

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.

JOINT MEETING:

PROJECT PRIORITIZATION COMMITTEE

County Executive Dennis McNerney, Chairman
Freeholder Gene Feyl, Vice Chairman

PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE

Freeholder John DiMaio, Chairman
County Executive Thomas DeGise, Vice Chairman

Minutes
July 14, 2008

I. Roll Call of Members

Freeholder Gene Feyl called the meeting to order at 10:00 a.m. Ten voting members of the Project Prioritization Committee (PPC) and nine voting members of the Planning and Economic Development Committee (PEDC) were present.

II. Approval of Minutes

A motion to approve the minutes of the April 21st PPC meeting was made by Ocean County, seconded by Bergen County, and carried unanimously.

A motion to approve the minutes (amended to reflect a correction on the attendance page) of the April 21st PEDC meeting was made by Hudson County, seconded by Jersey City and carried unanimously.

III. Action Items – Project Prioritization Committee

1. Approval of the FY 2009 Self-Certification

Martin Hofler, Central Staff, explained that through self-certification the NJTPA annually confirms it has followed all relevant federal regulations as part of the metropolitan transportation planning process including producing the Transportation Improvement Program (TIP). He said some of the regulations include:

- Public involvement activities;
- Compliance with SAFETEA-LU requirements;
- Operation within fiscal constraint;
- Compliance with Title VI of the Civil Rights Act of 1964; and
- Compliance with all regulations pertaining to the Americans with Disabilities Act of 1990.

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

2. Approval of the FY 2009 – 2012 Transportation Improvement Program (TIP) and the Accompanying SIP/TIP Conformity Determination

Mr. Hofler reported that the development of the FY 2009 – FY 2012 TIP is a cooperative effort of the NJTPA, NJDOT, NJ Transit and the subregions. Ann Ludwig, Central Staff, explained that the TIP development process takes almost one year from receipt of the Capital Construction Program from NJDOT in September and involves negotiation of the project pool and the prioritization and scoring of projects. She noted that the TIP schedule was extended this year because of issues surrounding the state's shift to a 10-year program and inclusion of the "Tier Two" list of unfunded projects. Ms. Ludwig highlighted some of the changes made to the draft TIP since its initial distribution to the Committee members and presentation for public comment. A detailed addendum listing the changes had been included in the agenda package for the meeting. Ms. Ludwig also distributed a one-page supplement to the addendum describing four minor technical changes.

Kamal Saleh, Union County, inquired about delay in the construction phase of work for two projects:

- Route 22 Sustainable Corridor Short-Term Improvements (Somerset County)
- Route 46 Broad Street Bridge Replacement and Operational Improvements (Passaic County)

Tom Wospil, NJDOT, replied that even though the Route 22 project had "slipped a few months" (construction phase of work reprogrammed from FY 2010 to FY 2011), the schedule was not "cast in concrete," and the project manager had indicated hope that the schedule can be improved.

Bob Bzik, Somerset County, described the serious safety issues that the project would address, and he expressed frustration with the state's inability to advance long-standing projects. He said that Somerset County is taking steps to consider taking over management of the Route 22 project, which is funded with earmark dollars and thus not affected by the program's need for overall fiscal constraint. Mr. Hofler suggested a meeting between the county, NJDOT and the NJTPA to resolve the issue before the July 28th Board meeting. Mr. Bzik said that, unless NJDOT is willing to amend the TIP and reschedule the project back to FY 2010, the county would have no recourse but to ask for NJTPA cooperation in transferring the project's management to Somerset County. After considerable discussion, it was agreed that the Route 22 project construction phase of work would be rescheduled to FY 2010 in the TIP, and a meeting to discuss the project would be arranged.

Concerning the Route 46 Broad Street Bridge project (construction phase of work reprogrammed from FY 2009 to FY 2010), Mr. Wospil said it was his understanding and belief that the project can be delivered by the end of FY 2009/beginning of FY 2010. He said that to alleviate concern he could offer to make it a state funded project so that funding will still appear in FY 2010 but be available in July FY 2009 versus October FY 2009. He said that there should not be too much concern about a schedule because the funding is secured and the schedule is a "snapshot in time" that can be improved upon. Mr. Wospil also stressed NJDOT's efforts to try to match an overloaded construction schedule with construction ready-projects.

