CORRESPONDENCE PACKET
Dear Legislators, County Executives, Freeholder Directors, and Mayors,

NJ TRANSIT values your partnership and wants to make sure that you, the elected officials throughout our state, are kept informed of the latest developments concerning the installation of Positive Train Control (PTC) on our rail system and the temporary service adjustments that will be necessary to accommodate this important safety upgrade.

In order to accelerate the installation of Positive Train Control (PTC) equipment on locomotives, cab control cars, and railroad rights-of-way, NJ TRANSIT will implement a final set of schedule adjustments, to go into effect on Sunday, October 14th, 2018, and will last until this phase of PTC implementation is completed, in January 2019.

NJ TRANSIT regrets having to make these temporary schedule adjustments. Unfortunately, they are necessary in order to meet the federally-mandated end-of-year PTC equipment installation deadline. We recognize these schedule adjustments impact our customers’ lives, and, to proactively address the impacts, NJ TRANSIT will offer a 10-percent discount on all NJ TRANSIT rail tickets and passes for travel in November, December and January, while the mandated hardware installation is completed.

The specific details are provided in the attached press release.

NJ TRANSIT will make every effort to minimize our customers’ inconvenience while these safety improvements are completed.

As always, we look forward to updating you regularly, on the status of the PTC installation program and we appreciate your help in ensuring our customers have the information they need to make the travel plans that best work for them.

If you have any questions, concerns or suggestions, please do not hesitate to contact John Del Celle, Senior Director, Legislative Relations, Government and Community Relations at (973) 491-8073, or jdelcolle@njtransit.com, or myself, Paul Wyckoff, Chief, Government and External Affairs, at (973) 491-7855, or pwyckoff@njtransit.com.

Thank you,

Paul
FOR IMMEDIATE RELEASE
September 20, 2018

PROGRESS CONTINUES ON FEDERALLY-MANDATED PTC; SERVICE ADJUSTMENTS REQUIRE EFFECTIVE OCTOBER 14, 2018
10% Rail Discount During Adjustments to Advance Positive Train Control

NEWARK, NJ—Progress continues on the installation of Positive Train Control (PTC) equipment on NJ TRANSIT’s rail fleet to meet federal year-end milestones, requiring NJ TRANSIT to make a final set of rail service adjustments. The temporary discontinuation of some trains and modified times and origin/destination points are necessary to accommodate installation of PTC hardware on additional locomotives and cab control cars.

“Our customers will always be our first priority, and their experience must be safe and consistent. We thoughtfully reviewed all trains that are part of this adjustment and found the most reasonable alternatives,” said NJ TRANSIT Executive Director Kevin Corbett.

To proactively address the potential service adjustment impacts, NJ TRANSIT will offer a 10-percent discount on all NJ TRANSIT Rail tickets and passes for travel in November, December and January while the mandated hardware installation is completed.

Beginning Sunday, October 14th, select trains will be temporarily discontinued or have changes of origin/destination. This will impact customers along the Northeast Corridor, North Jersey Coast Line, Morris & Essex Lines, Montclair-Boonton, and Main and Bergen County Lines. Other trains throughout the system will have schedule and/or station stop adjustments. These schedule adjustments
are temporary, and we anticipate beginning to restore regular service in mid-January 2019.

"As a daily rail commuter myself, I fully understand the impact this has on people's lives," said Executive Director Corbett. "That's why I thought it was so important to offer the 10% discount to our loyal rail customers. I'm pleased to report that we have made substantial progress on PTC, having gone from just 12% complete to more than 66% complete in the last seven months alone. Further adjustments are necessary as we continue to accelerate the installation schedule. Failure to meet the federal requirements by December 31st is not an option."

Please visit njtransit.com/ptc for project updates and a complete list of service adjustments by rail line.

Important Note: Customers are strongly encouraged to view the full rail timetables on njtransit.com for all travel options as schedule adjustments, including departure/arrival times and station stops, will be made throughout the system. Schedules will be available online later this month.

**All train numbers and times noted below are listed as they will appear on October 14. New schedules will be available online by the end of September**

Northeast Corridor (NEC)

INBOUND to Newark/New York (temporarily discontinued)

- **Train 3832**, the 10:42 a.m. arrival at PSNY from Trenton
  - Alternate trains for Rahway-PSNY: Train 3722 departs Jersey Ave. at 9:25 a.m. and makes additional stops at Rahway, Linden and Elizabeth. North Jersey Coast Line Train 3232 departs Long Branch at 9:13 a.m. and makes an additional stop at North Elizabeth at 10:24 a.m.
  - Alternate trains for local travel: Train 3934 departs Trenton at 8:56 a.m. with transfer to Train 3722 at New Brunswick. Train 3834 departs Trenton at 9:52 a.m.

