beam ends.

Due to the extent of the deterioration and the emergency / priority repairs that were performed, the structure will require extensive on-going maintenance to keep the structure in a state of good repair. The bridge is nearing the end of its service life.

In April 2022, after a process of engaging local officials and stakeholders, the County's Board of Commissioners voted to support the project's Preliminary Preferred Alternative (PPA), referred to as Alternative 6: Bridge Replacement with Proposed Shifted Alignment, (widening for bike lanes and southbound sidewalk.), with a total Project Construction Cost Estimate of \$40, 262, 585. The Design Schedule for each phase of work is located below:

Design Schedule (Table 11 – Page 31, Local Concept Development Study, by GPI)

- Local Concept Development *Completed June 2022* \$623,300
- Local Preliminary Engineering September 2022 (FY 2023) \$1,840,000
- Final Design September 2024 (FY 2025) \$2,750,000
- Right of Way April 2026 (FY 2027) \$2,101,000
- Construction March 2027 (FY 2028) \$40,270,000

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

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

Sincerely,



Thomas Malavasi
County Engineer

Cc: Sascha Frimpong, NJTPA
Ann Ludwig, NJTPA
Eve Chamberlain, NJTPA
Sarbjit Kahlon, NJTPA
Joseph Glembocki, Hudson County
Art B. Manabat, Hudson County
Sean Keating, Hudson County
Jose Sieira, Hudson County
Anthony Pisani, Hudson County
Byron Nicholas, Hudson County

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD THE FERRY SLIP RECONSTRUCTION AT THE
CRRNJ TERMINAL STATE HISTORIC SITE – PHASE 1
AS REQUESTED BY THE NEW JERSEY DEPARTMENT
OF TRANSPORTATION OFFICE OF MARITIME
RESOURCES**

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

WHEREAS, the NJTPA formally adopted the FY 2022 – 2025 Transportation Improvement Program (TIP) on September 13, 2021; and

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU when a project is added to the TIP or when federal funds are added to a project where none are currently programmed and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the NJDOT Office of Maritime Resources is requesting the addition of a project: Ferry Slip Reconstruction at the CRRNJ Terminal State Historic Site – Phase 1 (DB# N2101), located in Liberty State Park, Jersey City in Hudson County, to be programmed with Federal Transit Administration (FTA) Passenger Ferry Grant Program Funds (Section 5307) and New Jersey Department of Environmental Protection (NJDEP) State Park Capital Funds; and

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

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

WHEREAS, the FY 2022 – 2025 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 2022 – 2025 Transportation Improvement Program.

BE IT FURTHER RESOLVED that a copy of this resolution is forwarded to the New Jersey Department of Environment Protection and New Jersey Department of Transportation for submission to the Federal Transit Authority.

Summary of Action

Minor Amendment to the FY 2022 – 2025 Transportation Improvement Program to Add the Ferry Slip Reconstruction at the CRRNJ Terminal State Historic Site - Phase 1 as Requested by the New Jersey Department of Transportation Office of Maritime Resources

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

Background: According to the *TIP Memorandum of Understanding*, when a project is added to the TIP or when federal funds are added to a project where none are currently programmed, and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following revision is required due to the addition of federal funds on a project in Hudson County. This project was initially sponsored by New Jersey Department of Environmental Protection (NJDEP), which was awarded a federal grant through the Federal Transit Administration (FTA) FY 2019 Passenger Ferry Grant Program. An interagency agreement was recently executed for NJDOT's Office of Marine Resources to serve as project manager. On September 14, 2022, FTA transferred the grant to NJDOT. This project is exempt from an air quality conformity determination and does not impact the current conformity determination.

