

**NJTPA Board Meeting
Virtual Meeting Notice
May 11, 2020. 10:30 AM
(Agenda Package Attached)**

The agenda package for the May 11 Board meeting is attached. The meeting will be held via GoToMeeting. The log-in details are below. Please login 5-10 minutes early to ensure your connection works.

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

Log-In Details

May 11, 2020 NJTPA Board Meeting
Monday May 11, 2020 10:30 AM – 12:00 PM (EDT)
Call will open at 10:15 AM

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

KATHRYN A. DeFILLIPPO, CHAIR

**This meeting will be held remotely via telephone and/or computer connection.
Instructions for connecting are attached.**

AGENDA
May 11, 2020
10:30 AM

NJTPA Office
One Newark Center, 17th floor
Newark, NJ 07102

A. Open Public Meetings Act Compliance

B. Roll Call

C. Approval of Minutes

D. Chair's Remarks

E. Executive Director's Report

F. Committee Reports/Action Items*

• Project Prioritization – Freeholder John W. Bartlett, Chair

1. Minor Amendment to the FY 2020 – 2023 Transportation Improvement Program to Add the Downtown Toms River Loop Road Project in Ocean County (Attachment F.1.a., F.1.b.)
2. Minor Amendment to the FY 2020 – 2023 Transportation Improvement Program to Add the Laurel Avenue, NJ TRANSIT North Jersey Coast Line Bridge Project in Monmouth County (Attachment F.2.a., F.2.b.)
3. Minor Amendment to the FY 2020 – 2023 Transportation Improvement Program to Add Federal Funds to the Rumson Road Over the Shrewsbury River (CR 520) Project (Attachment F.3.a., F.3.b.)
4. Minor Amendment to the FY 2020 – 2023 Transportation Improvement Program to Add the Riverbank Park Bike Trail Project as Requested by the Town of Kearny - Eve Chamberlain (Attachment F.4.a., F.4.b.)

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

- Planning and Economic Development – Freeholder John P. Kelly, Chair
- Freight Initiatives – Freeholder Charles Kenny, Chair

G. Public Participation

- H. Time and Place of Next Meeting: The next meeting of the NJTPA Board will be held on July 13, 2020, 10:30 a.m. If social distancing restrictions are lifted by then, the meeting will take place at the NJTPA, One Newark Center (1085 Raymond Blvd.), 17th Floor, Newark, NJ 07102. If not, details for a virtual meeting will be provided.

I. Adjournment



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

KATHRYN A. DeFILLIPPO, CHAIR

Board Meeting Minutes

March 9, 2020

A. Open Public Meetings Act Compliance

Morris County Freeholder and NJTPA Chair Kathy DeFillippo called the meeting to order at 10:30 a.m. Beverly Morris reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of this meeting had been forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Daily Record*, the *Home News Tribune*, the *Jersey Journal*, *New Jersey Herald*, and *The Record*. It was posted in the Essex County Hall of Records, Newark, New Jersey, and on the bulletin board of the Lieutenant Governor, Trenton, New Jersey.

The Chair welcomed Freeholder Zack Rich, Alternate NJTPA Board Trustee representing Hunterdon County.

B. Salute to the Flag

Freeholder DeFillippo led the Board of Trustees in the Pledge of Allegiance.

C. Roll Call

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

D. Approval of Minutes

A motion to approve the minutes of the January 13, 2020 meeting was made by Ocean County, seconded by Passaic County and carried with 16 affirmative votes. Hunterdon and Union counties abstained.

E. Chairman's Remarks

The Chair thanked the Board members for entrusting her with the position of Chair and said she is honored to serve and looks forward to working with all of them over the next two years. She recognized and thanked Board members who have agreed to serve as new Committee chairs and vice chairs:

- Project Prioritization Committee: Passaic County Freeholder John Bartlett, Chair, and Warren County Freeholder Jason Sarnoski, Vice Chair.
- Planning & Economic Development Committee: Ocean County Freeholder John Kelly, Chair, and Somerset County Freeholder Sara Sooy, Vice Chair.
- Freight Initiatives Committee: Middlesex County Freeholder Charles Kenny, Chair, and Sussex County Freeholder Joshua Hertzberg, Vice Chair.

Outlining some of her top priorities for her term, Freeholder DeFillippo said the region depends on a reliable and efficient transportation system that is critical to attracting employers to the state and enhancing quality of life by providing safe transportation to all travelers, regardless of their age, income, ability, or mode of choice. She said it is especially important to pursue transportation options for older populations and people with disabilities who have limited access to transportation options and for workers who need last-mile connections between transit stations and their workplaces.

The Chair said safety will continue to be a top priority as the NJTPA prepares to update its long-range transportation plan next year, including addressing critical infrastructure needs and focusing on ways to make streets safer for pedestrians and cyclists.

Freeholder DeFillippo said goods movement plays a critical role across northern New Jersey. In January, she attended the private sector freight roundtable discussion the NJTPA hosted as part of the long-range planning effort. Some of the private sector's top concerns included employee access to job sites and congestion at the port and on the roads. She noted that congestion remains a major concern not only for the freight sector, but also for the traveling public, and improving transit and supporting alternative modes, such as cycling and walking, can help address this. The Chair said a robust regional transit system is critical to addressing congestion, and the region needs to add capacity. She pointed out that the Federal Transit Administration rating of the Portal Bridge project was increased, making it eligible for federal funding and said she will continue to support federal funding for the Hudson Tunnel project.

In closing, Freeholder DeFillippo said she is honored to be moderating panels at the New Jersey TransAction Conference in April, and Freeholder Bartlett and Freeholder Kenny will also be leading sessions there. She noted that the NJTPA helps coordinate this conference, and it is a great opportunity to showcase the work of Central Staff and the Board.

F. Executive Director's Report

NJTPA Executive Director Mary D. Ameen thanked everyone who reviewed and commented on the draft Unified Planning Work Program (UPWP), which will guide the work of Central Staff and the subregions in Fiscal Year (FY) 2021 beginning July 1, 2020. Staff received valuable input on the draft, particularly from New Jersey Department of Transportation (NJDOT), Federal Highway Administration (FHWA), the subregions, the Citizens' Representative, and others. Ms. Ameen said the input helped to clarify some work tasks and broaden others to better address important regional issues.