OUTBOUND from Newark/New York (temporarily discontinued)

- **Train 3703**, the 6:04 a.m. departure from PSNY to New Brunswick
  - Alternate train is Train 3815 which departs PSNY at 6:11 a.m. to Trenton (does not stop at Jersey Avenue)
  - For Jersey Avenue service, Train 3701 at 5:41 a.m. from PSNY or Train 3705 at 6:31 a.m.
• Train 3857, the 3:42 p.m. departure from PSNY to Trenton
  o Alternate trains for Newark Airport-Rahway: Train 3509 departs PSNY at 3:20 p.m. Train 3595 will depart PSNY at 3:57 p.m.
  o Alternate trains for Metropark-Trenton: Train 3855 departs PSNY at 3:30 p.m. Later option for Metropark-Jersey Ave is Train 3721 which departs PSNY at 4:07 p.m.
  Later option for Princeton Junction, Hamilton and Trenton is Train 3943 which departs PSNY at 4:13 p.m.

• All Princeton Dinky rail service will be replaced by buses on weekdays and weekends.

**North Jersey Coast Line (NJCL)**

**INBOUND to Newark/New York (temporarily discontinued)**

• Train 3500, the 7:00 a.m. arrival at PSNY from South Amboy
  o Alternate for local trips: Train 3208 departs Long Branch at 4:52 a.m. and makes all local stops to Rahway. Transfer to NEC 3702 for local travel.
  o Alternate Rahway-PSNY: Train 3812 departs Trenton at 5:21 a.m. and makes local stops.
  o Alternate South Amboy to PSNY: Train 3310 departs Bay Head at 4:54 a.m. and makes all stops to Avenel, then expresses to Newark Penn Station and continues to PSNY.

**OUTBOUND from Newark/New York (temporarily discontinued)**

• Train 3507, the 7:46 a.m. departure from PSNY to South Amboy
  o Alternate service is Train 3223 which departs PSNY at 7:44 a.m. to Long Branch.

**Morris & Essex Lines (M&E)**

**INBOUND to Hoboken (temporarily discontinued)**

• Train 330, the 6:01 p.m. arrival at Hoboken from Summit
  o Train 432, the 6:19 p.m. arrival in Hoboken from Gladstone, operates 19 minutes earlier on the Gladstone Branch then replaces Train 330's schedule east of Summit.

• Train 332, the 6:57 p.m. arrival at Hoboken from Summit
  o Earlier option Train 6684 departs Summit at 5:52 p.m. with transfer at Newark Broad St. to Train 880 for service to Hoboken.
  o Later option Train 334 departs Summit at 6:46 p.m. to Hoboken.

• Train 436, the 10:38 p.m. arrival at Hoboken from Gladstone
• Earlier option Train 434 departs Peapack at 8:06 p.m.
• Later option Train 438 departs Gladstone at 9:24 p.m.

• **Train 684, the 12:28 a.m. arrival at Hoboken from Dover**
  • West of Summit alternate: Train 682 departs Dover at 10:29 p.m.
  • East of Summit alternate: Train 440 departs Summit at 11:32 p.m. or Train 442 departs Summit at 12:36 a.m.

• **All weekend Gladstone Branch rail service will be replaced by buses.**
  • Gladstone Branch trains will operate on Thanksgiving, Martin Luther King Jr. and President’s Day. Buses will operate on Christmas and New Year’s Day.
  • Trains will operate on a special schedule on Saturday, October 20th for the Far Hills Race Meeting (Steeplechase)

**OUTBOUND from Hoboken** (temporarily discontinued)

• **Train 303, the 5:59 a.m. departure from Hoboken to Summit**
  • Earlier option Train 871 departs Hoboken at 5:38 a.m. to Hackettstown.
  • Later option Train 607 departs Hoboken at 6:18 a.m. to Dover.

• **Train 643, the 4:42 p.m. departure from Hoboken to Dover**
  • Earlier option Train 1079 will depart Hoboken at 4:33 p.m. to Hackettstown with transfer at Newark Broad Street for service to stations between East Orange through Morris Plains.
  • Later option for stations west of Summit Train 645 departs Hoboken at 5:02 p.m. to Dover.
  • Later option for Millburn, Short Hills, and Summit: Train 429 departs Hoboken at 5:06 p.m.