Minor Amendment:

- **Ferry Slip Reconstruction at the CRRNJ Terminal State Historic Site - Phase 1, Hudson County DB# N2101**

The NJDOT has requested adding this project located in Liberty State Park, Jersey City, into the TIP as it is ready to be authorized. The project received an FTA FY 2019 Passenger Ferry Grant Program (49 USC 5307) grant award for \$5.9 million. Additional funding will be provided by NJDEP with State Parks Capital Funds (Corporate Business Tax). *Those funds will be added to Federal Fiscal Year 2023 in the TIP.*

The attached documents provide further details on this project.

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

Staff Recommendation: Central Staff recommends approval of this action.

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2022 - 2025

Routes: **Mileposts:** N/A **DBNUM:** N2101

Name: Ferry Slip Reconstruction at the CRRNJ Terminal State Historic Site - Phase 1

The Phase 1 – Ferry Slip Reconstruction includes engineering/design, mobilization; demolition of Pier 5 / fender rack, adjacent access platforms; construction of new pier 5 / fender rack, access platforms, railing, lighting and electric. Once the slip is completed, the daily public ferry service connecting Liberty State Park, Ellis Island and the Statue of Liberty could be relocated to this slip . The ferry slip will also provide additional ferry landing options for tourism, special events, and emergency situations. NJDEP received conditional approval of the FTA FY19 Ferry Passenger Grant Program in the amount of \$5.9M to facilitate Phase 1 - Ferry Slip Reconstruction at the CRRNJ Terminal State Historic Site, Liberty State Park, Jersey City, Hudson County. NJDOT is approved as the lead state agency for this grant application. The NJDEP will provide a 20% match.

Counties: Hudson

Municipalities: Jersey City

RCIS Category: Transit Enhancement

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$7.432

TIP:

PENDING

FY 2022 - 2025 TIP Cost: (Million) \$7.432

**Unconstrained
Information Year**

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	ERC	OTHER		\$1.532			
NJTPA	ERC	SECT 5307		\$5.900			
				\$7.432			

DATE SUBMITTED: 9/27/2022



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Ferry Slip Reconstruction at the CRRNJ Terminal State Historic Site - Phase 1**

DBNUM: n2101

TRACK #: N-n2101-0-A-2022

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Adding \$5.9 million in Sect 5307 funds in FFY 2023 and \$1.532 million in OTHER funds in FFY 2023.

REASON FOR CHANGE:

The NJDOT has requested adding this project located in Liberty State Park, Jersey City into the FY 2023 TIP as it is ready to be authorized. The project received an FTA FY 2019 Passenger Ferry Grant Program (49 USC 5307) grant award for \$5.9 million. Additional funding will be provided by NJDEP with State Parks Capital Funds (Corporate Business Tax).

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: FY 2019 Ferry Grant Program funds

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

DEPARTMENT OF TRANSPORTATION
P.O. Box 600
Trenton, New Jersey 08625-0600

PHILIP D. MURPHY
Governor

DIANE GUTIERREZ-SCACCETTI
Commissioner

SHEILA Y. OLIVER
Lt. Governor

September 19, 2022

David W. Behrend, Acting Executive Director
North Jersey Transportation Planning Authority
One Newark Center, 17th Floor
Newark, New Jersey 07102

RE: Request to Amend the FY2023 TIP, Ferry Slip Reconstruction Project – Phase 1, Liberty State Park, Jersey City, Hudson County

Dear Mr. Behrend:

Please accept this letter as a formal request to add the Liberty State Park Phase 1 Ferry Slip Reconstruction Project (the Project) to the FY2023 Transportation Improvement Program (TIP). The Project is located at the CRRNJ Terminal State Historic Site in Liberty State Park, Jersey City, Hudson County. NJTPA included the project in the 2021 TIP when NJDEP received an FTA FY19 Passenger Ferry Grant. On September 14, 2022, the FTA transferred the grant to NJDOT. NJDOT is now the local project sponsor and project manager.

Project Overview

The Project includes engineering/design, mobilization, demolition, and construction of Pier 5 fender racks, access platforms, railings, lighting and electric. Through an interagency agreement between NJDOT and NJDEP, NJDOT – Office of Maritime Resources will provide project management. Once the slip is completed, daily public ferry service connecting Liberty State Park, Ellis Island and the Statue of Liberty can be relocated to this slip. The ferry slip will also provide additional ferry landing options for tourism, special events, and emergency management.

