



North Jersey Transportation Planning Authority, Inc.

PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE

Commissioner John P. Kelly, Chair
Commissioner Sara Sooy, Vice Chair

PROJECT PRIORITIZATION COMMITTEE

Commissioner John W. Bartlett, Chair
Commissioner Jason Sarnoski Vice Chair

April 19, 2021

10:30 AM

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Access Code: 388-076-173

- I. Roll Call
- II. Approval of Minutes
- III. Regional Transportation Advisory Committee (RTAC) Report – Mark Jehnke, Ocean County
- IV. Presentation: Complete Streets Technical Assistance Program – Peter Bilton and Keith Hamas, Central Staff
- V. Action Items: Project Prioritization Committee
 - 1. Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add the Chadwick Beach Island Bridge over Barnegat Bay Project in Ocean County – Eve Chamberlain, Central Staff (Attachment PPC-1)
 - 2. Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add the Manhattan Avenue Retaining Wall Project in Hudson County – Eve Chamberlain (Attachment PPC-2)
 - 3. Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add the Martin Luther King Avenue Bridge over the Whippany River Project in Morris County – Eve Chamberlain (Attachment PPC-3)

4. Modifications to the FY 2020 – 2023 Transportation Improvement Program to Add Federal Discretionary Grant Funding to Three Programs as requested by NJ TRANSIT - Eve Chamberlain (Attachment PPC-4)
 - Bus Support Facilities and Equipment (DB# T08)
 - Bus Acquisition (DB# T111)
 - Ferry Program (DB# T700)
5. Modifications to the FY 2020 – 2023 Transportation Improvement Program to Add Funding to Two Programs as Requested by NJ TRANSIT – Eve Chamberlain (Attachment PPC-5)
 - NEC Improvements (DB# T44)
 - Hudson Bergen and Newark LRT System (DB# T87)
6. Approval of Projects for the Transportation Alternatives Set-Aside Program - Eve Chamberlain (Attachment PPC-6)

VI. Information Items

1. Draft FY 2022 Transportation Improvement Program Development: Capital Program – Ann Ludwig, Central Staff
2. TNJ Initiative Update – Jeff Perlman, Central Staff
3. Trans-Hudson Update – Dave Behrend, Central Staff
4. Federal Policy Update – Dave Behrend

VII. Written Information Items

1. FY 2021 Freight Concept Development Program Studies – Jakub Rowinski, Central Staff
2. Congestion Management Process Update – Eugene McGuinness, Central Staff
3. FY 2023-24 Subregional Studies Solicitation and June Subregional Pass Through Programs Workshop – Blythe Eaman, Central Staff
4. Planning Tools Expo – Gabrielle Fausel, Central Staff
5. FY 2022 Study and Development Program Update – John Witsch, Central Staff
6. Plan 2050 Development Update – Lois Goldman and Ted Ritter, Central Staff

VIII. Other Items

IX. Next Meeting: June 14, 2021, 10:30 a.m.

X. Adjournment



North Jersey Transportation Planning Authority, Inc.

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AGENDA
April 19, 2020

VII. Written Information Items

1. FY 2021 Freight Concept Development Program Studies

Jakub Rowinski, Central Staff

Two new studies are now underway as part of the FY 2021 Freight Concept Development Program: the Berkshire Valley Road Truck Circulation Project in Roxbury, Morris County, and the Port Reading Secondary South Main Street Grade Crossing Elimination Project in Bound Brook, Somerset County. Both studies are scheduled to be completed by June 2023.

The study in Roxbury will look at improving truck circulation along Berkshire Valley Road. Two specific issues will be looked at: low overhead clearance (11 feet, 5 inches), where the Morris County-owned Chester Branch rail bridge crosses over Berkshire Valley Road, and the poorly configured intersection of North Dell Avenue and Berkshire Valley Road adjacent to the crossing with low clearance. The project looks to develop a more direct truck route avoiding residential areas. Freight mobility and safety would be improved by preventing truck-bridge collisions, which often result in the bridge being taken out of service for repairs that hamper rail operations.

The study in Bound Brook will look at the potential elimination of the Port Reading Secondary grade crossing at South Main Street (Queens Bridge). The number and length of daily freight trains result in significant congestion and delay throughout the downtown area when the gates are down. Eliminating this grade crossing would greatly improve mobility.

2. Congestion Management Process Update

Eugene McGuinness, Central Staff

On March 12, the NJTPA convened the fifth and final meeting of the Congestion Management Process (CMP) Working Group helping to guide the Accessibility and Mobility Strategy Synthesis study. The group consists of NJTPA subregional staff, as well as staff from neighboring MPOs and state and federal partners.

The consultant team, led by ICF and supported by AECOM and FHI Studio, presented the results of the Strategy Assignment task, which specified a range of strategies to address the regional needs identified earlier in the study. The team conducted analyses of selected strategies for suitable locations. A series of strategy profiles has also been drafted, with concise sheets offering guidance on practical applications of strategies, including assessment factors, locations to consider, related projects, benefits, costs, and potential agency roles. The working group discussed the technical merits of the analysis approaches, as well as aspects of further coordination.

The findings of the study are contributing to Plan 2050 development and will serve as a resource for further planning and project development by the NJTPA and partner agencies. A final presentation on the CMP to the NJTPA standing committees at the conclusion of the study is planned for June.

3. FY 2023 – FY 2024 SSP Solicitation Development and June Subregional Pass-Through Program Workshop
Blythe Eaman, Central Staff

The Subregional Studies Program (SSP) provides technical and financial assistance to subregions and subregional teams, on a competitive basis, to produce studies of important regional mobility and accessibility issues. Studies are conducted over a two-year period and are solicited annually. Studies are listed in Chapter II of the Unified Planning Work Program. Central Staff has begun developing the FY 2023 – FY 2024 SSP Solicitation with input from RTAC. The FY 2023 – FY 2024 SSP Solicitation will be issued in June, and all subregions are eligible to submit proposals, except those with studies launching in FY 2022. On June 7, staff will hold a Pass-Through Program Workshop after the RTAC meeting to discuss both the Subregional Studies and the Subregional Transportation Planning Programs.

4. Planning Tools Expo
Gabrielle Fausel, Central Staff

Staff is currently planning the 7th annual Planning Tools Expo. This event showcases some of the innovative tools that were deployed or are under development in the NJTPA region. This year the Planning Tools Expo will update participants on the Esri Hub and the various initiatives that were launched in the past year. The expo will also showcase Rutgers University's NJ Flood Mapper. This tool is an interactive mapping website designed and created to provide a user-friendly visualization tool that will help get information into the hands of local communities who need to make decisions concerning flooding hazards and sea level rise. In addition, there is update on Engage!, an application that provides various resources for public engagement strategies will be presented.

Due to COVID-19, the event will be held as a virtual GoToWebinar on May 20. A formal invitation including agenda and call-in information will be distributed via email in the upcoming weeks. If anything changes regarding the date and format of the event, notification will be sent.