Ms. Ameen noted that the federally mandated single audit of the NJTPA FY 2019 UPWP was completed this past quarter, and the Independent Auditors Report was distributed to the Board. She said there were no findings or questioned costs, which means the NJTPA is fulfilling all requirements and accountability standards in its use of federal funding.

Ms. Ameen thanked Freeholder Bartlett for kicking off the first field visit for UpNext North Jersey, the new advisory group of young adults. She said the Freeholder welcomed the group to a tour of Paterson Museum and the Great Falls in Passaic County in January, and the group shared their thoughts on how transit in North Jersey can be improved. Ms. Ameen said UpNext is already providing a better understanding of the millennial and Gen Z perspective on the future of the region, a necessary viewpoint that will inform the next long-range plan. The next UpNext session, focusing on walking and biking, will be held in Asbury Park on March 28. Ms. Ameen thanked Freeholder Thomas Arnone and Monmouth County staff who will participate.

Ms. Ameen said, in keeping with priorities set by the Board, the NJTPA continues to work diligently to enhance safety planning efforts. In February the NJTPA hosted a workshop on Proven Safety Countermeasures organized by FHWA and NJDOT.

Ms. Ameen said the NJTPA Local Safety and High Risk Rural Roads programs are succeeding, evidenced, for example, by a reduction in crashes by more than half in the three years after installation of a high-friction surface treatment on a Somerset County road compared to three years prior. She said similar countermeasures with positive results have been funded around the region, and the NJTPA will work with partners and the subregions to continue this progress and to help finalize the State's Strategic Highway Safety Plan.

Ms. Ameen said the NJTPA has helped municipalities and counties improve local travel conditions, operations and safety. The Street Smart NJ team is preparing the roll-out of pedestrian safety campaigns this spring in Fair Lawn, Fort Lee, Garwood, Highland Park, Holmdel and North Haledon. Work is also underway on the summer campaign at the Jersey Shore.

Ms. Ameen reported that staff recently presented on Road Safety Audits and on complete streets at the January New Jersey American Planning Association Conference. In February, they presented at the State Transportation Innovation Council on virtual public engagement initiatives used by the NJTPA and on its public engagement database, which is available on the agency website.

Ms. Ameen said the NJTPA just issued solicitations for the Local Mobility Initiatives Program, which supports local shuttles, and the Transportation Clean Air Measures Program, which supports partner-agency projects that reduce harmful emissions and benefit air quality. The details are posted on the NJTPA website (the agency held a public information session on March 12). Also, staff recently assisted in public information meetings for some Local Concept Development and subregional studies and are making demographic data available to assist in reaching underserved communities in these efforts.

Ms. Ameen announced that, on March 31, the NJTPA will host a NJDOT Division of Local Aid “Listening Session” — one in a series of sessions being held throughout New Jersey during March and April.

G. Committee Reports/Action Items

Project Prioritization – Freeholder John W. Bartlett, Chair

Freeholder Bartlett reported that the Committee considered six action items at the February joint meeting. First, the Committee recommended approval of projects for the FY 2021 Freight Concept Development Program, which advances regional and local freight initiatives that were identified through planning studies conducted by the NJTPA, its subregions, and other planning partners. He said thirty-seven candidate freight projects were scored, ranked, and submitted to the subregions for review. Following input from the subregions, two projects were recommended for Concept Development. They are 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.

The Freeholder said the Committee also recommended approval of a set of four minor amendments to the FY 2020-2023 Transportation Improvement Program, as requested by NJDOT. Due to updated construction estimates, additional federal funding is needed for two projects:

- \$24.29 million for the Route 72, Manahawkin Bay Bridges project in Ocean County; and
- \$16.75 million for the Route 206, Doctors Way to Valley Road project in Somerset County.

Freeholder Bartlett said these costs can be covered while maintaining fiscal constraint through a shift in the funding schedule for construction of the Route 23, Route 80 and Route 46 Interchange project in Passaic and Essex counties. Also, federal funds previously allocated to the Route 171, Route 130 to Lincoln Avenue project in Middlesex County can be used because the project is now being fully funded with state resources.

The Freeholder said the Committee next approved a modification to add federal funds to the Route 206, Valley Road to Brown Avenue Project, also requested by NJDOT, and no further action is required. He said additional phases of work must be programmed for the project, moving the beginning of construction from FY 2021 to 2022. Funds are available in the Fiscal Constraint Bank to cover increased costs for right-of-way in FY 2020, utilities in 2021, and construction in 2022-2024

Freeholder Bartlett said The Committee also approved the federally required annual financial plan updates for three projects, and no further action is needed:

- The Route 3/Route 46 Valley Road and Notch/Rifle Camp Road Interchange project in Passaic County reflects a \$48.7 million increase in the total project cost to \$308.9 million. This increase is mainly due to construction change orders and a design change to include a full bridge replacement for the Route 46 Bridge over Lower Notch Road.

- The Route 72, Manahawkin Bay Bridges project in Ocean County reflects an increase of \$21.29 million to \$340.9 million, mainly due to increased utility relocations and updated cost estimates.
- The updated plan for the Route 206 Project in Somerset County reflects an increase of \$13.9 million to \$452.8 million, also due to utility relocations and updated cost estimates. The Committee approved these financial plan updates.

Action Item 1: (Attachment 2)

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

Action Item 2: (Attachment 3)

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

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

Freeholder Kelly thanked NJDOT and the Board for the work on Route 72, Manahawkin Bay Bridges, a very important project for Ocean County. He said that, at the February Joint Committee meeting, the Committee recommended approval of the FY 2021 UPWP. The document describes all regional transportation planning and related work being done by Central Staff, the subregions, and the Transportation Management Associations during the upcoming state fiscal year, which begins July 1, 2020.