• **Train 467, the 6:07 p.m. departure from Hoboken to Murray Hill**
  • Alternate for Millburn, Short Hills and Murray Hill only: Train 435 departs Hoboken at 6:01 p.m.
  • Earlier option for all other stations Train 337 departs Hoboken at 5:39 p.m. to Summit.
  • Later option for all other stations Train 657 departs Hoboken at 6:36 p.m. to Dover.

• **Train 441, the 7:09 p.m. departure from Hoboken to Gladstone**
  • Earlier option Train 439 departs Hoboken at 6:50 p.m. to Gladstone
  • Later option Train 443 departs Hoboken at 7:44 p.m. to Gladstone with express service between Newark Broad St. and Summit.

**Other M&E Adjustments**
• Train 301, which departs Hoboken at 4:55 a.m. and arrives in Summit at 5:46 a.m., will operate 10 minutes earlier.

• Train 300, which departs Summit at 5:23 a.m. and arrives at Hoboken at 6:11 a.m., will operate 18 minutes earlier.

• Train 432, the 6:19 p.m. arrival in Hoboken from Gladstone operates 19 minutes earlier and replaces Train 330.

• Train 813, the 6:34 p.m. departure from Hoboken to Lake Hopatcong, will terminate at Dover and be renumbered as Train 657 departing Hoboken at 6:36 p.m. As alternates, customers may take Train 1011, the 6:29 p.m. departure from Hoboken to Lake Hopatcong or Train 1085, the 7:22 p.m. departure from Hoboken to Hackettstown.

• Train 341, the 7:03 p.m. departure from Hoboken to Summit, will operate 31 minutes later and depart Hoboken at 7:34 p.m.

Montclair-Boonton Line

OUTBOUND from Hoboken (temporarily discontinued)

• Train 209, the 6:11 a.m. departure from Hoboken to MSU
  ○ No earlier option.
  ○ Later option Train 211 departs Hoboken at 6:42 a.m.

INBOUND to Hoboken (temporarily discontinued)

• Train 1146, the 6:37 a.m. arrival at Hoboken from Suffern
  ○ Alternate trains for Suffern-Ridgewood: Train 1102 departs Suffern at 5:21 a.m. via the Main Line; Train 1104 departs Suffern at 6:07 a.m.
  ○ Alternate train for Glen Rock-Rutherford: Train 1148 departs Suffern via Bergen County Line at 5:46 a.m.

• Train 1218, the 3:05 p.m. arrival in Hoboken from Waldwick
  ○ Train 1118 departs Suffern 48 minutes earlier at 2:00 p.m. to replace Train 1218, making all Main Line stops to Hoboken.
  ○ Train 1172 departs Suffern at 2:12 p.m., making all Bergen County Line stops to Hoboken.

OUTBOUND from Hoboken (temporarily discontinued)

• Train 1105, the 7:00 a.m. departure from Hoboken to Suffern
  ○ Earlier option Train 1103 departs Hoboken at 5:48 a.m.
  ○ Later option Train 1107 departs Hoboken at 7:33 a.m.
• **Train 1155, the 12:39 p.m. departure from Hoboken to Suffern**
  o Alternate train Ridgewood-Suffern: Train 1111 departs Hoboken at 12:39 p.m. via the Main Line to Suffern.
  o Alternate train for Rutherford, Broadway, Radburn and Glen Rock: Train 47 departs Hoboken at 12:42 p.m.

**Other Main Line/Bergen County Line Adjustments**

- **Train 1245**, which departs Hoboken at 6:52 a.m. and arrives at Waldwick at 7:38 a.m., will operate 32 minutes later and be renumbered as Train 1247.
- **Train 1118**, which departs Suffern at 2:48 p.m. and arrives at Hoboken at 3:59 p.m., will operate 48 minutes earlier and replace Train 1218.
- **Train 1158**, which departs Suffern at 8:04 a.m. and arrives at Hoboken at 9:12 a.m., will originate at Waldwick at 8:18 a.m. As alternates, customers from Suffern through Allendale can use Train 1156, the 7:43 a.m. departure from Suffern, Train 1160, the 8:35 a.m. from Suffern or Train 54, which departs Ramsey Rt. 17 Station at 8:23 a.m.
- **Train 1131**, the 10:55 p.m. departure from Hoboken to Suffern, will terminate at Ridgewood. As alternates, customers may take Train 1183, the 11:17 p.m. departure from Hoboken, for service to Ridgewood and points west. For local travel, customers may take Train 1131 from Hoboken at 10:55 p.m. to Ridgewood and transfer to Train 1183.