5. FY 2022 Study and Development Program Update

John Witsch, Central Staff

The NJTPA Study and Development (S&D) Program describes transportation project planning (Concept Development) work to be conducted. It is a critical link between NJTPA's Long Range Transportation Plan (LRTP) and the near-term TIP, which allocates funding for later phases of work, including completion of final design, right-of-way acquisition, and construction.

Projects are selected for inclusion in the S&D Program based on technical evaluation and consultation with interested parties. The goal is to select a reasonable and balanced mix of projects that reflects the priorities of the LRTP and can be accomplished with available resources. Initial priority setting for most S&D Program projects involves the application of NJTPA project prioritization criteria.

The schedule for the FY 2022 S&D program is closely aligned with the development of the FY 2022 TIP. The FY 2022 S&D program is included as an appendix in the FY 2022 TIP and as a subsection in the Unified Planning Work Program (UPWP). The S&D project information is anticipated to be sent to the subregions in late May for their review. Board approval is expected in September.

6. Plan 2050 Update

Lois Goldman and Ted Ritter, Central Staff

Work continues for Plan 2050: Transportation, People, Opportunity, slated for Board adoption this fall. A fourth background paper, entitled "The COVID-19 Pandemic and North Jersey Freight," was published recently. The paper discusses the impact that the pandemic has had on freight distribution and highlights coordination between agencies and lessons learned. Previous background papers published last fall were on active transportation, climate change, and technology. They are all available at njtpa.org/Plan2050, under the documents section.

Public outreach during the development phase of Plan 2050 is complete. A contest for young people to express their visions for future transportation through drawings or paintings, video, or written word ended in March. We will be sharing submissions on our website. A formal public comment period will be held over the summer concurrently for Plan 2050, the FY 2022 Transportation Improvement Program, and Air Quality Conformity.

Joint Project Prioritization Committee (PPC) and Planning and Economic Development Committee (PEDC) Virtual Meeting Notice:

The agenda package for the April 19 Joint PPC/PEDC meeting is attached. The meeting will be held via GoToMeeting. The log-in details are below. Please login five or ten minutes early to ensure your connection works. Your options for participation, in order of preference, are:

1. on a computer or tablet without a mic, using your phone to call-in for audio (the app will be downloaded and installed if you don't have it already) *
2. on a computer or tablet with a mic (the app will be downloaded and installed if you don't have it already) **
3. on a smartphone by installing and using the GoToMeeting app (download from Apple store or Playstore)
4. on a phone for audio only (no app required)

* If you use option 1 (computer/tablet and call-in), log-in to your computer first, choose "phone call" to listen/talk, and you will be provided an audio PIN. The PIN allows you to be identified by name to other meeting participants. If not, you will show up as "Caller #" (the PIN # is also in the audio tab of the comment box after you log in)

** If you use option 2 (computer/tablet with mic), choose "computer audio" to listen/talk.

Further information is available on the GoToMeeting **Quick Guide for Attendees at**

<https://www.gotomeeting.com/meeting/resources/gotomeeting-quick-and-helpful-guide-for-attendees>

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

Instructions for calling into the Joint PPC/PEDC Meeting Monday, April 19, 2021, 10:30 AM - 12:30 PM (EDT)

April 19 Joint PPC/PEDC meeting
Mon, Apr 19, 2021 10:30 AM - 12:30 PM (EDT)

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

PROJECT PRIORITIZATION COMMITTEE

Commissioner John W. Bartlett – Chair
Commissioner Jason Sarnoski – Vice Chair

PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE

Commissioner John P. Kelly – Chair
Commissioner Sara Sooy – Vice Chair

Joint Meeting Minutes February 16, 2021

I. Roll Call of Members

Project Prioritization Committee (PPC) Chair, Commissioner John Bartlett, Passaic County, called the meeting to order at 10:30 a.m. Beverly Morris, Central Staff, called the roll. Fourteen members of the PPC and 13 members of the Planning and Economic Development Committee were present.

II. Approval of Minutes

A motion to approve the minutes of the December 14, 2020 meeting was made by Warren County, seconded by Union County and carried with nineteen affirmative votes. Monmouth County abstained.

III. RTAC Update – Mark Jehnke, Ocean County

RTAC Chair Mark Jehnke reported on the activities of the February 8 virtual RTAC meeting. He said Central Staff provided updates on several ongoing activities and briefed the Committee on the PPC and PEDC action items for this meeting.

IV. Action Items

PPC

1. Modifications to the FY 2020-2023 Transportation Improvement Program to Add Funding to Four Projects as Requested by the New Jersey Department of Transportation (NJDOT):
 - Route 46, Pequannock Street to CR 513 (West Main Street), Morris County
 - Route 1&9, Interchange at Route I-278, Union County
 - Route 18, East Brunswick, Drainage and Pavement Rehabilitation, Middlesex County
 - Route 206, Valley Road to Brown Avenue, Somerset County

Eve Chamberlain, Central Staff, said the first modification adds \$1.5 million in federal funding for the preliminary engineering phase of work in Fiscal Year (FY) 2021 for the Route 46 Pequannock Street to County Route 513 (also known as West Main Street) project in Morris County. Funding for this phase is now ready for authorization in 2021.

Ms. Chamberlain said the second modification adds \$4.75 million in Port Authority of New York & New Jersey funds in Fiscal Year 2021 for preliminary engineering for the Route 1&9 Interchange at Route I-278 project in Union County. Also, \$1 million in state funds is added for design in 2023 to match current funding in the State Transportation Improvement Program.

Regarding the Route 18, East Brunswick, Drainage and Pavement Rehabilitation project in Middlesex County, Ms. Chamberlain said NJDOT requested the addition of \$4.95 million in the current fiscal year for right-of-way and reprogramming \$37.2 million for construction in 2022 and 2023.

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

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

2. Approval of the 2020 Financial Plan Update to the Route 206 Project in Somerset County

Ann Ludwig, Central Staff, said the updated financial plan reflects a total project cost of \$487 million, an increase of \$34 million which is mainly due to an increased design effort for the Doctors Way to Valley Road segment, updated cost estimates, increased construction support services, and minor construction change orders.

3. Approval of the 2020 Financial Plan Update to the Route 72, Manahawkin Bay Bridges Project

Ms. Ludwig said the plan reflects a decrease in total project cost of about \$13 million to \$328 million, which results from finalized design and actual construction costs.

4. Approval of the 2020 Financial Plan Update to the Route 3/Route 46, Valley Road and Notch/Rifle Camp Road Interchange Project

Ms. Ludwig said the plan reflects a \$7.2 million increase in total project cost to \$316 million, mainly due to construction change orders from unanticipated site conditions, utility conflicts and contractor bids that were higher than the engineer's estimate.

A motion to approve the three financial plan updates was made by Hunterdon County, seconded by NJDOT and carried unanimously.