The discussion turned to the Air Quality Conformity Determination that is federally required to accompany the TIP. Keith Miller, Central Staff, noted that the region does not meet federally

required air quality standards, which means the NJTPA must show that its transportation plans and programs serve to improve air quality and conform to the State Implementation Plan (SIP) that the New Jersey Department of Environmental Protection prepares and submits to the US Environmental Protection Agency (USEPA). Mr. Miller indicated that the conformity analysis demonstrates that the NJTPA TIP and long-range plan pass the required tests for each appropriate pollutant. He noted that: there are draft emissions budgets in the SIP that were not yet approved by USEPA, but he had received word that the agency was about act on them. Mr. Miller said that the budgets would become effective in time for approval by the Board on July 28th.

David Behrend, Central Staff, reported that the 30-day public comment period for the draft TIP took place from May 27 to June 25. He that said that the document was distributed to stakeholders, posted on the NJTPA website, sent to regional libraries, and made available at the NJTPA offices. Mr. Behrend said also that a public meeting was held on June 12. He reported that the majority of the 18 comments received concerned the Route 3 Valley Road and Notch/Rifle Camp Road Interchange project in Passaic County. Mr. Behrend reported that other comments concerned clarification of project information and opposition to the Openaki Road Bridge Replacement project in Morris County. He said that other agencies provided comments that led to minor adjustments to project descriptions.

Tom Drabic, Sussex County expressed concern that the Route 206 improvement project in Byram Township was not included in the 10-year capital plan or the current draft TIP. He noted that the project was scheduled for construction in FY 2009 in the previous TIP.

Mr. Bzik said that Somerset County is concerned about the omission of another Route 206 improvement project from the program. Noting that the county submitted several questions about the project to the NJTPA and NJDOT, Mr. Bzik said the project is a long-standing safety priority on the only north-south corridor in the county. He said further delay would cause already-obtained environmental documents to expire and expose the project to the risk of having to pay back federal funding under the Federal Highway Administration's "10-year rule." He noted that the project has been relegated to the Tier Two list of unfunded projects, and he said that the state's inability to advance the project not only risks funding, but people's lives. Mr. Bzik also pointed out that long-standing projects are being deferred while new ones are moved ahead. He urged reevaluation of the TIP.

Mr. Wospil said that the problem is statewide and inclusion on the Tier Two list does not mean a project is terminated. He said he is cautiously optimistic that the Route 206 project can be funded in FY 2010. He said it is at the top of the NJDOT list and is being worked on. NJTPA Chairman, Susan Zellman also expressed frustration about the advancement of new projects and deferment of long-standing ones as well as the lack of information as to the cause of the delay.

Freeholder Feyl asked if Central Staff could work with NJDOT to secure a response to Somerset County's request for information about the status of the Route 206 project. Mr. Wospil said that NJDOT already sent a response to Somerset County's questions to the NJTPA that addressed all questions but one, a funding issue that is still outstanding.

A motion to approve the resolution—with the agreed upon amendment to the draft TIP to reschedule the construction phase of the Route 22 Sustainable Corridor Short-Term Improvements project to FY 2010—was made by Ocean County, seconded by Bergen County and carried unanimously.

3. Approval of a Recommended Increase in Future Local Aid for County and Municipal Road and Bridge Improvements

Cliff Sobel, Central Staff, reported that the Local Aid Program, which is administered by NJDOT, consists of \$175 million, which is evenly split between the region's counties and municipalities. He said that the currently proposed allocation for Local Aid is \$200 million per year, and the resolution recommends an increase to \$300 million. Mr. Sobel said that the need for the proposed increase was well-documented in a report commissioned by the New Jersey Association of Counties (NJAC). The report was distributed to the committee members in their agenda package for the meeting. Mr. Sobel said that the report indicates that more than \$800 million is needed annually for road resurfacing, road reconstruction, bridge replacement and bridge rehabilitation. He said that the proposed increase would need to be part of the next reauthorization of the state Transportation Trust Fund, which the Legislature may consider this summer. Mr. Sobel reported that NJAC and the New Jersey State Association of County Engineers recently approved resolutions in support of proposed increases in Local Aid funding, and he noted that the NJTPA Board approved a similar resolution last May.

Joseph Ettore, President of the New Jersey State Association of County Engineers (NJSACE) and Monmouth County engineer, commended the NJAC report and noted that the rate of increase at the local aid level has been "woefully below" that of NJDOT and NJ Transit. He said that the counties and municipalities are falling behind, and that it is evident in the region's infrastructure, especially functionally obsolete bridges. Freeholder Peter Palmer, Somerset County, announced that NJAC will meet with Commissioner Kolluri to discuss the issue.