**Travel Tips**

- Check njtransit.com or news media before starting your trip for **service advisories** or alerts that may affect your trip.
- Download NJ TRANSIT’s Mobile App for easy access to service information and advisories, ticket purchases via MyTix, real-time train departure status through DepartureVision, real-time or scheduled bus arrivals through MyBus, and other features to assist you during your commute.
- Stay connected during your commute through Facebook, Twitter, Instagram and YouTube. Search for rail, bus or light rail-specific Twitter accounts for the best information. While we make every effort to respond to comments posted on our social media channels, we recommend that you contact our Customer Service team directly with critical or time-sensitive issues.
  o Twitter: @NJTRANSIT
  o Facebook: facebook.com/NJTRANSIT
  o YouTube Channel: TheNewJerseyTransit
- If you will be altering your travel pattern during this time, you may want to update your travel alert preferences in your My Transit account. If you do not have a My Transit
account and are a frequent traveler on NJ TRANSIT, sign up to receive alerts at njtransit.com/mytransit.

- Purchase round-trip tickets prior to boarding trains, buses or light rail vehicles to speed up your return trip. Tickets are available at ticket vending machines and ticket agent locations at major terminals and stations, as well as through the MyTix feature on NJ TRANSIT’s Mobile App. For more information on MyTix and to set up an account, visit njtransit.com/mytix.

- You can provide feedback to us regarding your travel experience through our Contact Us feature on njtransit.com and our mobile app or call Customer Service at (973) 275-5555.

- NJ TRANSIT’s website is translatable in multiple languages. To use this feature, click on “Translate this Site” located in the lower right corner of our homepage.

About NJ TRANSIT

NJ TRANSIT is the nation’s largest statewide public transportation system providing more than 944,000 weekday trips on 251 bus routes, three light rail lines, 12 commuter rail lines, and through Access Link paratransit service. It is the third largest transit system in the country with 165 rail stations, 62 light rail stations, and more than 18,000 bus stops linking major points in New Jersey, New York, and Philadelphia.

This document and others are available for translation on njtransit.com.
LOWER ALLOWAYS CREEK TOWNSHIP
RESOLUTION 2018-87
A RESOLUTION EXPRESSING THE TOWNSHIP COMMITTEE’S CONCERN AT
THE CLOSING OF BUCKHORN ROAD BRIDGE AND URGING THE SALEM AND
CUMBERLAND COUNTY FREEHOLDERS TO WORK TOGETHER TO HAVE THE
BRIDGE REPAIRED OR REPLACED

WHEREAS, The Township Committee of the Township of Lower Alloways Creek would
like to express their concern that the Bridge over the Stow Creek on Buckhorn Road has been
closed and may not be considered for repairs or replacement to allow for its reopening to traffic,
and;

WHEREAS, the Township Committee is concerned about the safety of its residents and
maintaining adequate access to them and outlets for them to egress, and;

WHEREAS, while heavy emergency vehicles such as Fire Trucks have not been able to use
the bridge because of weight restrictions, life-saving vehicles such as ambulances and other
public safety vehicles have been able to use this bridge, and;

WHEREAS, in a recent storm this spring where high winds brought down trees and limbs,
the bridge on Buckhorn Road was the only means some residents had to come and go from their
homes, and;

WHEREAS, the Township Committee is also concerned about the extra mileage and time it
will now take to go around this closure. On the Township of Lower Alloways Creek’s side of
Buckhorn Road there are 21 individual homes and 43 persons residing, who will now be required
to circumnavigate an extra 8 miles for a southern route and an extra 10 miles for a northern route
to get back to an equivalent eastern starting point to travel toward Bridgeton and points east, and;

WHEREAS, this would now make the second bridge on our municipal border in and out of
Lower Alloways Creek Township which has been closed to traffic and is in need of repairs or
replacement and although is not part of the official evacuation routes, both are certainly viable
alternatives for many residents.

NOW THEREFORE BE IT RESOLVED by the Township Committee of the Township of
Lower Alloways Creek that it does strongly urge the Salem and Cumberland County
Freeholders, who jointly have responsibility for this bridge on their shared border, to work
together to repair or replace as needed, the Buckhorn Road Bridge for use by public vehicles
with the utmost urgency.