Planning and Economic Development Committee

5. Approval of the FY 2022 Unified Planning Work Program (UPWP)

Karen Rosenberger, Central Staff, said drafts of the UPWP and budget were distributed to the Board, RTAC, NJDOT, NJ TRANSIT, and the federal partners in December for review and comment, and in addition to providing helpful suggestions for enhancing or clarifying work tasks, NJDOT commended the NJTPA for developing a work program that responds to federal emphasis areas and state planning priorities. She thanked NJDOT for this feedback.

Ms. Rosenberger noted that NJDOT commended Morris County for including work that fosters coordination with railroad operators and interested businesses to consider moving more goods via rail. She said NJDOT also commended Passaic County for including an elective activity to help develop policies and methodologies for producing more accurate crash data for environmental justice communities.

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

6. Support for Adjusted Pavement and Bridge Performance Measure Targets Set by NJDOT

Keith Miller, Central Staff, said the targets are among the federally required, statewide two- and four-year targets set by NJDOT that the Board first voted to endorse in 2018. He said, last October, NJDOT submitted a performance progress report to the Federal Highway Administration that covered the first two-year period, and based on their assessment, NJDOT chose to adjust the four-year targets for three of the performance measures as follows:

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

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

Commissioner Jason Sarnoski, Warren County, asked about the potential impact of the adjustments to county road and bridge work. He said he is concerned that changed benchmarks may mean counties must accelerate project schedules to address deficiencies and incur increased costs. Andy Swords, NJDOT, said the changes to pavement targets results from learning more about the data since the process was new in 2018 and how to better assess conditions. He said NJDOT continues to work through their Transportation Asset Management Plan to do the best they can with pavement and bridge resources and will continue to provide resources through Local Aid to support county and municipal pavement and bridges.

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

V. Information Items

1. Draft FY 2022 Transportation Improvement Program Development (TIP) Update

Ann Ludwig, Central Staff, said the Project Pool sheets were prepared in January and staff met with all NJDOT project managers to review the status of the subregions' current and proposed projects that were moving into the program from Study & Development and former TIPs. She said this process produced an unconstrained program that was distributed to the subregions. Ms. Ludwig said a funding meeting was held with the Federal Transit Administration, Federal Highway Administration and the state's MPOs to determine funding levels from FY 2022 and beyond. She said the Project Pool consists of 314 projects and programs including 64 new projects, 52 of which had been already scored. At the time, 15 projects were being scored and would be sent to the affected subregions. She said comments on the pool would be taken until February 17.

2. Plan 2050 Development Update

Lois Goldman, Central Staff, said the climate change background paper is available on the Plan 2050 web site. She said the plan Technical Advisory Committee held a meeting recently to discuss the financial element, options for addressing declining revenues due to decreased gasoline sales and other pandemic effects, equity and the plan in general.

Ted Ritter, Central Staff, briefed the committee on recent outreach activities for Plan 2050:

- A meeting with the UpNext North Jersey Young Adults Advisory group in January focused on the Plan 2050 Climate Change background paper. State climatologist Dave Robinson was the featured speaker;
- The third in series of TPA Tuesdays symposia was held in January, with over 100 attendees and featured guest speaker Robert Fuentes, Eno Transportation Foundation. Mr. Ritter said symposium recordings are available at the Plan 2050 website;
- A well-attended series of three one-hour topic talks on transportation and business, bicycle/pedestrian safety and transit. Mr. Ritter thanked the co-sponsors: State Hispanic and Asian Chambers of Commerce, New Jersey Bike and Walk Coalition and the Tri State Transportation Campaign;
- Three Plan 2050 open house events for select audiences; and
- The Plan 2050 survey was shared widely, largely through the efforts of RTAC members and the TMAs. Mr. Ritter said more than 2200 participated.

Mr. Ritter said staff is working with Voorhees Transportation Center (VTC) Public Outreach and Engagement Team on a one-month special outreach project designed for kids and teens. They will be asked to create short videos, audio, artwork and poetry about what they would like the region's transportation system to be when they grow up.

3. Updated Regional Performance Measure Products

Mr. Miller introduced an [interactive online dashboard](#) for exploring the NJTPA's performance measure products, which include a Regional Performance Measures Score Card and a series of fact sheets, one for each target measure topic area (Access/Mobility, Safety, Reliability, Competitiveness, Resiliency, Environment, Community and Condition). Mr. Miller can be contacted for questions and help with printouts.

4. Together North Jersey (TNJ) Initiative Update

Jeff Perlman, Central Staff, said staff continues to work with the TNJ task forces to forge new focus areas and strategies for an update of the TNJ Plan. A draft is expected by June.

Mr. Perlman said the VTC supported Local Technical Assistance Program is in its third round and has been working with two municipalities since January:

- The Town of Dover, Morris County, sought help for downtown and businesses there to create a business directory to help bolster post-COVID recovery.
- Passaic County is working with the VTC to develop a public engagement plan that includes working through art installations to encourage visitors to the Morris Canal Greenway.

Mr. Perlman said Keith Hamas is the NJTPA Central Staff point person for information on the project.

Mr. Perlman said that TNJ, in partnership with the VTC and the New Jersey Chapter of the American Planning Association, is working on the second round of the Transit Hub Pilot Program, this time analyzing potential enhancements to areas surrounding the Essex Street Station in Hackensack and the Fanwood Station on the Raritan Valley Line. Jeff Vernick, Central Staff, is the point person for information on the project.

5. Federal Policy and Trans-Hudson Updates

Dave Behrend, Central Staff, said Congress is considering three major legislative initiatives: COVID relief, COVID recovery and reauthorization of the Fixing America's Surface Transportation (FAST) Act, which expires September 30. He said the COVID relief measure will look mainly at funding immediate needs, which may include additional funds to transit providers to cover losses and COVID-related costs. The legislation is expected to go forward in March or April.

Mr. Behrend said the COVID recovery bill is likely to move forward by this summer, and there are indications that Congress and the administration are considering additional funding for infrastructure, including but not limited to transportation infrastructure. Regarding reauthorization, he said it is expected that the House and Senate will use bills from the previous Congress as a foundation. He noted that there is discussion of reintroducing federal earmarks into the legislation.

Mr. Behrend pointed out that the region's Congressional delegation is well-positioned in the realm of transportation:

- Four Congressmen who represent at least part of the region sit on the House Transportation and Infrastructure Committee (Tom Malinowski, Donald Payne, Albio Sires and Jeff Van Drew)
- Congressman Payne is now Chair of the Subcommittee on Railroads, Pipelines and Hazardous Materials, which among other things, deals with Federal Railroad Administration issues such as the Northeast Corridor, Amtrak and freight.
- Congressman Frank Pallone is Chair of House Energy and Commerce Committee. The Committee's portfolio includes climate-related issues involving transportation.
- Senator Bob Menendez still sits on the Senate Committee on Banking, Housing and Urban Affairs, which is responsible for addressing transit.

Mr. Behrend recalled that the Board approved a TIP amendment to add federal funding for the Portal North Bridge, and the full funding grant agreement is in place through the FTA. Mr. Behrend said the Hudson River Tunnel and Gateway projects enjoy the stated support of the Biden administration, Majority Leader Senator Charles Schumer and other congressional delegates from the mid-Atlantic coast and New England in addition to the New Jersey delegation.