Funding Sources

Total project cost is \$7.432M. The FTA awarded \$5.9M in FY19 Passenger Ferry Grant funds (Section 5307). NJDEP will provide a 20% match (\$1.532M) from State Park Capital Funds (Corporate Business Tax - Other). Funds will be expended by September 2024.

Davis Behrend
September 19th, 2022
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Thank you for your assistance with this request to amend the FY2023 TIP and add the Project. If you require any additional information or have questions, please contact Bill Henderson from my office at William.Henderson@dot.nj.gov or 609.963.2107.

Sincerely,

A handwritten signature in cursive script that reads "G. Clifton".

Genevieve Clifton, Manager
Office of Maritime Resources

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2022 – 2025
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDS TO THE ROUTE 29, BRIDGE
OVER COPPER CREEK IN HUNTERDON COUNTY AS
REQUESTED BY THE NEW JERSEY DEPARTMENT OF
TRANSPORTATION**

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

WHEREAS, the NJTPA formally adopted the FY 2022 – 2025 Transportation Improvement Program (TIP) on September 13, 2021; and

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

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU, when a phase of work is added to a project in the TIP and the construction phase is delayed beyond the constrained years of the TIP, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the NJDOT has requested the addition of federal funds to the Route 29, Bridge over Copper Creek project (DB# 16351) in Hunterdon County for Preliminary Engineering and an adjustment to the project schedule for Design and Construction; and

WHEREAS, Bridge Formula Program (BFP) funds are available for this purpose; 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 does not apply to these actions; and

WHEREAS, the FY 2022 – 2025 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 2022 – 2025 Transportation Improvement Program.

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

Summary of Action

Minor Amendment to the FY 2022 – 2025 Transportation Improvement Program to Add Federal Funds to the Route 29, Bridge over Copper Creek in Hunterdon County as Requested by the New Jersey Department of Transportation

Action: In order to advance the following project, the New Jersey Department of Transportation (NJDOT) has requested revising the FY 2022 – 2025 Transportation Improvement Program (TIP) to update the programmed funding as detailed below.

Background:

According to the *TIP Memorandum of Understanding*, when there is an addition of a phase of work to a project in the TIP and the scheduled is adjusted in such a way that the Construction phase of work is delayed beyond the constrained years of 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 Board of Trustees.

This revision is necessary according to NJDOT to update information about the project. The revisions have been reviewed by NJTPA Capital Programming staff and Hunterdon County. Fiscal constraint is maintained. Project information and financial revisions are detailed in the attached documents.

Funding Revisions –

- **Route 29, Bridge over Copper Creek, *Hunterdon County* DB# 16351**
This project will be able to authorize \$0.4 million for the Preliminary Engineering phase of work in FY 2023. The addition of this phase of work will shift both Design (\$0.8 million) and Construction (\$2.6 million) into later years (FY 2025 and FY 2026 respectively). Bridge Formula Program (BFP) funds are available for this revision, which will add the \$0.4 million for Preliminary Engineering, which is currently not programmed in the TIP.

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

Staff Recommendation: Central Staff recommends approval of these actions.

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2022 - 2025

Routes: 29 / Mileposts: 33.19 DBNUM: 16351

Name: Route 29, Bridge over Copper Creek

Initiated by the Bridge Management System, this project will replace the culvert, built circa 1910 and modified in 1936.