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

4. Approval of FY 2009 Local Safety Program Projects and High Risk Rural Road Program Projects

Josh Schneider, Central Staff, reported that the NJTPA received 14 Local Safety Program applications from eight subregions, including four from municipalities. He said that seven High Risk Rural Roads applications were submitted by four subregions, including one municipality. Mr. Schneider said that a Technical Review Committee (TRC) consisting of planners and engineers from Central Staff and NJDOT reviewed the applications and recommended five Local Safety Program projects totaling \$1,992,227 and five High Risk Rural Roads program projects totaling \$967,642. Mr. Schneider said that the TRC recommended two additional projects for implementation should more funding become available during the course of the year. In response to a question from George Ververides, Middlesex County, Mr. Schneider reported that the applicants for projects that were not selected were notified by letter.

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

5. Approval of Revisions to the FY 2008 TIP/STIP for Six Congressionally Earmarked Projects

Mr. Hofler explained that Appendix M of the FY 2008 TIP lists congressionally earmarked projects that are specified in SAFETEA-LU. He said that the Federal Highway Administration

requires that earmarked projects with sufficient information for advancement be integrated into the body of the TIP. Mr. Hofler said that staff gathered sufficient information from the sponsors of six of the earmarked projects in Appendix M, and Board approval is necessary to revise the TIP to include them. Mr. Hofler noted that fiscal constraint is maintained because the projects come with their own funding authority, and therefore no other projects in the TIP and STIP will be affected. He also said that inclusion of these six projects does not affect the region's air quality conformity determination because they are classified as exempt.

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

IV. Action Items – Planning and Economic Development Committee

6. Approval of FY 2008 Local CMAQ Initiatives Funding for NJ Transit's Locomotive Idle Reduction Program

Keith Miller, Central Staff, reminded the Committee of the 2007 Transportation Clean Air Measures (TCAM) study conducted by the NJTPA. He said the purpose of the study was to identify and fund measures that would help reduce emissions throughout the region.

Mr. Miller explained that the federal Congestion Mitigation and Air Quality program (CMAQ) is one of the major sources of funding for projects with air quality benefits. He said that funding for the Local CMAQ Initiatives Program has been used primarily to support the establishment and operation of local shuttle services. However, federal restrictions on the use of CMAQ funding specify that financial support of the shuttles' operations can only continue for three years. Mr. Miller said that, as a result, there are residual CMAQ funds available for other applications. He reported that one beneficial TCAM identified in the study would reduce idling by NJ Transit diesel locomotives. He said that approval of the resolution would fund, in part, NJ Transit's plan to equip diesel locomotives with engine start/stop units that will enable them to shut down when not in use or in need of heating and cooling adjustments.

A wide-ranging general discussion ensued. Freeholder Matthew Holt, Hunterdon County, inquired about how the program would affect diesel locomotives that sometimes idle in the High Bridge station. Richard Roberts, NJ Transit, said the new technology will not be used on all locomotives that serve High Bridge. Freeholder Holt stated for the record that there is an issue with diesel engine idling in High Bridge, and he requested that NJ Transit determine how the problem might be solved. Mr. Roberts said that there will still be some idling in the early morning hours because of the trains' schedules.

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

7. Approval to Amend the FY 2009 Unified Planning Work Program to Reprogram Subregional Training Funds and to Add Funds to Review and Assess Central Staff Positions and Salary Structure

Tracy Lockhart, Central Staff, reported that two changes to the FY 2009 UPWP budget require Board approval. The first concerns ARC GIS training that was budgeted for in FY 2008 but could not be completed because of end-of-year scheduling conflicts. She said that approval of the

resolution would allow \$45,000 to be carried forward from FY 2008 to FY 2009 to fund the training in the fall.

Ms. Lockhart reported also that, at the request of NJIT and the Executive Committee, the NJTPA will engage a consultant to evaluate Central Staff positions and salary structure. She said that approval of the resolution would add \$75,000 (from prior year closeout funds) to the FY 2009 budget to fund the effort. Chairman Zellman noted that the Executive Committee members are looking forward to this study of equity issues, which they agreed last year is much needed.