Mr. Behrend reported also that New York City's congestion pricing plan for Manhattan is awaiting guidance from the new administration.

VI. Next Meeting: April 19, 2121

VII. Adjournment

The meeting was adjourned at 11:46 a.m.

**JOINT COMMITTEE MEETING
ATTENDANCE
February 16, 2021**

Project Prioritization Committee

VOTING MEMBERS	
Hon. John Bartlett (Chair)	Passaic County
Hon. Jason Sarnoski (Vice Chair)	Warren County
Hon. Zach Rich	Hunterdon County
Hon. Charles Kenny	Middlesex County
Hon. Bette Jane Kowalski	Union County
Joseph Baladi	Bergen County
Byron Nicholas	Hudson County
Inkyung Englehart	Monmouth County
John Hayes	Morris County
Tom Drabic	Sussex County
Lauren LaRusso	Governor's Authorities Unit
Andrew Swords	NJDOT
Megan Massey	NJ TRANSIT
Jared Rodriguez	Citizens' Representative

Planning and Economic Development Committee

VOTING MEMBERS	
Hon. Sara Sooy (Vice Chair)	Somerset County
Hon. John Bartlett	Passaic County
Hon. Jason Sarnoski	Warren County
David Antonio	Essex County
Barkha Patel	Jersey City
John Hayes	Morris County
Phillip Scott	Newark
John Ernst	Ocean County
Lauren LaRusso	Governor's Authorities Unit
Andrew Swords	NJDOT
Megan Massey	NJ TRANSIT
Jay Shuffield	PANYNJ
Jared Rodriguez	Citizens' Representative

Also in Attendance	
Neile Weissman	Complete George
Jack Kanarek	Dewberry
Bob Werkmeister	GPI
Elias Guseman	Jersey City
Doug Greenfeld	Middlesex County

Joseph Ettore	Monmouth County
Shilpa Bhojappa	Monmouth County
Dede Murray	Morris County
Jim Vari	NJDOT
Brian Leckie	NJDOT
Various members of Central Staff	NJTPA
Mark Jehnke	Ocean County
Mike Lysicatos	Passaic County
Salvatore Presti	Passaic County
Walt Lane	Somerset County
Ken Wedeen	Somerset County
Liza Betz	Union County
David Dech	Warren County

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

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

WHEREAS, the NJTPA formally adopted the FY 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; and

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

WHEREAS, the TIP may be revised any time; and

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

WHEREAS, Ocean County has requested the addition of the Chadwick Beach Island Bridge Over Barnegat Bay project (DB# N1805) in Ocean County to the TIP utilizing federal STBGP-NY/NWK funds available in the NJTPA program, Future Projects (DB# N063); and

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2020 – 2023 Transportation Improvement Program.

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

Summary of Action

Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add the Chadwick Beach Island Bridge over Barnegat Bay Project in Ocean County

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

Background: According to the *TIP Memorandum of Understanding*, when a project is added to the TIP or when federal funds are added to a project where none are currently programmed, and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following revision is required to add a project in Ocean County, which has completed Local Concept Development and requires the addition of federal funds for phases of work that will be programmed in the TIP. The NJTPA Future Projects program line item (DB# N063) has Surface Transportation Block Grant Program (STBGP) funds available for this purpose. The project is exempt from an air quality conformity determination and does not impact the current conformity determination.

Minor Amendment:

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

The attached documents provide further details on this project.

Justification for Action: Approval of this minor amendment to the FY 2020 – 2023 TIP will allow the funds to be secured and the project to advance.

Staff Recommendation: Central Staff recommends approval of this action.

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2020 - 2023

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

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

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

Counties: Ocean

Municipalities: Toms River Twp

Project Type:

RCIS Category: Bridges

Sponsor: Ocean County

Est. Total Project Cost: (Million)

TIP:

PENDING

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

**Unconstrained
Information Year**

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

DATE SUBMITTED: 3/11/2021

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

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

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

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

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

Lukasz Praski, P.E.
Supervising Engineer, Bridges

Gary Leemann, P.E.
Principal Engineer, Highways



OFFICE OF THE OCEAN COUNTY ENGINEER

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

Voice (732) 929-2130

Telefax (732) 506-5182

Road Opening Permit (732) 929-2124

Traffic (732) 349-8165

February 3, 2021

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

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

Dear Ms. Ameen:

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

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

Very truly yours,

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

JNE/MFJ/cn

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



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



State of New Jersey

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

MPO: **NJTPA**

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

DBNUM: N1805

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

TYPE OF PROJECT CHANGE: Project Phase Addition

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

REASON FOR CHANGE:

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

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See attached fiscal constraint chart

CONFORMITY:

PUBLIC INVOLVEMENT:

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

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

WHEREAS, the NJTPA formally adopted the FY 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; and

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

WHEREAS, the TIP may be revised any time; and

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

WHEREAS, Hudson County has requested the addition of the Manhattan Avenue Retaining Wall project (DB# N1603) in Hudson County to the TIP utilizing federal STBGP-NY/NWK funds available in the NJTPA program, Future Projects (DB# N063); and

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2020 – 2023 Transportation Improvement Program.

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

Summary of Action

Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add the Manhattan Avenue Retaining Wall Project in Hudson County

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

Background: According to the *TIP Memorandum of Understanding*, when a project is added to the TIP or when federal funds are added to a project where none are currently programmed, and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following revision is required to add a project in Hudson County, which has completed Local Concept Development and requires the addition of federal funds for phases of work that will be programmed in the TIP. The NJTPA Future Projects program line item (DB# N063) has Surface Transportation Block Grant Program (STBGP) funds available for this purpose. The project is exempt from an air quality conformity determination and does not impact the current conformity determination.

Minor Amendment:

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

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

The attached documents provide further details on this project.

Justification for Action: Approval of this minor amendment to the FY 2020 – 2023 TIP will allow the funds to be secured and the project to advance.

Staff Recommendation: Central Staff recommends approval of this action.

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2020 - 2023

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

Name: Manhattan Avenue Retaining Wall

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

Counties: Hudson

Municipalities: Union City

Project Type:

RCIS Category: Road Enhancement

Sponsor: Hudson County

Est. Total Project Cost: (Million)

TIP:

PENDING

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

**Unconstrained
Information Year**

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

DATE SUBMITTED: 3/15/2021

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

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



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

DENISE C. D'ALESSANDRO
DIRECTOR

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

JOSEPH F. GLEMOCKI, PE
ASSISTANT COUNTY ENGINEER

ROBERT A YANNAZZO
CHIEF ARCHITECT

February 3, 2021

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

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

Dear Ms. Ameen:

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

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

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

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

Sincerely,

Thomas Malavasi, County Engineer

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



State of New Jersey

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

MPO: **NJTPA**

PROJECT: **Manhattan Avenue Retaining Wall**

DBNUM: N1603

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

TYPE OF PROJECT CHANGE: Project Phase Addition

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

REASON FOR CHANGE:

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

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See fiscal constraint chart

CONFORMITY:

PUBLIC INVOLVEMENT:

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

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

WHEREAS, the NJTPA formally adopted the FY 2020 – 2023 Transportation Improvement Program (TIP) on September 9, 2019; and

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

WHEREAS, the TIP may be revised any time; and

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

WHEREAS, Morris County has requested the addition of the Martin Luther King Avenue Bridge over the Whippany River project (DB# N1804) in Morris County to the TIP utilizing federal STBGP-NY/NWK funds available in the NJTPA program, Future Projects (DB# N063); and

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2020 – 2023 Transportation Improvement Program.