ATTEST:  LOWER ALLOWAYS CREEK TOWNSHIP

Ronald L. Campbell Sr.   Clerk

Mayor, Ellen B. Pompper

ADOPTED:  September 18, 2018
SALEM COUNTY IMPROVEMENT AUTHORITY
SOLID WASTE DIVISION
PO Box 890, 52 McKillip Road
Alloway, NJ 08001-0890

September 24, 2018

Salem County Board of Chosen Freeholders
110 Fifth Street
Salem, NJ 08079

RE: Finlaw Building
Court Facilities Expansion

Dear Honorable Melissa Decastro
Honorable Ben Laury
Honorable Scott Griscom
Honorable Charles Hassler
Honorable Lee Ware

I have been authorized and directed by the Salem County Improvement Authority ("SCIA") Board to send you this correspondence communicating the Authority’s support for incorporating the Finlaw Building into plans for the Court facilities expansion, which I understand is currently subject to a mediation process. As explained more fully below, the SCIA fully endorses any plan that will extricate the Authority from the crippling lease of the Finlaw Building for which the Authority has no use at present nor in the foreseeable future.

While many of the details of the financing and lease agreements associated with the Finlaw Building are known to the Freeholder Board and are a matter of public record, it is nonetheless important to recount the salient facts to demonstrate just how important it is for the Freeholders to incorporate this particular building in any agreement it might reach to expand the Court campus.

On May 2, 2007, the SCIA entered into a lease agreement with Stand Up For Salem, Inc. The leased property is located in the basement of the Finlaw Building in Salem. The term of the initial lease was for five years at $95,130 per year. Approximately two years later, an addendum was executed, and the term of the lease was extended to March 31, 2029, with the rent increasing to $154,220 per year beginning on March 31, 2014. The rent will increase again on April 1, 2024, to $168,240.
In addition to the base rent, SCIA is required to pay an additional $30,000/year for 15 parking spaces, as well as our pro-rata share of all electric, gas, water, sewer, cleaning/janitorial, building alarm/security services, maintenance, repairs, trash disposal, landscaping, snow removal, real estate taxes or payment in lieu thereof, insurance, management fees and costs, and all other operational and management costs, charges and expenses of the entire complex, including common areas both inside areas and outside grounds. SCIA's proportionate share in those considerable costs is 16%. So, the SCIA is currently obligated to pay $21,631.67 per month.

One of the main purposes of SCIA is to manage and administer the Salem County Landfill which is located in Alloway Township. Upon entering into the lease, SCIA moved its administrative offices to the Finlaw Building; however, that move proved to be very inefficient as much time was spent traveling back and forth between Salem and Alloway. In December of 2014, the hard decision was made to move all administrative staff back to Alloway. The basement of the Finlaw Building has not been used by SCIA since that time.

Considering all of the above, I am writing out of a real sense of desperation to request that you include the Finlaw Building in your plans for the Salem County Court Campus. SCIA is legally obligated to build a capital fund for the next major landfill project. SCIA is already saddled with a loan from NJIB used to fund a Cell expansion, and the Authority has no maneuvering room to serve its essential purpose while subject to lease obligations for the Finlaw Building.

Please give this matter your careful consideration, and I will wait to hear from you.

Respectfully submitted,

Julie A. Acton
Executive Director

JA

Cc: The Honorable Stephen Sweeney
The Honorable John Burzichelli
The Honorable Adam Taliaferro
September 19, 2018

Melissa L. DeCastro, Esq., Director
Salem County Freeholder
110 Fifth Street
Suite 400
Salem, NJ 08079

Dear Freeholder Director DeCastro,

On behalf of the Board of Directors of Stand Up for Salem, we are writing to pledge our support for the potential of an expanded judicial campus in the City of Salem.

As the Freeholder Board considers future options for the courthouse and related facilities, Stand Up for Salem sees an opportunity for effective and fiscally responsible use of existing underutilized buildings in the downtown area in proximity of the current courthouse.

As you are aware, Stand Up for Salem manages The Finlaw Building and attends to tenant issues; and the Salem County Improvement Authority pays rent and expenses. In addition, Salem City currently is paying the bonds and associated maintenance costs for The Finlaw Building, and the balloon payment that begins in 2028 stands to place substantial fiscal strain on the City.

With the proximity of Fenwick Plaza and the parking garage, repurposing the area poses Salem City as not only a feasible, but optimal, place to house an expanded county judicial campus. In addition to The Finlaw Building, Fenwick Plaza and the surrounding area provides a link to the underutilized parking garage. Mannington Mills is the current landlord of Fenwick Plaza, and also supports the concept of a justice campus.

News that the Freeholder Board is considering establishing an expanded, improved courthouse and related campus facilities, is encouraging. Salem is in need of revitalization, and repurposing existing structures for a highly-visible, highly-used, purpose could begin to pave the way towards a revitalized County Seat and downtown Salem.