The Freeholder 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. In addition to the helpful suggestions for enhancing or clarifying work tasks, NJDOT commended the NJTPA for assessing the potential impacts of new technologies and addressing civil rights requirements. He said the subregions were commended for efforts involving resiliency, trail networks and greenways, complete streets, electric vehicles, and safety. He thanked NJDOT for this feedback.

Freeholder Kelly noted some changes to the UPWP since the initial draft. In particular, the budget revenue assumptions were revised to correctly reflect the balance of PL funding available from prior work programs. Also, a new sub-task activity was added to assist NJDOT with data collection for the state's Model Inventory of Roadway Elements management system (MIRE).

The Freeholder said the committee also received an update on the development of the NJTPA long-range transportation plan, which will have a horizon year of 2050. He explained that the agency is required to update its plan every four years, which means the Board must adopt an updated plan by fall 2021. He said plan development will include public outreach around the region, special engagement efforts targeting underserved communities, forecasting and data analysis, a financial element, and more. Also, Central Staff is preparing white papers on various key topics leading up to the plan. Freeholder Kelly said this means that over the next year and a

half, the Board and subregions will have opportunities to think about and help shape the future of the region.

Action Item 3 (Attachment 4)

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

Freight Initiatives – Freeholder Charles Kenny, Chair

Freight Initiatives Committee (FIC) Vice Chair, Freeholder Joshua Hertzberg, Sussex County, reported on the activities of the February Freight Initiatives Committee. He said Central Staff reported on the two Freight Concept Development studies just approved by the Board, and he noted that the Freight Concept development program advances regional and local freight initiatives that do not have a ready path toward implementation through other programs. He said FIC previously approved the selection criteria that was used to evaluate and score 37 candidate projects. The list of projects was then submitted to the subregions for their review and input. He thanked all those who helped with the selection process.

In other business, Freeholder Hertzberg said Central Staff has begun work on updating freight aspects of the agency's long-range transportation plan, to include identifying strategies to address truck parking issues, such as helping drivers comply with federal hours of service rules, allowing them to better stage local pickups and deliveries, and guiding them to safe emergency parking.

The Freeholder said, as part of outreach for the long-range plan, in January, the NJTPA held a panel discussion featuring a cross-section of private sector supply chain executives who shared their opinions on freight trends, issues, and priorities. The results of the private sector panel were shared with public agency representatives at the February FIC meeting, and they added their own perspectives on freight issues. Freeholder Hertzberg said it was evident that the private and public sectors share many of the same concerns. All agreed that the region's economy is strong and that the freight sector benefits from serving a large and dense consumer market and that the region is well-served by its extensive port, air, and rail cargo facilities. He said it was also clear that the region has benefited from major investments, such as the raising of the Bayonne Bridge and the widening of the New Jersey Turnpike.

Freeholder Hertzberg said there was also agreement about challenges facing the region: aging infrastructure, truck congestion at the port and on the roadways, workforce shortages, and lack of last-mile job access for many, especially shift workers at large warehouses and distribution centers. FIC meeting participants identified the need for more and better public-private communication and collaboration, particularly related to industrial development, infrastructure improvements, and regulatory policies. They also saw the importance of workforce development and improving transit options. The Freeholder said the discussions were very valuable, and the NJTPA looks forward to working with all partners in addressing the issues raised as part of long-range planning.

H) Planning for 2050 Presentation: Electric Vehicle Programs Available to Local Governments

Andrea Friedman, New Jersey Department of Environmental Protection (NJDEP), said the New Jersey Energy Master Plan seeks to achieve 100 percent clean energy and an 80 percent reduction, below 2006 levels, in greenhouse gas emissions by 2050. The plan's transportation strategy includes nearly 100 percent electrification by 2050 and deploying an extensive network of electric vehicle (EV) charging infrastructure. Ms. Friedman briefed the Board on several resources available for implementing the plan's strategies at the state and local levels, enabled by the plug-in EV and charging infrastructure legislation (S2252) that became effective in January.

Ms. Friedman said the law established a ten-year, \$300 million rebate program for EV and in-home charger purchases and charging station infrastructure. Also, there is a state contract for five models of electric vehicles of varying classes, types, battery range and price. State cooperative purchase contracts are available to municipalities, counties, school districts, volunteer fire departments, volunteer first aid and rescue squads, county and state colleges, independent institutions of higher education, independent authorities, and quasi-state agencies (for details contact Andrea.Friedman@dep.nj.gov)

Other resources include:

- Climate Mayors EV Purchasing Collaborative for buying or leasing EVs and buying charging stations (see <https://driveevfleets.org/>)
- Clean Fleet EV Incentive Program through NJ Board of Public Utilities grant program for local government fleets (to inquire, email EV.programs@bpu.nj.gov)
- A rebate program for EV purchases and in-home EV chargers through the Board of Public Utilities (to inquire, email EV.programs@bpu.nj.gov)
- NJDEP Grant Program for EV charging stations (apply online at drivegreen.nj.gov/plugin.html)

Ms. Friedman noted that the NJTPA has published the [Alternative Fuel Vehicle Readiness - A Guidebook for Municipalities](#), and she provided URLs for useful EV websites: www.DriveGreen.nj.gov and <https://driveelectricus.com/>

Ms. Friedman said New Jersey's portion of the Volkswagen fraud settlement is \$72.2 million, including \$10.8 million for EV charging infrastructure (www.state.nj.us/dep/vw). She said that, in 2020, the state looks to streamline the local approval process for charging infrastructure, issue a second solicitation for Volkswagen settlement funding, and conduct strategic mapping of charging infrastructure across the state for planning purposes.

In answer to a question from Freeholder Matthew Holt, Hunterdon County, Ms. Friedman said the current NJDEP definition of an environmental justice (EJ) community is "low- and moderate-income urban communities." Freeholder Holt pointed out that the rate of vehicle miles traveled in rural areas is very high, and while the transportation needs of rural communities differ from those of urban areas, the EV and charging infrastructure incentive programs are a statewide distribution of funds and must be used to benefit them as well. Ms. Friedman acknowledged that some solutions that work in urban areas do not work in rural, and the NJDEP is having

discussions with partner states in the Northeast (such as Vermont) to see what they are doing to serve rural communities. She said the state is due to issue guidance for Executive Order 23 on EJ and, a fuller definition of an EJ community is expected. In the meantime, non-urban applicants for EJ projects can still make their case, because the NJDEP already knows what areas experience high emissions impacts, have a long history of environmental contamination, and are low- and moderate-income minority communities.