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

Summary of Action

Minor Amendment to the FY 2020 - 2023 Transportation Improvement Program to Add the Martin Luther King Avenue Bridge over the Whippany River Project in Morris County

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

Background: According to the *TIP Memorandum of Understanding*, when a project is added to the TIP or when federal funds are added to a project where none are currently programmed, and a new air quality conformity determination is not required, this constitutes a minor amendment, and action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. The following revision is required to add a project in Morris County, which has completed Local Concept Development and requires the addition of federal funds for phases of work that will be programmed in the TIP. The NJTPA Future Projects program line item (DB# N063) has Surface Transportation Block Grant Program (STBGP) funds available for this purpose. The project is exempt from an air quality conformity determination and does not impact the current conformity determination.

Minor Amendment:

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

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

The attached documents provide further details on this project.

Justification for Action: Approval of this minor amendment to the FY 2020 – 2023 TIP will allow the funds to be secured and the project to advance.

Staff Recommendation: Central Staff recommends approval of this action.

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2020 - 2023

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

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

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

Counties: Morris

Municipalities: Morristown Town

Project Type:

RCIS Category: Bridges

Sponsor: Morris County

Est. Total Project Cost: (Million)

TIP:

PENDING

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

**Unconstrained
Information Year**

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

DATE SUBMITTED: 3/15/2021

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

Board of County Commissioners
Commissioner Director
Stephen H. Shaw

Commissioner Deputy Director
Deborah Smith

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

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



County Administrator
John Bonanni

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

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

February 3, 2021

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

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

Ms. Ameen:

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

Thank you for considering this request.

Sincerely,

John J. Hayes
Supervising Planner

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

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

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



State of New Jersey

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

MPO: **NJTPA**

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

DBNUM: N1804

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

TYPE OF PROJECT CHANGE: Project Phase Addition

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

REASON FOR CHANGE:

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

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See attached Fiscal Constraint Chart

CONFORMITY:

PUBLIC INVOLVEMENT:

Summary of Action

Modifications to the FY 2020 – 2023 Transportation Improvement Program to Add Federal Discretionary Grant Funding to Three Programs as requested by NJ TRANSIT

Action: In order to advance the following programs, NJ TRANSIT has requested revising the FY 2020 – 2023 TIP to update programmed funding as detailed below.

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

The following revisions are necessary according to the NJ TRANSIT to update information about the funding of these programs. The revisions have been reviewed by Capital Programming staff. Fiscal constraint is maintained. Project information and financial revisions are detailed on the attached documents.

Funding Revisions:

- **Bus Support Facilities and Equipment, DB# T08**

This request is for the addition of federal discretionary grant funds to support the Wayne Bus Garage modernization. (Adding \$14.673 million of SECT 5339 funds in Federal Fiscal Year [FFY] 2021)

Wayne Bus Garage Modernization

NJ TRANSIT will modernize the Wayne Bus Garage, a northern New Jersey facility located in Passaic County. The project includes but is not limited replacing the roof and readying the facility for solarization; upgrading the HVAC and fire detection/suppression systems; installing energy-efficient lighting throughout the garage; implementing the first phase of infrastructure upgrade work to support the addition of battery-electric buses to NJ TRANSIT's fleet.

- **Bus Acquisition Program, DB# T111**

This request is for the addition of federal discretionary grant funds to support the Articulated Buses and Hilton Bus Garage Electric Buses Acquisitions (Adding \$24.349 million of SECT 5339 funds in FFY 2021)

Articulated Buses Acquisition

NJ TRANSIT will procure up to 25 articulated buses to expand capacity in northern New Jersey to accommodate increasing ridership within the region. The buses are expected to be deployed from garages serving Bergen, Essex, and Hudson Counties. The intended garages – Big Tree (Nutley, NJ), Fairview (Fairview, NJ), and Hilton (Maplewood, NJ) -- are already equipped with the pre-requisite equipment and maintenance personnel to properly service 60-foot buses throughout the lifecycle of the vehicles. (\$17.275 million)

Hilton Bus Garage Electric Buses Acquisition

NJ TRANSIT will acquire up to eight 40-foot battery-electric buses (BEBs) to expand service along bus line No. 25, which operates in Newark and Irvington, urban communities in Essex County, NJ. The project enables NJ TRANSIT to provide additional service in environmental justice communities without adversely impacting air quality in this densely-populated Northern NJ region. This proposed project will further NJ TRANSIT's commitment to implementing cleaner air initiatives statewide. (\$7.074 million)

- **Ferry Program, DB# T700**

This request is for the addition of federal discretionary grant funds to support the Underwater Hoboken Ferry. (Adding \$4.251 million of SECT 5307 funds in FFY 2021)

Underwater Hoboken Ferry

NJ TRANSIT is modernizing the compromised harbor piles supporting its 112-year-old Hoboken Ferry Terminal. The substructure work includes: underpinning exterior columns with 12-15 inch diameter steel pipe piles coated with coal tar (or similar product) and steel grillage; rehabilitating substructure girders and beams; and, where appropriate, encapsulating existing timber piles and grillage supporting columns.

Justification for Action: Approval of these revisions to the FY 2020 – 2023 TIP will allow the funds to be secured and the referenced projects to advance.

Staff Recommendation: Central Staff recommends approval of these actions.

NJTPA

Transportation Improvement Program Fiscal Years 2020 - 2023

Routes: TRANSIT

Mileposts:

DBNUM: T08

Name: Bus Support Facilities and Equipment

This program provides funds to maintain NJ TRANSIT's bus fleet including but not limited to, bus tires, engines and transmissions and other parts, support vehicles/equipment (for bus operations), maintenance equipment, and bus mid-life overhaul needs. Also included is midlife rehabilitation of bus facilities, other capital improvements to various support facilities and bus mid-life overhauls including but not limited to acquisition of properties and any items or services needed to support the acquisition. This program also involves the replacement of two CNG Compressor filling stations at Howell Garage.