Sincerely,

Zack Zehner
Chair of the Board, SUFS
Sr. Vice President, Mannington Mills

Chris Davenport
Executive Director, SUFS
September 24, 2018

The Honorable Charles V. Hassler, Deputy Director  
Salem County Board of Chosen Freeholders  
Administration Building  
110 Fifth Street  
Salem, NJ 08079

Dear Mr. Hassler:

As president of your Salem Community College, I am privileged to have a seat on the Stand Up for Salem Board of Directors. About a year ago, Stand Up for Salem reached out to Mayor Washington of Salem City, to open conversations regarding the future of the Finlaw Building and the burden it is placing on the City and SUFS. My role in this discourse was primarily that of an intermediary to help foster conversation between the City and SUFS. These regular and frequent sessions have evolved into productive discourse regarding a host of City and County issues.

Three organizations are responsible for the wellbeing of the Finlaw Building. First and foremost, Salem City is paying the bonds and associated maintenance costs for the site. It must be noted that a balloon payment begins in 2028 which has the propensity to bankrupt the City. Stand Up for Salem is essentially the site manager, addressing tenant issues. The Salem County Improvement Authority is paying rent and associated expenses for unused space it does not have need to occupy. With the entire complex rented, there remains a shortfall in available funds to pay the bond and normal bills. The City is dedicating an increasing portion of its already strained budget to address this gap.

Recent news releases indicate the Freeholder Board will be engaging the vicinage to establish possibilities for improving (and expanding) courthouse facilities. We ask that you consider in your deliberations including the Finlaw Building as part of a Salem County Justice Campus. Repurposing Finlaw would allow for a realigning of the existing bonds, and relieve Salem City and SCIA from their current fiscal burdens. Additionally, I wish to convey to the Freeholder Board that Salem Community College owns the Salem Center, and is quite willing to pursue conversation that would include the College facility as part of a Justice Campus.

As a group representing the City, Stand Up for Salem, the Salem County Improvement Authority, and Salem Community College, we believe there is a plausible possibility we can incorporate and utilize existing structures to meet contemporary judiciary needs on a modern justice campus. Not only can we address the issues of Finlaw, but have an opportunity to reinvigorate downtown Salem.
I would be happy to engage any questions or conversation regarding these issues.

Sincerely,

[Signature]

Michael R. Gorman, Ed.D.
President

Cc:  Stephen M. Sweeney, Senate President
     John J. Burzichelli, Deputy Speaker
     Adam J. Taliaferro, Assemblyman
     Charles Washington Jr., Mayor of Salem
     Julie A. Acton, Executive Director, Salem County Improvement Authority
     Zack Zehner, Chair, Stand Up for Salem
To: Melissa DeCastro, Salem County Freeholder Director

From: Rebecca Gower Ferguson, Executive Director

Date: September 25, 2018

Re: Area Plan Grant Funding Award Recommendations

I am recommending that the following vendors be awarded contracts as part of the 2019-2021 Area Plan Grant Funds:

<table>
<thead>
<tr>
<th>RFP Category</th>
<th>RFP Title</th>
<th>Vendor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Access Services</td>
<td>Assisted Transportation</td>
<td>PRAC</td>
</tr>
<tr>
<td>Home Support Services</td>
<td>Residential Maintenance</td>
<td>PRAC</td>
</tr>
<tr>
<td>Community Support</td>
<td>Adult Day Services-Medical</td>
<td>Senior Care Centers of America, Inc.</td>
</tr>
<tr>
<td>Community Support</td>
<td>Caregiver Adult Day Services – Medical</td>
<td>Senior Care Centers of America, Inc.</td>
</tr>
<tr>
<td>Community Support</td>
<td>Legal Services</td>
<td>South Jersey Legal Services, Inc.</td>
</tr>
</tbody>
</table>

Additionally on September 13th the subcommittee of the Office on Aging Advisory Council met to review the RFP’s, as a requirement of the Area Plan Grant Funding. The subcommittee members consisted of Anna Jean Kuhl, Gloria Marks and Harvey Saunders. The Subcommittee members then presented their recommendations to the full Office on Aging Advisory Council at their regularly scheduled meeting on September 18th. The Office on Aging Advisory Council supports the recommendations presented above.
To: Melissa DeCastro, Salem County Freeholder Director

From: Marikay Green, Assistant Executive Director

Date: September 25, 2018

Re: Area Plan Grant Funding Award Recommendations

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<tbody>
<tr>
<td>Nutrition Services</td>
<td>Home Delivered Nutrition – SSBG</td>
<td>Meals on Wheels of Salem County, Inc</td>
</tr>
<tr>
<td>Nutrition Services</td>
<td>Home Delivered Nutrition-State</td>
<td>Meals on Wheels of Salem County, Inc</td>
</tr>
<tr>
<td>Nutrition Services</td>
<td>Home Delivered Nutrition – Title III C2 Meals on Wheels of Salem County, Inc</td>
<td></td>
</tr>
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September 25, 2018