During the ensuing Q&A the following points were made:

- EVs are more expensive, up-front, than fossil fueled vehicles, but this is offset by the lower fuel cost per mile and savings on maintenance and operation.
- Local governments can purchase chargers that can be programmed for free or paid charging.
- Plug-in hybrid vehicles can be maintained by any maintenance workers trained to service regular hybrid vehicles, but all-electric vehicles require additional certification, or the work can be outsourced.
- The NJDEP is working with partners to investigate the issue of EV battery disposal and recycling. When batteries are no longer suitable for cars, they still can likely be used by utilities for stationary battery storage and other uses. Ms. Friedman said there is interest in a study of the issue.
- NJ TRANSIT has specified a step-up over a number of years in new purchases of transit EVs.
- One member of the public in attendance said he was surprised that electrifying rail is not included in the New Jersey Energy Master Plan.

J) Public Participation

Neile Weissman, Complete George, said he continues to urge the Port Authority of New York & New Jersey (PANYNJ) to grow its network of arterial bikeways, reevaluate its \$30 billion commitment to upgrade the region's airports, work with air carriers to accelerate the adoption of the CORSIA (Carbon Offsetting and Reduction Scheme for International Aviation) protocol to quantify and offset the CO2 emissions of air travel, implement a European-style "eco-tax" to generate revenue for mass transit across the Port District, and consider issuing "green bonds" to finance sustainable transit projects.

In answer to questions from Barkha Patel, Jersey City, Mr. Weissman said he has been advocating for wider pedestrian/bicycle paths on the George Washington Bridge since 2013; the PANYNJ Restoring the George Project includes restoring the six-foot-nine-inch paths to a pedestrian standard; the North Path will open with a single path for pedestrians, runners, and cyclists for three years until the South Path opens, and it is already overcrowded. Asked about

the role he would like to see the NJTPA take in the issue, he said he asks the agency to make a statement that adapting more infrastructure for cycling is important to transportation throughout the region. He said it is the least expensive way to reduce emissions, and a multi-county bike share plan that includes connections to the bridge would be ideal.

Tim Sevenser, New Jersey Association of Rail Passengers, said a Pennsylvania study found that restoring the Lackawanna Cutoff would cost much less than previously determined, and it is past time to restore and electrify the NYS&W rail line. He reported that Virginia has entered a public/private partnership with CSX to invest in freight and passenger rail. He suggested using a “mass” database of individuals and their workplaces to better determine helpful commuting options.

K) Time and Place of Next Meeting

Freeholder DeFillippo announced that the next meeting of the NJTPA will be held on Monday, May 11, 2020 at 10:30 a.m., at the NJTPA offices at One Newark Center, Newark, NJ.

L) Adjournment

At 11:50 a.m., a motion to adjourn was made by Passaic County seconded by Hunterdon County and carried unanimously.

Attachment 1

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: March 9, 2020

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County		Joseph Baladi
Essex County	David Antonio	
Hudson County	Byron Nicholas	
Hunterdon County	Hon. Matthew Holt Hon. Zach Rich	
Jersey City	Barkha Patel	Elias Guseman
Middlesex County	Hon. Charles Kenny (via phone) Doug Greenfeld	George Ververides Solomon Caviness
Monmouth County	Teri O'Connor	Joseph Ettore
Morris County	Hon. Kathy DeFillippo	Gerald Rohsler
Newark	Phillip Scott	Trevor Howard
Ocean County	Hon. John Kelly	Mark Jehnke
Passaic County	Hon. John Bartlett	Mike Lysicatos
Somerset County	Hon. Sara Sooy Walt Lane	
Sussex County	Hon. Joshua Hertzberg Tom Drabic	
Union County	Hon. Bette Jane Kowalski	Liza Betz
Warren County	David Dech	
Governor's Office	Stephanie Brown	
NJDOT	Mike Russo	
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Steve Brown	Jay Shuffield
Citizen's Representative	Not represented	

Other Attendees	
Lyra Knust	CME Associates
Neile Weissman	Complete George
Ray Tomczak	Federal Transit Administration
Bob Werkmeister	GPI
Nick Alexiades	HDR
Magdy Hagag	M. Baker International
Ray Fuso	McLaren

Tim Sevens	NJARP
Various members of Central Staff	NJTPA
Dan Callas	TransOptions
Edgardo Perez	WSP

**DRAFT RESOLUTION: APPROVAL OF THE FY 2021 FREIGHT CONCEPT
DEVELOPMENT PROGRAM STUDIES**

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

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

WHEREAS, as outlined in NJTPA's long-range Regional Transportation Plan, *Plan 2045: Connecting North Jersey*, freight planning is a priority for the NJTPA, its subregions and planning partners; and

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

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

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

WHEREAS, as part of this program NJTPA has developed a project intake process to identify and select projects for the FCDP and the intake process was approved by the NJTPA Freight Initiatives Committee in December 2018; and

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

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

WHEREAS, based on the results of the project intake process and subregional requests, NJTPA has selected two projects to advance into the FCDP starting in the FY2021 UPWP at a total budget not to exceed \$1,200,000.

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, Inc., hereby approves the selection of 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, for the FY 2021 Freight Concept Development Program.