Counties: Various

Municipalities: Various

Project Type: System Preservation

RCIS Category: Transit Preservation

Sponsor: NJ TRANSIT

Est. Total Project Cost: (Million)

TIP: **CURRENT**

FY 2020 - 2023 TIP Cost: (Million) \$96.039

Unconstrained
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	ERC	SECT 5307		\$2.000			
NJTPA	ERC	SECT 5337		\$20.000			
NJTPA	ERC	SECT 5339	\$6.950	\$30.890		\$8.840	\$53.042
NJTPA	ERC	SECT 5339/5307		\$3.055			
NJTPA	ERC	STATE	\$3.451	\$3.451	\$3.451	\$13.951	\$83.706
			\$10.401	\$59.396	\$3.451	\$22.791	\$136.748

PENDING

FY 2020 - 2023 TIP Cost: (Million) \$110.712

Unconstrained
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	ERC	SECT 5307		\$2.000			
NJTPA	ERC	SECT 5337		\$20.000			
NJTPA	ERC	SECT 5339	\$6.950	\$45.563		\$8.840	\$53.042
NJTPA	ERC	SECT 5339/5307		\$3.055			
NJTPA	ERC	STATE	\$3.451	\$3.451	\$3.451	\$13.951	\$83.706
			\$10.401	\$74.069	\$3.451	\$22.791	\$136.748



State of New Jersey

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

MPO:

PROJECT: **Bus Support Facilities and Equipment**

DBNUM: T08

TRACK #: NJT-T08-5-M-2020

TYPE OF PROJECT CHANGE:

ACTION TAKEN: NJ TRANSIT is requesting a committee modification in the NJTPA area under Section 5339 in the amount of \$14.673M for Wayne Bus Garage Modernization.

REASON FOR CHANGE:

NJ TRANSIT received additional funding from a discretionary grant.

MPO ACTION REQUIRED: Committee

FISCAL CONSTRAINT:

Comments: Fiscal Constraint Maintained.

CONFORMITY:

PUBLIC INVOLVEMENT:

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2020 - 2023

Routes: TRANSIT

Mileposts:

DBNUM: T111

Name: Bus Acquisition Program

This program provides funds for replacement of transit, commuter, access link, and suburban buses for NJ TRANSIT as they reach the end of their useful life as well as the purchase of additional buses to meet service demands. Federal lease payments are provided for 1371 Cruiser buses. Pay-as-you-go funding is provided for over 2300 buses replacements over the next 10-years including but not limited to cruiser buses, NABI buses, and articulated buses. 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: System Preservation

RCIS Category: Transit Preservation

Sponsor: NJ TRANSIT

Est. Total Project Cost: (Million)

TIP:

CURRENT

FY 2020 - 2023 TIP Cost: (Million) \$453.927

Unconstrained
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	CAP	SECT 5339	\$22.248				
NJTPA	CAP	STATE	\$84.528	\$84.756	\$119.286	\$143.110	\$659.400
			\$106.776	\$84.756	\$119.286	\$143.110	\$659.400

PENDING

FY 2020 - 2023 TIP Cost: (Million) \$478.276

Unconstrained
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	CAP	SECT 5339	\$22.248	\$24.349			
NJTPA	CAP	STATE	\$84.528	\$84.756	\$119.286	\$143.110	\$659.400
			\$106.776	\$109.105	\$119.286	\$143.110	\$659.400

DATE SUBMITTED: 3/24/2021



State of New Jersey

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

MPO:

PROJECT: **Bus Acquisition Program**

DBNUM: T111

TRACK #: NJT-T111-3-M-2020

TYPE OF PROJECT CHANGE:

ACTION TAKEN: NJ TRANSIT is requesting a committee modification in the NJTPA area under Section 5339 in the amount of \$24.349M for the Articulated Buses (\$17.275M) and Hilton Garage Electric Buses (\$7.074M) Acquisitions.

REASON FOR CHANGE:

NJ TRANSIT received additional funding from discretionary grants.

MPO ACTION REQUIRED: Committee

FISCAL CONSTRAINT:

Comments: Fiscal Constraint maintained.

CONFORMITY:

PUBLIC INVOLVEMENT:

NJTPA

Transportation Improvement Program Fiscal Years 2020 - 2023

Routes: TRANSIT

Mileposts: N/A

DBNUM: T700

Name: Ferry Program

Program involves the Ferry Capital Improvement Program (FCIP), which will provide needed capital equipment enabling the participating operators to acquire, replace and rehabilitate ferries and other capital equipment and make ferry facility improvements as well as NJ TRANSIT's administrative cost incurred for the FCIP program. This program includes federal dollars allocated from the Passenger Ferry Grant Program (Ferry Program), as authorized, under 49 U.S.C 5307 (Section 5307). Funding will be used to improve the state of good repair of the ferry fleet by retrofitting the power and propulsion systems of commuter ferry vessels to provide more efficient operation. This project will allow for improved ferry service for approximately 30,000 daily passengers travelling between the New York-New Jersey metropolitan regions. This program benefits the riding public by sustaining the availability of affordable mass transit service including but not limited to acquisition of properties and any items or services needed to support the acquisition.

Counties: Various

Municipalities: Various

Project Type:

RCIS Category: Transit Enhancement

Sponsor: NJ TRANSIT

Est. Total Project Cost: (Million)

TIP: **CURRENT**

FY 2020 - 2023 TIP Cost: (Million) \$31.999

Unconstrained
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	ERC	SECT 5307	\$6.000				
NJTPA	ERC	STATE	\$6.500	\$6.500	\$6.500	\$6.500	\$38.998
			\$12.500	\$6.500	\$6.500	\$6.500	\$38.998

PENDING

FY 2020 - 2023 TIP Cost: (Million) \$36.250

Unconstrained
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	ERC	SECT 5307	\$6.000	\$4.251			
NJTPA	ERC	STATE	\$6.500	\$6.500	\$6.500	\$6.500	\$38.998
			\$12.500	\$10.751	\$6.500	\$6.500	\$38.998



State of New Jersey

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

MPO:

PROJECT: **Ferry Program**

DBNUM: T700

TRACK #: NJT-T700-4-M-2020

TYPE OF PROJECT CHANGE:

ACTION TAKEN: NJ TRANSIT is requesting a committee modification to add funding in the NJTPA area under Section 5307 in the amount of \$4.251M for the Underwater Hoboken Ferry project.

REASON FOR CHANGE:

NJ TRANSIT received additional funding from the FHWA for the Underwater Hoboken Ferry project.

MPO ACTION REQUIRED: Committee

FISCAL CONSTRAINT:

Comments: Fiscal Constraint maintained.

CONFORMITY:

PUBLIC INVOLVEMENT:

Summary of Action

Modifications to the FY 2020 - 2023 Transportation Improvement Program to Add Federal Funding to Two Programs as Requested by NJ TRANSIT

Action: In order to advance the following programs, NJ TRANSIT has requested revising the FY 2020 – 2023 TIP to update programmed funding as detailed below.

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

The following revisions are necessary according to NJ TRANSIT to update information about the funding of these programs. The revisions have been reviewed by Capital Programming staff. Fiscal constraint is maintained. Project information and financial revisions are detailed on the attached documents.