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

V. Information Items

1. Quiet Zones

With the support of representatives from NJDOT, Ted Matthews, Central Staff, briefed the committees on quiet zone regulations for the use of locomotive horns at railroad grade crossings. He gave a brief overview of the procedural requirements for obtaining quiet zone designation and touched upon funding, safety and liability concerns. A wide-ranging general discussion ensued. It was generally agreed that the NJTPA should further examine the issues surrounding implementing and funding quiet zones in the region. It was agreed that the Freight Initiatives Committee would take the lead on this issue.

2. Proposed Series of Modifications to the FY 2008 – 2011 TIP for Future PPC Consideration

Mr. Hofler reported that NJDOT submitted a series of TIP modifications after the deadline for submitting action items for the meeting. He asked that the committee members review the Summary of Action he distributed in preparation for a fax ballot in August, should the standing committee meetings be cancelled. Eve Chamberlain gave a brief overview of the modifications. She said that two projects are moving ahead of schedule and need of a total of \$11 million in additional funding. They are:

- Route 22, Weequahic Park Drainage Improvements (Union and Essex counties)
Need: \$5 million
- Route 80 Westbound, West of Route 23 Interchange to East of Squirrelwood Road, Resurfacing (Passaic County)
Need: \$6 million

Ms. Chamberlain said that NJDOT proposes to fund the projects with \$6 million from the Route 280, Laurel Avenue to 6th Street, Pavement Rehabilitation project in Essex County (the construction award was lower than the amount programmed in FY 2008) and \$5 million from the TIP's Fiscal Constraint Bank.

VI. Adjournment

At 12:00 p.m. a motion to adjourn was made by Middlesex County, seconded by Jersey City, and approved unanimously.

Joint Meeting Attendance

PROJECT PRIORITIZATION COMMITTEE (PPC) PLANNING & ECONOMIC DEVELOPMENT COMMITTEE (PEDC)

July 14, 2008

PPC Voting Members	
Freeholder Gene Feyl (Vice Chairman)	Morris County
Freeholder Susan Zellman	Sussex County
Freeholder Matthew Holt	Hunterdon County
Farouk Ahmad	Bergen County
David Antonio	Essex County
George Ververides	Middlesex County
Joseph Ettore	Monmouth County
Richard Lane	Ocean County
Thomas Wospil	NJDOT
Richard Roberts	NJ Transit
PEDC Voting Members	
Freeholder Susan Zellman	Sussex County
Freeholder Peter Palmer	Somerset County
Freeholder Pasquale Lepore	Passaic County
Councilman Michael Sottolano	Jersey City
John Lane	Hudson County
Fernando Rubio	Newark
Thomas Wospil	NJDOT
Richard Roberts	NJ Transit
Lou Venech	PANYNJ
Others	
Margaret Quinn	DMJM Harris
Deena Cybulski	Morris County
Chris Stokes	Stokes Advertising
Jim Hess	DMJM Harris
Doug Greenfeld	Jersey City
Todd Hirt	NJDOT
Rae Hutton	NJ Transit
Rich Wisneski	NJ Transit
Steve Hendrick	SEM Materials, L.P.
Greco Spiritosanto	NJDOT
Charlie Filipowicz	NJDOT
K. Stalcop-Finch	NJDOT
Naomi Hsu	Jersey City
Frank Marsella	PANYNJ
Bob Bzik	Somerset County
Walt Lane	Somerset County
Tony Gambilonghi	Middlesex County
Donna Orbach	Bergen County
Kamal Saleh	Union County

Tom Drabic	Sussex County
Thomas F. Clark	NJ Transit
Mark Ives	NJ Transit
Ken Bogen	Hunterdon County
Mary K. Murphy	Central Staff
Karen Shannon	Central Staff
Cliff Sobel	Central Staff
Lois Goldman	Central Staff
Mary Ameen	Central Staff
Mark Solof	Central Staff
David Behrend	Central Staff
Ann Ludwig	Central Staff
Hamilton Meghdir	Central Staff
Tracy Lockhart	Central Staff
Martin Hofler	Central Staff
Josh Schneider	Central Staff
Jeffery Vernick	Central Staff
Megan Kelly	Central Staff
Zhen Liu	Central Staff
Igor Sorin	Central Staff
Ted Matthews	Central Staff
David Colón	Central Staff
Eve Chamberlain	Central Staff
Keith Miller	Central Staff
Beverly Morris	Central Staff