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

**DRAFT RESOLUTION: FOUR MINOR AMENDMENTS TO THE FY 2020 –
2023 TRANSPORTATION IMPROVEMENT
PROGRAM 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 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 federal funds are deleted from a project, or when the construction phase of work is moved out of the constrained years of the TIP, and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the New Jersey Department of Transportation (NJDOT) is requesting changes to four projects as follows: increased federal funding of \$24.290 million for *Route 72, Manahawkin Bay Bridges, Contract 1A & 1B, Ocean County (DB# 11385)*; increased federal funding of \$16.750 million for *Route 206, Doctors Way to Valley Road, Somerset County (DB# 780B)*; federal funding replaced with state funding for *Route 171, Route 130 to Lincoln Avenue, Middlesex County (DB# 15363)*; and construction rescheduled on *Route 23, Route 80 and Route 46 Interchange, Passaic County and Essex County (DB# 9233B6)*; 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 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 amendments 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.

**DRAFT RESOLUTION: APPROVAL OF THE FY 2021 UNIFIED PLANNING
WORK PROGRAM**

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

WHEREAS, the NJTPA, pursuant to 23 U.S.C. 104 (f) et. seq. and 49 U.S.C. 1607 et. seq., is responsible for the development of the Unified Planning Work Program (UPWP) to guide the transportation planning process in northern New Jersey; and

WHEREAS, the Fiscal Year 2021 UPWP (July 1, 2020 to June 30, 2021) describes all urban transportation and transportation-related planning activities to be undertaken by the NJTPA Central Staff, New Jersey Department of Transportation, NJ TRANSIT, NJTPA subregions, Transportation Management Associations, and other planning agencies in the region; and

WHEREAS, the FY 2021 UPWP is fully consistent with the U.S. Department of Transportation Metropolitan Transportation Planning Regulations (23 CFR part 450) which became effective May 27, 2016, as well as the “Fixing America’s Surface Transportation Act” (FAST Act); and

WHEREAS, any FY 2021 Compensation Plan and salary parameters will be subject to the NJTPA Executive Committee approval and New Jersey Institute of Technology confirmation; and

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

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the FY 2021 Unified Planning Work Program for the region.

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

Attachment F.1.
May 11, 2020

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD THE DOWNTOWN TOMS RIVER LOOP ROAD
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 federal funds are deleted from a project or when the construction phase of work is moved out of the constrained years of the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the North Jersey Transportation Planning Authority on behalf of the County of Ocean is requesting the addition of a project: Downtown Toms River Loop Road Project (DB# N2009) in Ocean County to be programmed with federal Better Utilizing Investments in Leverage Development (BUILD) 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 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 Downtown Toms River Loop Road Project in Ocean County

Action: In order to advance the following project, the North Jersey Transportation Planning Authority on behalf of the Borough of Toms River 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 due to the addition of federal funds on a project in Ocean County. It is exempt from an air quality conformity determination and does not impact the current conformity determination.

Minor Amendment:

- **Downtown Toms River Loop Road Project, *Ocean County* DB# N2009**
This project has received a federal Better Utilizing Investments in Leverage Development (BUILD) grant and must be added to the TIP. The project will first be undergoing the Concept Development phase in order to produce a Preliminary Preferred Alternative (adding Federal Fiscal Year 2020 BUILD funds in the amount of \$5.660 million)

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:** N2009

Name: Downtown Toms River Loop Road Project

The Township of Toms River in Ocean County is proposing roadway and circulation improvements within its Downtown Waterfront Phase 1 Redevelopment Area. This project is intended to help facilitate economic redevelopment in the designated area between Exit 81 of the GSP, the Toms River Bus Terminal (Park & Ride) and the Toms River downtown. The current road circulation pattern provides for a "loop" at Irons Street that guides traffic on Route 166 through the downtown to areas south of the Toms River. This circulation pattern was not designed to accommodate trips from anticipated mixed use redevelopment aimed at transforming the downtown from a 9-to-5 area serving primarily as the seat of county government to a more diverse, mixed-use downtown that is "compact, complete and connected" per LEED for Neighborhood Development (LEED ND) standards for sustainable development. This project is intended to address the anticipated circulation needs within the project limits.

Counties: Ocean

Municipalities: Toms River Twp

Project Type:

RCIS Category: Not Available

Sponsor: Toms River Twp

Est. Total Project Cost: (Million)

TIP:

PENDING

FY 2020 - 2023 TIP Cost: (Million) \$5.660

**Unconstrained
Information Year**

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	ERC	BUILD	\$5.660				
			\$5.660				

DATE SUBMITTED: 3/25/2020

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

March 16, 2020

Mr. David Roberts
Toms River Township Planner
33 Washington Street
Toms River, NJ 08754

Re: Toms River Build Grant for the Downtown Improvements

Dear Mr. Roberts:

Ocean County is writing to lend its support of the placement of the Toms River Build Grant for the Downtown roadway improvements on the Transportation Improvement Plan (TIP). As the majority of the roads within the project area are County roads, Ocean County will be commencing with the Concept Development phase of the project in the near future as part of our fair share of the project. It is our goal to identify a preliminary preferred alternative (PPA) that is agreeable to all stakeholders in the project.

Thank you, and we look forward to working with Toms River Township towards a successful project.

Very truly yours,

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

JNE/mc

cc: John P. Kelly, Ocean County Freeholder
Carl W. Block, County Administrator
Michael J. Fiure, Assistant County Administrator
Mark F. Jehnke, Assistant County Engineer



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

G:\TYPING\PERSONAL\John N Ernst\Letter to Mr. Roberts TR Build Grant 2020.docx



TOWNSHIP OF TOMS RIVER

33 Washington Street, P.O. Box 728
Toms River, NJ 08754

Division of Planning and Zoning

David Glynn Roberts, AICP/PP, LLA, LEED AP ND
Township Planner

March 17, 2020

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

RE: REQUEST BY TOWNSHIP OF TOMS RIVER FOR INCLUSION ON TIP OF TOMS RIVER DOWNTOWN CIRCULATION ("Loop") BUILD GRANT PROJECT

Dear Director Ameen:

The Township of Toms River has been working with the New Jersey Division of the FHWA and the County of Ocean on proposed roadway and circulation improvements within our Downtown Waterfront Phase 1 Redevelopment Area in order to facilitate economic redevelopment of the designated redevelopment area between Exit 81 of the GSP and the Toms River Bus Terminal (Park & Ride) and the Toms River. The current road circulation pattern provides for a "loop" at Irons Street that guides traffic through the downtown on Route 166 to Ocean County towns south of the Toms River, but was not designed for the anticipated trips from mixed use redevelopment designed to transform the downtown from a 9 to 5 County Seat of government to a more diverse mixed-use downtown that embodies a "compact, complete and connected" neighborhood per LEED for Neighborhood Development (LEED ND) standards for sustainable development.