Funding Additions:

- **NEC Improvements DB# T44**
This request is for the addition of federal Section 5307 funds in Federal Fiscal Year (FFY) 2021. (Adding \$53.945 million of SECT 5307 funds in FFY 2021)
- **Hudson-Bergen and Newark LRT System DB#T87**
This request is for the addition of federal Section 5307 funds in FFY 2021. (Adding \$4.827 million of SECT 5307 funds in FFY 2021)

Funding Deletions:

- **Preventive Maintenance-Rail DB# T39**
This request is to reduce Section 5307 funds in the amount of \$2.115 million in FFY 2021 (to be used for NEC Improvements).
- **Rail Rolling Stock Procurement DB# T112**
This request is to reduce Section 5307 funds in the amount of \$14.500 million in FFY 2021 (to be used for NEC Improvements).
- **NEC Improvements DB# T44**
As part of a federal funding resource shift to Section 5307 funds, this request is to reduce Section 5337 funds in the amount of \$22.850 million in FFY 2021 (to be used for NEC Improvements).

- **Transit Enhancements/Transportation Alternatives Program (TAP)/Alternative Transit Improvements (ATI) DB# T210**

This request is to reduce Section 5307 funds in the amount of \$19.307 million in FFY 2021 (\$14.480 million to be used for NEC Improvements and \$4.827 million for Hudson-Bergen and Newark LRT System).

Justification for Action: Approval of these revisions to the FY 2020 – 2023 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 2020 - 2023

Routes: TRANSIT

Mileposts:

DBNUM: T44

Name: NEC Improvements

Funding is provided for improvements to the Northeast Corridor (NEC) to maintain state of good repair, increase capacity, and improve efficiency. Funding is provided for AMTRAK joint benefit projects and for NJ TRANSIT projects such as, Midline Loop in North Brunswick, New Jersey including associated track and station improvements; platform extensions; improvements at New York Penn Station; and yard improvements including but not limited to acquisition of properties and any items or services needed to support the acquisition.

Counties: Various

Municipalities: Various

Project Type: System Preservation

RCIS Category: Transit Preservation

Sponsor: NJ TRANSIT

Est. Total Project Cost: (Million)

TIP:

CURRENT

FY 2020 - 2023 TIP Cost: (Million) \$519.640

Unconstrained
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	ERC	SECT 5307	\$71.310	\$5.040		\$20.004	\$42.474
NJTPA	ERC	SECT 5337		\$22.850	\$16.550	\$2.657	\$127.422
NJTPA	ERC	SECT 5339		\$4.010			
NJTPA	ERC	STATE	\$116.981	\$53.500	\$81.500	\$125.239	\$648.672
			\$188.291	\$85.400	\$98.050	\$147.899	\$818.568

PENDING

FY 2020 - 2023 TIP Cost: (Million) \$550.735

Unconstrained
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	ERC	SECT 5307	\$71.310	\$58.985		\$20.004	\$42.474
NJTPA	ERC	SECT 5337		\$0.000	\$16.550	\$2.657	\$127.422
NJTPA	ERC	SECT 5339		\$4.010			
NJTPA	ERC	STATE	\$116.981	\$53.500	\$81.500	\$125.239	\$648.672
			\$188.291	\$116.495	\$98.050	\$147.899	\$818.568



State of New Jersey

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

MPO:

PROJECT: **NEC Improvements**

DBNUM: T44

TRACK #: NJT-T44-6-M-2020

TYPE OF PROJECT CHANGE:

ACTION TAKEN: NJ TRANSIT is requesting a committee modification in the DVRPC area to move funds from Section 5337 to Section 5307 in the amount of \$4.896M. This brings the total funds for Section 5337 to \$0. Funds under Section 5307 will be increased in the amount of \$22.744 bringing the total amount to \$26.385M. NJ TRANSIT is requesting a committee modification in the NJTPA area to move funds from Section 5337 to Section 5307 in the amount of \$22.850M. This brings the total funds for Section 5337 to \$0. Funds under Section 5307 will be increased in the amount of \$53.945 bringing the total amount to \$58.985M.

REASON FOR CHANGE:

NJ TRANSIT will be using these funds in the DVRPC and NJTPA areas to support the NEC Improvements project.

MPO ACTION REQUIRED: Committee

FISCAL CONSTRAINT:

Comments: Fiscal Constraint Maintained.

CONFORMITY:

PUBLIC INVOLVEMENT:

NJTPA

Transportation Improvement Program Fiscal Years 2020 - 2023

Routes: TRANSIT

Mileposts:

DBNUM: T87

Name: Hudson-Bergen and Newark LRT System

Funding is provided for annual Hudson-Bergen Capital Asset Replacement improvements, and other improvements along the Hudson-Bergen Light Rail Line, including rolling stock enhancements. Funding is provided for the Route 440 Extension Project is planned to provide convenient transit access for existing and future residents of the western waterfront area. The HBLR Route 440 Extension project would extend the HBLR West Side Avenue Branch from its current terminus at West Side Avenue in Jersey city to a new terminus station on the west side of State Route 440.

Counties: Hudson

Municipalities: Various

Project Type: System Expansion

RCIS Category: Transit Expansion

Sponsor: NJ TRANSIT

Est. Total Project Cost: (Million)

TIP:

CURRENT

FY 2020 - 2023 TIP Cost: (Million) \$30.285

Unconstrained
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	ERC	DEMO		\$8.000			
NJTPA	ERC	STATE	\$1.270	\$7.005	\$7.005	\$7.005	\$42.030
			\$1.270	\$15.005	\$7.005	\$7.005	\$42.030

PENDING

FY 2020 - 2023 TIP Cost: (Million) \$35.112

Unconstrained
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	ERC	DEMO		\$8.000			
NJTPA	ERC	SECT 5307		\$4.827			
NJTPA	ERC	STATE	\$1.270	\$7.005	\$7.005	\$7.005	\$42.030
			\$1.270	\$19.832	\$7.005	\$7.005	\$42.030



State of New Jersey

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

MPO:

PROJECT: **Hudson-Bergen and Newark LRT System**

DBNUM: T87

TRACK #: NJT-T87-3-M-2020

TYPE OF PROJECT CHANGE:

ACTION TAKEN: NJ TRANSIT is requesting an administrative modification in the NJTPA area to add funds under Section 5307 in the amount of \$4.827M bringing the total amount to \$4.827M.

REASON FOR CHANGE:

NJ TRANSIT will be using these funds in the NJTPA area to support the HBLRT Weehawken Tunnel Repairs project.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: Fiscal Constraint Maintained.