Charles V. Hassler, Deputy Director
Salem County Freeholder
110 Fifth Street
Suite 400
Salem, NJ 08079

In 2002, the City of Salem had one of its largest and most visible historic buildings collapse right on the main thoroughfare of the town. With good intentions the State, Stand Up For Salem, Salem County Improvement Authority (SCIA) and Salem City collaborated on an economic development project to catapult the economic recovery of the City. In 2009, the Finlaw Building was rededicated through everyone's efforts with Salem City guaranteeing the debt on the project. Almost immediately after completion the project experienced a deficit, as the project was over budget due to a tremendous amount of cost overruns and change orders. As a result, the City, from the very beginning, has shouldered the financial burden of the Finlaw Building on the backs of the Salem City taxpayers. The State restructured its leasing agreement twice and SCIA committed to leasing space in the building at an above market rate to help offset the deficit of $80,000 to $100,000 that the City is now responsible annually, not including unbilled professional hours also provided by the City.

Recognizing we all have a vested interest in the Finlaw Building being self-sustaining, last year all parties came together to address the financial impact the Finlaw Building has had on all respective parties.

Salem City has been forced to budget five-cents annually on our local tax rate. SCIA is in a lease agreement paying over $250,000 for space that they are not currently occupying or need. Stand Up For Salem’s staff is being stretched, as they are functioning in the capacity of property management responsible for the safe operation of the site and handling tenant inquires. With all the efforts of the parties over the last nine years we are no closer today then we were in 2009 at closing the debt service shortfall, replenishing the sinking fund or making timely debt service payments. While what I described is frightening, the scariest part is that a balloon payment is looming and in 2028 will put Salem City at risk of bankruptcy.
Collectively we are not deterred but rather are encouraged that there is an opportunity through the upcoming courthouse expansion project to restructure the current debt on the Finlaw Building, creating relief for Salem City and SCIA. To make this happen we ask that you give consideration in including the Finlaw Building in the dialogue of the Salem County Courthouse Project. We believe there is space that could be used for judiciary needs of clients and attorneys in the Finlaw Building and the Salem Center owned by the Salem Community College. With the close proximity of the Finlaw Building to the Salem Center and the courthouse we believe at a significantly reduced cost a Salem County Justice Campus can be created that meets the needs of the Judiciary but saves the pocketbooks of the County taxpayers.

I would be happy to address any questions or concerns you may have regarding this subject and how this project can rejuvenate downtown Salem

Sincerely,

Mayor Charles Washington, Jr.
Salem City

CC: Senate President Stephen Sweeney
    Deputy Speaker John Burzichelli
    Assemblyman Adam Taliaferro
    Ed Sasdelli, State Monitor
    Julie Acton, SCIA
    Zack Zehner, Stand Up For Salem
COMMITTEE / COMMISSION MINUTE PACKET

None as of 9/28/18
NEW JERSEY DEPARTMENT OF TRANSPORTATION  
Route 40, From E. Wilson Avenue to Route 77  
Woodstown Borough, Salem County - Public Information Center  
Wednesday, October 3, 2018 from 6 to 8 PM

The New Jersey Department of Transportation (NJDOT) will hold a Public Information Center for the improvement of Route 40 between E. Wilson Ave and Route 77 in Woodstown Borough, Pilesgrove Township, and Upper Pittsgrove Township, Salem County. NJDOT is committed in developing transportation improvements that best balance the transportation needs, the environment, community concerns, and costs.

A map highlighting the location of the proposed project within the town can be found on the reverse side.

The Meeting: The Public Information Center will be held at the Woodstown High School Auditorium, on Wednesday, October 3, 2018 from 6:00 to 8:00 PM. (140 East Ave, Woodstown, NJ 08098)

The Proposed Project: The purpose of this project is to rehabilitate the Route 40 pavement surface to improve the service life of the roadway. This section of Route 40 has been identified by the NJDOT Pavement Management Group as being in need of rehabilitation. In addition to the resurfacing of Route 40, curb ramps within the project limits will be improved and painted crosswalks will be provided to meet the American Disabilities Act (ADA) requirements. Guide rail will be upgraded to meet current standard. Also, existing raised pavement markers and some concrete curbs will be replaced. Drainage work will consist of two new inlets, a 180 linear foot section of new piping, and resetting of inlets and manholes if necessary to meet the resurfaced pavement surface. Minimal utility work is anticipated. Traffic signals at the East Lake Road and Route 40 intersection will be upgraded to meet current standards. A new traffic signal will be installed at Lincoln Avenue and Route 40 to increase pedestrian safety near Woodstown High School. An 8-foot shoulder will be extended as a buffer to the sidewalk from a 12-foot travel lane on both sides of the road.

