

MEETING MINUTES
Morris County Board of Transportation Meeting
 Tuesday, January 22, 2019
 30 Schuyler Place, 2nd Floor Conference Room
 Morristown, New Jersey

In Attendance:

Board Members	Additional Attendees	Staff
Joe Wells, Chairperson	Jack Holland, FRAC	Christopher Vitz
Milverne E. Cooke	Brian Kincaid, FRAC	Gerald Rohsler
Wallace W. Peer (Alternate #2)	Scott Harris, FRAC	John Hayes
Leonard Resto (Alternate #1)	Lance Tkacs, FRAC	Dede Murray
Jigar Shah		Benjamin Peacock

I. Call to Order: Chairperson Joe Wells called the meeting to order at 2:01 pm.

II. Roll Call: Dede Murray read the roll call. Five voting members were present during roll call.

III. Welcome and Introductions: Chairperson Wells welcomed all attendees and everyone introduced himself or herself.

IV. Approval of Minutes from October 23, 2018 Meeting: John Hayes reported that Leonard Resto and Manuela Schuster submitted edits for the October 23, 2018 meeting minutes prior to this meeting; edits were completed. Approval of the minutes was moved by Melverne E. Cooke, seconded by Mr. Resto, and unanimously approved.

V. Report from Election Committee Chairperson & Election of Officers: Ms. Cooke announced the following nominees for the 2019 Officers of the Board of Transportation: Joe Wells for Chairperson, Frank T. Reilly for Vice Chairperson, and Manuela Schuster for Secretary. Election of the Officers was moved by Mr. Resto, seconded by Jigar Shah, and unanimously adopted.

VI. Staff Reports:

A. Freight Activities: Gerald Rohsler reported that the preconstruction meeting for the Dover & Rockaway Railroad / US 46 crossing improvement project was held on January 22, and the County received the final design for the run around track on the Chester Branch. Mr. Rohsler announced that the State awarded the County a grant of \$1.9 million, with a 10% match to rehabilitate the County-owned High Bridge Branch railroad.

Mr. Rohsler also announced that Joseph Russo left the County for another opportunity, and introduced the Division of Engineering & Transportation's new transportation planner, Dede Murray.

Scott Harris summarized the current status of the Dover and Rockaway River Railroad Company's (DRRV) activities in Morris County. The DRRV, a subsidiary of the Chesapeake and Delaware, LLC, was formed to serve customers along the three Morris County-owned rail lines. He stated that the company has been happy to work with Morris County and looks forward to working with new staff. Mr. Harris reported that business is going well and continuing to improve since the DRRV began operating on the County's railroads in 2017. He discussed the 263k lb. railcar weight and Plate C sized railcar limitations, and the need to continue to push for infrastructure improvements to allow for 286k lb. and Plate F railcars. The DRRV lost business to two lumber customers along the County-owned railroads, of approximately 200 million lbs. annually, because Norfolk Southern can no longer obtain Plate C lumber cars from the manufacturers.

Mr. Rohsler asked Mr. Harris if the two companies would increase their shipments with the railroad if infrastructure changes are made to allow for Plate F railcars to reach County-owned rail lines. Mr. Harris said they would, and he said that allowing for 286k lb. railcars between Dover and Hackettstown, enabling access to the County-owned railroads, would be greatly beneficial for businesses. Mr. Harris explained that there are several bridges with 263k lb. weight limitations, including Shippenport Road Bridge, that need to be examined and addressed to allow standard 286k lb. railcars to reach the County-owned railroads.

Brian Kincaid asked if the Federal government shutdown affected the DRRV's ability to start running on the rail lines, and about the status of the "hole in the wall" (Philipsburg Bridge). Mr. Harris responded that the railroad is waiting on approval from the Federal government to run on Norfolk Southern's Washington Secondary, and from NJ Transit to run on NJ Transit's rail. Mr. Harris also indicated that the DRRV believes they can address the clearance problem at the Philipsburg Bridge within 90 days after starting to operate on the Washington Secondary.

- B. NYS&W Update:** The NYS&W Bicycle and Pedestrian Path will be a 4.8-mile shared-use facility starting at River Drive in Pequannock and ending at Mountain View Boulevard, a short distance from the Mountain View Train Station in Wayne. Mr. Rohsler reported that the County reviewed the 90% final design plans and submitted comments back to the design consultant for edits on a few outstanding issues.

Chairperson Wells asked if there are any problems meeting NJDOT's crossing order deadline. Mr. Rohsler responded that NJDOT's order, authorizing the trail crossing improvements over Norfolk Southern rail, will expire in 2020, and the County expects to be able to meet that deadline.

- C. Capital Budget:** Christopher Vitz summarized the proposed Public Works' 2019 Capital Budget request under consideration by the Morris County Freeholders' Capital Budget Committee. The County anticipates paving 25 to 30 miles of road

again in 2019. There will be an anticipated \$11.7 million coming from grants; \$7.9 million of that total are for road paving projects and \$3.4 million for bridge projects. The amount of County funding commitment will be determined.

Chairperson Wells asked about traffic signal coordination and the proportion of new versus old traffic signals. Mr. Resto asked about pedestrian push button installation. Mr. Vitz described the county's policy on traffic signal installation, maintenance, and ownership. The County typically pays for the entire cost for the design of the signalized intersection on County roads. However, there is a cost sharing formula for determining the percentage the municipality must pay for the traffic signal installation, and the municipality is required to assume ownership and maintenance of the signal. Signalized intersections are coordinated when possible. Roughly 80% of the signals on County roads would be considered "old;" the cost of installation deters replacement of functioning signals. Mr. Vitz briefly described how pedestrian push buttons function, and estimated that about 90% of signalized intersections on County routes have push buttons.

Ms. Cooke asked about the status of improvements at the NJ 24 interchange at Columbia Turnpike. Mr. Vitz responded that NJDOT had developed four alternative concept design for improvements, and the County selected its preferred concept. The cost estimate for the County's preferred alternative is \$20 million, with design estimated to cost \$2 million. NJDOT has not yet committed to the project, and the County hopes to discuss the project's potential with NJDOT's Commissioner this year.

VII. Circulation Element of the Morris County Master Plan: Mr. Hayes stated the County is seeking quotes for estimates to print the Circulation Element and will apply for a grant from NJTPA to fund the printing. The Morris County Planning Board adopted the Circulation Element on October 18, 2018.

VIII. Old Business: None.

IX. New Business: The following dates for quarterly joint Board of Transportation/Freight Rail Advisory Committee meetings were approved for the upcoming year:

April 23, 2019
July 16, 2019
October 22, 2019
January 21, 2020

X. Adjournment: Adjournment of the meeting was moved by Ms. Cooke, seconded by Mr. Resto, and the meeting was adjourned at 2:34 p.m.

The Next Regular Meeting: Tuesday, April 23, 2019 at 2:00 pm at 30 Schuyler Place, 2nd floor conference room, Morristown, NJ.

Minutes prepared by John Hayes, Division of Engineering & Transportation