The Township used a Post Sandy Planning Grant to have a neighborhood circulation plan prepared by Maser Consulting in 2015 that used Synchro modeling software to recommend road circulation improvements rooted in the reconstruction and extension of Herflicker Boulevard (a County road) as a parallel road between the current Irons Street one-way "loop" and Highland Parkway, which links the GSP northbound Exit 81 ramp to the bus terminal. Currently, the only link to the GSP is on Water Street (also a County road), which is below the Base Flood Elevation and was flooded during Sandy. Under the scope of the BUILD Grant submitted by the Township in the 2018 inaugural round, the reconstructed and extended Herflicker Boulevard would be elevated to as close to the BFE as possible and the streets between Herflicker and Water (Irons and Adafre) would be constructed to transition to the higher elevations and reconfigured as "complete streets". While the original preferred alternative in the 2015 Synchro analysis was for an extension of the "Loop" from Irons Street to



TOWNSHIP OF TOMS RIVER

33 Washington Street, P.O. Box 728
Toms River, NJ 08754

Division of Planning and Zoning

David Glynn Roberts, AICP/PP, LLA, LEED AP ND
Township Planner

Highland Parkway with two-way connections on the side streets, consultants to the Township and County have been working on a substantially expanded Synchro analysis with data from intersections that cover a much greater area of the downtown than was done in 2015. The purpose of the LCD phase will be to develop the alternatives analysis that will lead to a final preferred concept design for the construction of the elevated Herflicker Boulevard, as well as intersection improvements and circulation patterns, to be included on the STIP so that the Township can execute the Grant Agreement with the FHWA in late July or very early August of this year.

The Township appreciates the help and assistance that it continues to receive from the NJTPA and the consideration given to this request for inclusion on the TIP, with the funding source being the BUILD grant and the phase of work being ERC.

Sincerely yours,

David Glynn Roberts, PP #3081, AICP, LLA, LEED AP ND
Township Planner

Cc: Mayor Maurice B. Hill
Donald Guardian, Business Administrator
Robert J. Chankalian, Township Engineer
John Ernst, Ocean County Engineer
Mark Jehnke, Assistant Ocean County Engineer

Attachment F.2.
May 11, 2020

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD THE LAUREL AVENUE, NJ TRANSIT NORTH
JERSEY COAST LINE BRIDGE PROJECT IN
MONMOUTH 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 the addition of a project to the TIP or the addition of federal funds to a project where none are currently programmed, and a new air quality conformity determination is not required constitutes a minor amendment; and

WHEREAS, the North Jersey Transportation Planning Authority on behalf of the County of Monmouth is requesting the addition of a project: Laurel Avenue, NJ TRANSIT North Jersey Coast Line Bridge (DB# 08379), Monmouth County to be programmed with federal Surface Transportation Block Grant Program - FLEX (STBGP-FLEX) 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 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 Laurel Avenue, NJ TRANSIT North Jersey Coast Line Bridge Project in Monmouth County

Action: In order to advance the following project, the North Jersey Transportation Planning Authority (NJTPA), on behalf of the County of Monmouth, has requested amending the FY 2020 – 2023 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 for the addition of federal funds on a project in Monmouth County. It is exempt from an air quality conformity determination and does not impact the current conformity determination.

Minor Amendment:

- **Laurel Avenue, NJ TRANSIT North Jersey Coast Line Bridge, *Monmouth County*
DB# 08379**

This study will be ready to be authorized for Concept Development in Spring 2020 and therefore, needs to be amended into the TIP. According to NJDOT, Surface Transportation Block Grant Program – FLEX funds are available for this purpose. (Federal Fiscal Year 2020, STBGP-FLEX \$0.800 million)

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:** 08379

Name: Laurel Avenue, NJ TRANSIT North Jersey Coast Line Bridge

Laurel Avenue (CR 52) serves residents of Holmdel and Middletown townships as a major connection between the Garden State Parkway and State Route 35, where there is significant commercial activity. There is a pinch point at the grade-separated intersection of South Laurel Avenue and the NJ TRANSIT North Jersey Coast Line between Commons Way and Continental Boulevard in the study area. There are also vertical clearance issues with the railroad bridge. The study will identify the project purpose and need as well as assess various alternatives in an effort to identify a preliminary preferred alternative through coordination with various stakeholders and the public.

The following special federal appropriation was allocated to this project: FY06 SAFETEA LU/HPP \$800,000 (ID # NJ -118) and has been exchanged with FAST ACT/ STBGP-FLEX.

Counties: Monmouth

Municipalities: Holmdel Twp

Project Type: Bridge Preservation

RCIS Category: Bridges

Sponsor: Monmouth County

Est. Total Project Cost: (Million)

TIP:

PENDING

FY 2020 - 2023 TIP Cost: (Million) \$0.800

**Unconstrained
Information Year**

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	CD	STBGP-FLEX	\$.800				
			\$.800				

DATE SUBMITTED: 2/5/2020

Laurel Avenue - TIP Request

Chamberlain, Eve <echamberlain@njtpa.org>

Fri 4/3/2020 3:53 PM

To: Chamberlain, Eve <echamberlain@njtpa.org>

From: Ettore, Joseph <Joseph.Ettore@co.monmouth.nj.us>

Sent: Monday, March 09, 2020 8:13 PM

To: Ameen, Mary <mameen@njtpa.org>

Cc: Behrend, David <DBehrend@njtpa.org>; Frimpong, Sascha <SFrimpong@njtpa.org>; Brundage, Rich <rbrundage@njtpa.org>; Chamberlain, Eve <echamberlain@njtpa.org>; Ludwig, Ann <aludwig@njtpa.org>; 'Deval Desai' (<deval.desai@dot.nj.gov>)' <deval.desai@dot.nj.gov>; Kao, Ming <Ming.Kao@co.monmouth.nj.us>; inkyung.inglehart@co.monmouth.nj.us; Passeggio, Fred <Fred.Passeggio@co.monmouth.nj.us>; Roda, Andres <Andres.Roda@co.monmouth.nj.us>; Miller, Rosanne <Rosanne.miller@co.monmouth.nj.us>