Community Concerns: Route 40 from milepost 10.87 to milepost 12.37 is an Urban Principal Arterial, from milepost 12.37 to milepost 16.40 is a Rural Principal Arterial with businesses, shopping centers, and residential developments located within the project limits; however, the resurfacing project will have no impact on these properties. The concerns of the community should therefore be limited to work hours and lane closures during construction.

Environmental: All necessary State and Federal environmental permits will be obtained prior to construction.

Cultural Resources: In keeping with the downtown standard, any new lighting, traffic signal poles, and other poles will be installed as powder-coated poles, as requested by Woodstown Borough.

Mitigation: The goal is to construct the project with the least inconvenience to the traveling public, local businesses and residents. The reconstruction in front of Woodstown High School is restricted to school summer holiday of 2019.

Project Schedule: The project is scheduled to begin construction in spring of 2019 and be completed by late summer of 2020.

For more information, please contact:  
Kimberly Nance  
Office of Community Relations  
New Jersey Department of Transportation  
1035 Parkway Avenue, P.O. Box 600  
Trenton, NJ 08625

Governor Phil Murphy  
Lt. Governor Sheila Oliver  

Commissioner Diane Gutierrez-Scaccetti

www.njdot.nj.gov
September 27, 2018

SALEM COUNTY ENGINEER’S OFFICE
110 Fifth Street
Salem, NJ 08079

Re: Pittsgrove Township – Parvin State Park Appreciation Committee, Inc.
Safety Improvements Needed on Parvin Mill Road

Dear Salem County Engineer:

The enclosed correspondence was received by the Pittsgrove Township Committee who supported its contents at its meeting last evening, September 26, 2018. It serves to convey that safety improvements are needed on the newly resurfaced Parvin Mill Road from Morton Avenue to Crystal Road. A resolution and photos are enclosed from the Parvin State Park Appreciation Committee, Inc.

Yours truly,
TOWNSHIP OF PITTSGROVE

Constance S. Garton
Municipal Clerk

C: Robert B. Zuest, President/CEO
Parvin State Park Appreciation Committee, Inc.

Salem County Board of Chosen Freeholders

Old Values, New Ideas: Working Together For All
Mrs. Constance S. Garton, Clerk  
Township of Pittsgrove  
989 Centerton Road  
Pittsgrove, NJ 08318

August 15, 2018

Dear Mrs. Garton,

Please find the attached information regarding the pending resurfacing of Parvin Mill Road from Morton Avenue to Crystal Road.

Photos attached; 1. Area where a guiderail needs to be installed, 2 & 3. Lack of shoulder for bicycles and walkers and 4-6. Accident involving a bicyclist that was hit by a car near the Danna Trail Head.

We are asking the township to support our attached resolution and forward it to the Freeholder Board. If you have any questions, please feel free to contact me.

Thank you for your anticipated support.

Sincerely,

[Signature]

Robert B. Zuest  
President/CEO
Resolution 2018 - 11

Resolution Requesting Safety Changes to Parvin Mill Road

Whereas, the Committee has been an active part of roadway improvements around the park since 1992, and

Whereas, the Committee sees the emergent need for safety improvements on Parvin Mill Road, from Morton Avenue to Almond Road, due to the increased use of the public walking and riding their bicycles, and

Whereas, the Committee is aware of a pending 2014 County project to resurface Parvin Mill Road from Morton Avenue to Crystal Road, and

Whereas, the Committee is requesting the following issues be addressed; 1. Lower Speed Limit to 35 MPH, 2. consideration of shoulders, 3. Share the Road signs to include bicycles, 4. Cross Walk installation near Parvin Mill Road, 5. Installation of a guiderail near the White Bridge and,

Whereas, a sign copy of this resolution shall be sent to the Township of Pittsgrove and the County of Salem for their support and review, and

Now, therefore, be it resolved by a majority vote of the attending members of the Board of Directors at the July 26, 2018 meeting, hereby approve this resolution in its entirety.

Robert B. Zuest, President/CEO

Attest:

Linda A. DuBois, Secretary

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Y=Yes N=No A=Abstain AB=Absent