Counties: Hunterdon

Municipalities: Kingwood Twp

RCIS Category: Bridges

Sponsor: NJDOT

Est. Total Project Cost: (Million) \$2.000

TIP:

CURRENT

FY 2022 - 2025 TIP Cost: (Million) \$3.400

Unconstrained
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	DES	BFP		\$.800			
NJTPA	CON	BFP			\$2.600		
				\$.800	\$2.600		

PENDING

FY 2022 - 2025 TIP Cost: (Million) \$1.200

Unconstrained
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	PE	BFP		\$.400			
NJTPA	DES	BFP		\$.000		\$.800	
NJTPA	DES	STBGP-FLEX	\$.000				
NJTPA	CON	BFP			\$.000		\$.800
NJTPA	CON	STBGP-FLEX		\$.000			
				\$.400		\$.800	\$.800

DATE SUBMITTED: 8/10/2022



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Route 29, Bridge over Copper Creek**

DBNUM: 16351

TRACK #: N-16351-2-M-2022

TYPE OF PROJECT CHANGE: Project Phase Addition, Project Phase Slippage

ACTION TAKEN: Adds BFP funding for PE in FFY 23 in the amount of \$.400M

Delays BFP funding for DES in the amount of \$.800M from FFY 23 to FFY 25

Delays BFP funding for CON in the amount of \$2.600M from FFY 24 to FFY 26

REASON FOR CHANGE:

This project will authorize the PE phase in FY 23, which is not currently programmed. The addition of the PE phase shifts the DES and CON phases to later years.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 22-31 Chart 33

CONFORMITY:

PUBLIC INVOLVEMENT:

Summary of Action

Modifications to the FY 2022 - 2025 Transportation Improvement Program to Add Funds to Three Statewide Programs as Requested by NJ TRANSIT

Action: In order to allocate new funding, NJ TRANSIT has requested revising the FY 2022 – 2025 Transportation Improvement Program (TIP) to update programmed funding as detailed below.

Background:

According to the *TIP Memorandum of Understanding*, when federal funds are added to a program line above the specified threshold, the request requires action by the NJTPA Project Prioritization Committee to modify the TIP, with no further action required by the full Board of Trustees. The requested revisions detailed below are within that threshold.

These revisions are necessary according to NJ TRANSIT to program additional Infrastructure Investment and Jobs Act (IIJA) funds that are now available through Federal Transit Administration (FTA) for these purposes. The revisions have been reviewed by NJTPA Capital Programming staff. Fiscal constraint is maintained through estimated increases in FY 2023 IIJA formula funds. These program line items are exempt from air quality conformity determination. Additional program information and financial revisions are detailed on the attached documents.

Funding Revisions:

- **Rail Rolling Stock Procurement DB# T112**
Increasing FY 2023 State of Good Repair Grant Program (49 USC 5337) funding resources by \$25.520 million.
- **Preventive Maintenance – Rail DB# T39**
Increasing FY 2023 Urbanized Area Formula Funding Program (49 USC 5307) funding resources by \$21.008 million.

Increasing FY 2023 State of Good Repair Grant Program (49 USC 5337) funding resources by \$91.392 million.
- **Preventive Maintenance – Bus DB# T135**
Increasing FY 2023 Urbanized Area Formula Funding Program (49 USC 5307) funding resources by \$11.717 million.

Justification for Action: Approval of these revisions to the FY 2022 – 2025 TIP will allow the funds to be secured and the referenced programs to advance.

Staff Recommendation: Central Staff recommends approval of these actions.

NJTPA

Transportation Improvement Program Fiscal Years 2022 - 2025

Routes: TRANSIT /

Mileposts:

DBNUM: T112

Name: Rail Rolling Stock Procurement

This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles\equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for Multi-Level vehicles and other rolling stock.

Toll Credit and/or State Transportation Trust Funds (TTF) will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

CMAQ:

Funding for Rail Rolling Stock Procurement will include CMAQ funds. Rail Rolling Stock Procurement is CMAQ eligible because it meets federal eligibility requirements. The project will provide funding for the purchase of 25 commuter vehicles to support the Portal North Bridge (PNB) project. Refer to DB T538 – Portal North Bridge where funds to support design, engineering, construction and necessary initiatives are listed and explained. For the CMAQ justification see "CMAQ Report for NJ TRANSIT".