Subject: LCD Study - CR 52 (S. Laurel Ave @ Railroad Bridge) Holmdel/Middletown, Monmouth County

Good afternoon Mary,

The County solicited proposals for the reference project from qualified engineering firms. NJTPA and County reviewed and scored all received proposals. At a NJTPA/County consultant selection meeting, it was mutually agreed that Greenman Pedersen, Inc. (GPI) of Lebanon, NJ submitted the highest scoring technical proposal. The County then negotiated and arrived at a mutually agreeable scope and cost proposal with GPI. The original scope & cost proposal, dated August 6, 2019, was revised as documented in the attached February 10, 2020 Letter; with a revised cost in the amount of \$799,955.23. At this time, the CD phase is ready for authorization.

As always, thank you for your support and guidance on this important public safety project.

Respectfully submitted,

Joseph M. Ettore, P.E.

County Engineer

County of Monmouth

Hall of Records Annex

1 East Main Street

Freehold, New Jersey 07728

732-431-7760 (Office)

732-567-4261 (Cell)

Joseph.ettore@co.monmouth.nj.us

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Attachment F.3.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDS TO THE RUMSON ROAD OVER
THE SHREWSBURY RIVER (CR 520) PROJECT**

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 federal funds are deleted from a project or when the construction phase of work is moved out of the constrained years of the TIP and a new air quality conformity determination is not required, this constitutes a minor amendment; and

WHEREAS, the North Jersey Transportation Planning Authority on behalf of the County of Monmouth is requesting the addition of federal Surface Transportation Block Grant Program (STBGP) funds (NY/NWK sub-allocation) to the Rumson Road over the Shrewsbury River (CR 520) project (DB# NS9706) in Monmouth County; and

WHEREAS, the required funds are available from the NJTPA Future Projects line item (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 Federal Funds to the Rumson Road over the Shrewsbury River (CR 520) Project

Action: In order to advance the following project, the North Jersey Transportation Planning Authority on behalf of the County of Monmouth 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 for the addition of federal funds on a project in Monmouth County. It is exempt from an air quality conformity determination and does not impact the current conformity determination. An Initial Financial Plan for this project will be advanced upon Federal Highway Administration request.

Minor Amendment:

- **Rumson Road over the Shrewsbury River (CR 520), *Monmouth County* DB# NS9706**
Revised cost estimates have shown the need for increased Construction funding. This request is for the addition of Surface Transportation Block Grant Program (STBGP) funds in the amount of \$10.9 million in Federal Fiscal Year (FFY) 2020 and an additional \$20.1 million in FFY 2021. STBGP funds are available for this purpose from the NJTPA Future Projects line item (DB# N063). These funds are STBGP- NY/NWK sub-allocation.
- **NJTPA Future Projects, DB# N063**
This program line item has available funds to meet the need outlined above. (STBGP: Remove \$10.9 million in FFY 2020 and \$20.1 million in FFY 2021) These funds are STBGP- NY/NWK sub-allocation.

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: CR 520

Mileposts: 22.31

DBNUM: NS9706

Name: Rumson Road over the Shrewsbury River, CR 520

Bridge S-32 carries CR 520, Rumson Road, across the Shrewsbury River between the Boroughs of Rumson and Sea Bright. This bridge serves as one of two evacuation and emergency routes in times of tidal flooding and coastal storms. The existing structure is in poor condition, with deterioration of major bridge components. Monmouth County is proposing a movable structure to replace the current structure.

Counties: Monmouth

Municipalities: Rumson Boro Sea Bright Boro

Project Type: Bridge Preservation

RCIS Category: Bridges

Sponsor: Monmouth County

Est. Total Project Cost: (Million) \$83.787

TIP:

CURRENT

FY 2020 - 2023 TIP Cost: (Million) \$73.000

Unconstrained
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	CON	STBGP-NY/NWK	\$36.000	\$37.000			
			\$36.000	\$37.000			

PENDING

FY 2020 - 2023 TIP Cost: (Million) \$104.000

Unconstrained
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	CON	STBGP-NY/NWK	\$46.900	\$57.100			
			\$46.900	\$57.100			

DATE SUBMITTED: 3/30/2020

PENDING ACTION

NJTPA

Transportation Improvement Program Fiscal Years 2020 - 2023

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

Project Type: Local Aid

RCIS Category: Other

Sponsor: NJTPA

Est. Total Project Cost: (Million)

TIP:

CURRENT

FY 2020 - 2023 TIP Cost: (Million) \$193.861

Unconstrained
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	ERC	STBGP-NY/NWK	\$10.975	\$38.366	\$88.610	\$55.910	\$550.193
			\$10.975	\$38.366	\$88.610	\$55.910	\$550.193

PENDING

FY 2020 - 2023 TIP Cost: (Million) \$162.861

Unconstrained
Information Year

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	ERC	STBGP-NY/NWK	\$.075	\$18.266	\$88.610	\$55.910	\$550.193
			\$.075	\$18.266	\$88.610	\$55.910	\$550.193

DATE SUBMITTED: 3/30/2020

The Board of Chosen Freeholders of the County of Monmouth

DEPARTMENT OF PUBLIC WORKS & ENGINEERING

JOHN W. TOBIA

Director

Email: jwtobia@co.monmouth.nj.us



JOSEPH M. ETTORE

County Engineer

Email: engineer@co.monmouth.nj.us

DIVISION OF ENGINEERING & TRAFFIC SAFETY

Hall of Records Annex
Freehold, New Jersey 07728
Telephone: (732) 431-7760
Fax: (732) 431-7765

March 20, 2020

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

RE: Request for Additional Funding for the Replacement of Monmouth County Bridge S-32
on County Route 520 (Rumson Road) over the Shrewsbury River
DBNUM: NS9706

Dear Ms. Ameen:

Monmouth County and North Jersey Transportation Planning Authority (NJTPA), in cooperation with New Jersey Department of Transportation (NJDOT) and Federal Highway Administration (FHWA) have been steadily working together towards the much needed replacement of Bridge S-32. As we approach the completion of the final design phase, a more detailed construction phase estimates have been prepared identifying a funding shortfall of \$ 31.6 Million.