CONFORMITY:

PUBLIC INVOLVEMENT:

NJTPA

Transportation Improvement Program Fiscal Years 2020 - 2023

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: System Preservation

RCIS Category: Transit Preservation

Sponsor: NJ TRANSIT

Est. Total Project Cost: (Million)

TIP:

CURRENT

FY 2020 - 2023 TIP Cost: (Million) \$1014.042

Unconstrained
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	CAP	SECT 5307	\$46.437	\$152.439	\$85.073	\$85.073	\$336.809
NJTPA	CAP	SECT 5337	\$190.603	\$151.472	\$151.472	\$151.472	\$908.833
			\$237.040	\$303.911	\$236.545	\$236.545	\$1245.643

PENDING

FY 2020 - 2023 TIP Cost: (Million) \$1011.927

Unconstrained
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	CAP	SECT 5307	\$46.437	\$150.324	\$85.073	\$85.073	\$336.809
NJTPA	CAP	SECT 5337	\$190.603	\$151.472	\$151.472	\$151.472	\$908.833
			\$237.040	\$301.796	\$236.545	\$236.545	\$1245.643



State of New Jersey

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

MPO:

PROJECT: **Preventive Maintenance-Rail**

DBNUM: T39

TRACK #: NJT-T39-5-M-2020

TYPE OF PROJECT CHANGE:

ACTION TAKEN: NJ TRANSIT is requesting an administrative modification in the DVRPC area to decrease funds under Section 5307 in the amount of \$9.915M bringing the total amount to \$2.615M an administrative modification in the NJTPA area to decrease funds under Section 5307 in the amount of \$2.115M bringing the total amount of funds to \$150.324M.

REASON FOR CHANGE:

NJ TRANSIT will be using these funds in the DVRPC and NJTPA areas to support the NEC Improvements project.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: Fiscal Constraint Maintained.

CONFORMITY:

PUBLIC INVOLVEMENT:

NJTPA

Transportation Improvement Program Fiscal Years 2020 - 2023

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 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 Multi-Level Coaches and Multi-Level EMU vehicles. For the CMAQ justification see "CMAQ Report for NJ TRANSIT".

Counties: Various

Municipalities: Various

Project Type: System Preservation

RCIS Category: Transit Preservation

Sponsor: NJ TRANSIT

Est. Total Project Cost: (Million)

TIP: **CURRENT**

FY 2020 - 2023 TIP Cost: (Million) \$1115.256

Unconstrained
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	CAP	CMAQ	\$144.675	\$75.000	\$75.000	\$75.000	\$424.156
NJTPA	CAP	SECT 5307	\$48.503	\$78.408	\$59.300	\$52.911	\$418.078
NJTPA	CAP	SECT 5337			\$5.853		
NJTPA	CAP	STATE	\$63.994	\$128.291	\$220.431	\$87.891	\$966.515
			\$257.172	\$281.699	\$360.584	\$215.802	\$1808.749

PENDING

FY 2020 - 2023 TIP Cost: (Million) \$1100.756

Unconstrained
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	CAP	CMAQ	\$144.675	\$75.000	\$75.000	\$75.000	\$424.156
NJTPA	CAP	SECT 5307	\$48.503	\$63.908	\$59.300	\$52.911	\$418.078
NJTPA	CAP	SECT 5337			\$5.853		
NJTPA	CAP	STATE	\$63.994	\$128.291	\$220.431	\$87.891	\$966.515
			\$257.172	\$267.199	\$360.584	\$215.802	\$1808.749



State of New Jersey

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

MPO:

PROJECT: **Rail Rolling Stock Procurement**

DBNUM: T112

TRACK #: NJT-T112-6-M-2020

TYPE OF PROJECT CHANGE:

ACTION TAKEN: NJ TRANSIT is requesting a committee modification in the DVRPC area to increase funding under Section 5307 in the amount of \$49.081M bringing amount to \$50.677M an administrative modification in the NJTPA area to decrease funding under Section 5307 in the amount of \$14.500M bringing the amount to \$63.908M and an administrative modification in the SJTPO area to increase funding under Section 5307 in the amount of \$6,952M bringing amount to \$7.290M.

REASON FOR CHANGE:

NJ TRANSIT will be using these funds in the DVRPC and SJTPO areas to support the Dual Power Locomotives debt service project and in the NJTPA area to support the NEC Improvements project.

MPO ACTION REQUIRED: Committee

FISCAL CONSTRAINT:

Comments: Fiscal Constraint Maintained.

CONFORMITY:

PUBLIC INVOLVEMENT:

NJTPA

Transportation Improvement Program Fiscal Years 2020 - 2023

Routes: TRANSIT

Mileposts:

DBNUM: T210

Name: Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)

Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities. There will be a cash match for Section 5312 funding only. 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: System Preservation

RCIS Category: Transit Enhancement

Sponsor: NJ TRANSIT

Est. Total Project Cost: (Million)

TIP: **CURRENT**

FY 2020 - 2023 TIP Cost: (Million) \$109.620

Unconstrained
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	ERC	DEMO	\$2.500				
NJTPA	ERC	SECT 5307	\$7.050	\$26.026	\$16.858	\$5.858	\$81.051
NJTPA	ERC	SECT 5312	\$.020				
NJTPA	ERC	SECT 5337	\$.000	\$19.401	\$4.234	\$4.234	\$25.404
NJTPA	ERC	SECT 5339	\$5.100	\$1.699	\$10.990	\$2.150	\$12.898
NJTPA	ERC	STP-TE	\$.700	\$1.400	\$.700	\$.700	\$4.200
			\$15.370	\$48.526	\$32.782	\$12.942	\$123.553

PENDING

FY 2020 - 2023 TIP Cost: (Million) \$90.313

Unconstrained
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	ERC	DEMO	\$2.500				
NJTPA	ERC	SECT 5307	\$7.050	\$6.719	\$16.858	\$5.858	\$81.051
NJTPA	ERC	SECT 5312	\$.020				
NJTPA	ERC	SECT 5337	\$.000	\$19.401	\$4.234	\$4.234	\$25.404
NJTPA	ERC	SECT 5339	\$5.100	\$1.699	\$10.990	\$2.150	\$12.898
NJTPA	ERC	STP-TE	\$.700	\$1.400	\$.700	\$.700	\$4.200
			\$15.370	\$29.219	\$32.782	\$12.942	\$123.553



State of New Jersey

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

MPO:

PROJECT: **Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)**

DBNUM: T210

TRACK #: NJT-T210-6-M-2020

TYPE OF PROJECT CHANGE:

ACTION TAKEN: NJ TRANSIT is requesting an administrative modification in the NJTPA area to decrease funding under Section 5307 in the amount of \$19.307M bringing the amount to \$6.719M.

REASON FOR CHANGE:

NJ TRANSIT will be using these funds in the NJTPA area to support the HBLRT Weehawken Tunnel Repairs project (\$4.827 M) and the NEC Improvements project (\$14.480M).

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: Fiscal Constraint Maintained.

CONFORMITY:

PUBLIC INVOLVEMENT:

**DRAFT RESOLUTION: APPROVAL OF PROJECTS FOR THE 2020
TRANSPORTATION ALTERNATIVES SET-ASIDE
PROGRAM**

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

WHEREAS, the Transportation Alternates Set-Aside program (TASA) is supported in the Fixing America's Surface Transportation (FAST) Act of 2015 with a set-aside of funds under the Surface Transportation Block Grant Program (STBGP); and

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

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

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

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

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

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

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

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

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

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

Summary of Action

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

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

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

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

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

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

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

Staff Recommendation: Central Staff recommends approval of this action.

2020 Transportation Alternatives Set-Aside Awards

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