Counties: Various

Municipalities: Various

Project Type: Transit Preservation

RCIS Category: Transit Preservation

Sponsor: NJ TRANSIT

Est. Total Project Cost: (Million) \$2,654.284

TIP:

CURRENT

FY 2022 - 2025 TIP Cost: (Million) \$1133.082

Unconstrained
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	CAP	CMAQ	\$125.000	\$25.000	\$75.000	\$70.456	\$418.050
NJTPA	CAP	SECT 5307	\$76.110	\$2.831	\$1.156	\$14.780	\$137.116
NJTPA	CAP	SECT 5337	\$27.962	\$38.198	\$49.059	\$59.099	\$354.596
NJTPA	CAP	STATE	\$195.516	\$83.733	\$140.794	\$148.390	\$585.920
			\$424.588	\$149.762	\$266.008	\$292.725	\$1495.682

PENDING

FY 2022 - 2025 TIP Cost: (Million) \$1158.602

Unconstrained
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	CAP	CMAQ	\$125.000	\$25.000	\$75.000	\$70.456	\$418.050
NJTPA	CAP	SECT 5307	\$76.110	\$2.831	\$1.156	\$14.780	\$137.116
NJTPA	CAP	SECT 5337	\$27.962	\$63.718	\$49.059	\$59.099	\$354.596
NJTPA	CAP	STATE	\$195.516	\$83.733	\$140.794	\$148.390	\$585.920
			\$424.588	\$175.282	\$266.008	\$292.725	\$1495.682

DATE SUBMITTED: 9/28/2022

NJTPA

Transportation Improvement Program Fiscal Years 2022 - 2025

Routes: TRANSIT /

Mileposts:

DBNUM: T39

Name: Preventive Maintenance-Rail

This program provides funding for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

Counties: Various

Municipalities: Various

Project Type: Transit Preservation

RCIS Category: Transit Preservation

Sponsor: NJ TRANSIT

Est. Total Project Cost: (Million) \$2,337.702

TIP: **CURRENT**

FY 2022 - 2025 TIP Cost: (Million) \$1015.032

Unconstrained
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	CAP	SECT 5307	\$226.837	\$86.749	\$68.679	\$78.720	\$472.318
NJTPA	CAP	SECT 5337	\$154.129	\$143.894	\$133.033	\$122.992	\$737.951
			\$380.966	\$230.643	\$201.712	\$201.712	\$1210.270

PENDING

FY 2022 - 2025 TIP Cost: (Million) \$1127.433

Unconstrained
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	CAP	SECT 5307	\$226.837	\$107.757	\$68.679	\$78.720	\$472.318
NJTPA	CAP	SECT 5337	\$154.129	\$235.286	\$133.033	\$122.992	\$737.951
			\$380.966	\$343.043	\$201.712	\$201.712	\$1210.270

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2022 - 2025

Routes: TRANSIT /

Mileposts:

DBNUM: T135

Name: Preventive Maintenance-Bus

This program provides funding for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

Counties: Various

Municipalities: Various

Project Type: Transit Preservation

RCIS Category: Transit Preservation

Sponsor: NJ TRANSIT

Est. Total Project Cost: (Million) \$1,090.891

TIP:

CURRENT

FY 2022 - 2025 TIP Cost: (Million) \$475.079

Unconstrained
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	CAP	SECT 5307	\$194.831	\$78.883	\$100.683	\$100.683	\$604.095
			\$194.831	\$78.883	\$100.683	\$100.683	\$604.095

PENDING

FY 2022 - 2025 TIP Cost: (Million) \$486.796

Unconstrained
Information Year

MPO	PHASE	SOURCE	2022	2023	2024	2025	2026-2031
NJTPA	CAP	SECT 5307	\$194.831	\$90.600	\$100.683	\$100.683	\$604.095
			\$194.831	\$90.600	\$100.683	\$100.683	\$604.095

DATE SUBMITTED: 9/28/2022