Recent detailed cost estimates for the construction phase, comprising of three (3) distinct contracts, is at \$ 104.6 Million as shown below with detailed estimates attached:

Construction:	\$ 97.3 Million
Construction Inspection & Administration:	\$ 4.2 Million
<u>Construction Support:</u>	<u>\$ 3.1 Million</u>
Total Construction Phase:	\$ 104.6 Million

Monmouth County respectfully requests funding in the amount of \$ 31.6 Million which when combined with the current TIP amount of \$73 Million will allow the County to advance the Construction phase of the Bridge S-32 project as fully federally funded project.

Thank you for your continued support of this critical transportation project and please do not hesitate to contact me with any questions.

Very truly yours,



Joseph M. Ettore, P.E.
County Engineer

enclosures

C: Sascha Frimpong, Director, NJTPA
Sarbjit Kahlon, NJTPA
Thomas A. Arnone, Freeholder Director
Teri O'Connor, County Administrator
John Tobia, Director of Public Works & Engineering
Ming Kao, Assistant County Engineer
Inkyung Englehart, Chief Engineer
Fred Passeggio, Chief Engineer
Andres Roda, Principal Engineer

Attachment F.4.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2020 – 2023
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD THE RIVERBANK PARK BIKE TRAIL PROJECT AS
REQUESTED BY THE TOWN OF KEARNY**

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 the addition of a project that is not listed in the current TIP and that does not require a new air quality conformity determination, constitutes a minor amendment; and

WHEREAS, the Town of Kearny is requesting that the Riverbank Park Bike Trail project (DB# 08440) be added to the TIP; and

WHEREAS, fiscal constraint is maintained because State-NJTPA funds have been made available for this project; 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 Riverbank Park Bike Trail Project in the Town of Kearny

Action: In order to advance the following project, the North Jersey Transportation Planning Authority on behalf of the Town of Kearny has requested amending the FY 2020 – 2023 TIP to program state funds.

Background: According to the *TIP Memorandum of Understanding* when a project is added to the current TIP, action is required by the NJTPA Project Prioritization Committee and the NJTPA Board of Trustees. This amendment is for the addition of \$1.82 million in Federal Fiscal Year (FFY) 2020. These State funds were made available specifically for this project by an agreement between NJDOT and the NJTPA. The Town of Kearny has stated that the project is ready to advance into the TIP for the construction phase of work.

Minor Amendment:

- **Riverbank Park Bike Trail, *Hudson County* DB# 08440**
This project has advanced through Design and is ready for the Construction phase of work. Funds have been made available by the NJTPA through a funding agreement with the State of New Jersey. (State/NJTPA funds \$1.82 million in FFY 2020)

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:** 08440

Name: Riverbank Park Bike Trail

The purpose of the project is to improve the area of the Riverbank Park trail along Passaic Avenue from Bergen Avenue to the Belleville Turnpike.

Counties: Hudson

Municipalities: Kearny Town

Project Type:

RCIS Category: Bike/Ped

Sponsor: Kearny Town

Est. Total Project Cost: (Million)

TIP:

PENDING

FY 2020 - 2023 TIP Cost: (Million) \$1.820

**Unconstrained
Information Year**

MPO	PHASE	SOURCE	2020	2021	2022	2023	2024-2029
NJTPA	CON	STATE-NJTPA	\$1.820				
			\$1.820				

DATE SUBMITTED: 4/2/2020



TOWN OF KEARNY

HUDSON COUNTY, NEW JERSEY

402 Kearny Avenue
Kearny, New Jersey 07032

Alberto G. Santos
Mayor

Tel (201) 955-7979
Fax: (201) 998-6069

March 31, 2020

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

Re: Kearny Riverbank Park Bike Trail Project

Dear Ms. Ameen:

The Town of Kearny is hereby formally requesting funding in the amount of \$1,820,000.00 for the construction of the Kearny Riverbank Bike Trail Project. With the recent completion of the design phase, the Town is committed to providing our community with this much needed bike/pedestrian trail.

I realize that the design phase took longer than expected, however, the construction of the project will begin as soon as the designs are approved and the funding is obligated by the NJTPA. Technical details and status provided below should serve as key indicators that the Town is serious about this project and expects to see this project come to completion in 2020. We will use our best efforts to complete the project in 2020.

The current status of the project is that plans and specifications prepared by Mott MacDonald have been completed and submitted to NJDOT Local Aid – District 2 Office for review. With respect to permitting, the NJDEP permitting process has been completed with the issuance of the approved NJDEP Coastal Zone General Permit 13 (Permit Number 0907-10-0001.2; CZM 150001). NJDEP also provided determination that a Tidelands Lease Agreement will not be required for the project. The project has also been reviewed by Hudson County and easement agreements have been formally executed between the Town of Kearny and Hudson County for the project work located within the County's Right-of-Way.

As the project proceeds through NJDOT Local Aid Review, Public Bidding and Construction, the Town of Kearny will provide monthly project status reports to the NJTPA and NJDOT and an updated project schedule for bidding and construction of the proposed work.

The Town of Kearny is dedicated to providing high quality recreation opportunities for our residents and highly motivated to see this project completed in 2020. Please feel free to contact me or Town Administrator Stephen D. Marks at (201) 246-1418 if you have any questions.

Very Truly Yours,

A handwritten signature in black ink, appearing to read 'AS', with a stylized flourish at the end.

Alberto G. Santos, Mayor