

Transportation Alternatives Set-Aside Program 2020
TA-2020-Curbing Improvement Project-00095
Program Requirements

Each LPA is allowed only one TA Set-Aside application.

The following are required for your application:

1. Resolutions of Support
2. Maintenance Commitment
3. Responsible Charge
4. Surface Transportation
5. Eligible Activities

Resolutions of Support:

Each application must include, as an attachment, an approved resolution of support from the governing body in which the project is to be located. Resolutions of Support are required as they demonstrate compliance with federal regulations allowing an opportunity for public participation and community input. If they are not attached, then project will be considered ineligible. Resolution of support:

Sample Resolution:

1. Must be dated within one year of the NJDOT application solicitation letter date.
2. Must refer to the project for which the funds are being sought.
3. Must provide evidence of board action adopting the Resolution of Support, which must include a signature and date of the action.
4. Unsigned resolutions of support will NOT be accepted.

https://njsage.intelligrants.com/_Upload/2334536_1775707-Res.20-776-Pdf.pdf

In addition, if the agency(ies) with ownership of the public right-of-way where the project is proposed (the municipality or county) is different than applicant LPA, they must show support for the project in the form of a letter or an approved resolution. Use the box(es) below to attach letters/resolutions of support from the municipality(s) and counties as necessary.

Maintenance Commitment:

Attach a maintenance commitment for this project. The LPA must indicate and certify the continual ownership and maintenance by a local public agency for the useful life of the project. If the LPA does not have maintenance jurisdiction over the public right-of-way where the project is proposed, then a signed letter or a board approved resolution must be provided by the party having maintenance jurisdiction. The letter/resolution must be dated within one year of the NJDOT application solicitation letter date. Letters should be addressed to LPA.

Letters/Resolutions of Support:

1. Letters/Resolutions must be dated within one year of the NJDOT application solicitation letter date.
2. Letters/Resolutions must refer to the project for which the funds are being sought.
3. Letters/Resolutions must include a signature and date of the action.
4. Unsigned letters/resolutions will NOT be accepted.

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Use the box(es) below to attach the letter/resolutions of support.

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Responsible Charge:

Provide the name, title, and employer of the person who will be in responsible charge of the project. The responsible charge is defined in 23 CFR 635.105(a) (4). Federal regulations requires Local Public Agencies' (LPAs) to provide a full-time employee to be in responsible charge of Federal-aid construction projects. The person in responsible charge of LPA administered projects does not have to be an engineer, but they must be a full-time employee of the LPA. Consultant Engineers providing engineering services or functioning as the LPA's engineer of record are not eligible to serve as the responsible charge.

Name, Title and Employer: Barkha Patel, Director of Transportation Planning, City of Jersey City

Surface Transportation:

Is the project related to surface transportation?

☒ Yes ☐ No

If **Yes**, please explain below. If no, this application is ineligible. Applications for projects that are not directly related to surface transportation will not be evaluated. For a project to be eligible for Transportation Alternatives funds, it must relate to surface transportation and qualify as one of the seven eligible activities. Surface transportation includes transport both by land and water. Transport by water encompasses features such as canals, docks and piers connecting to ferry operations.

The proposed project is a surface transportation project qualifying for the TA Set-Aside Program under Category 5: "Community improvement activities, specifically: streetscaping and corridor landscaping." Specifically, the City of Jersey City's project proposes the installing ten curb extensions and green infrastructure in various intersections within the City to maximize safety for pedestrians and include elements related to environmental mitigation.

Eligible Activities:

Select the category that your project falls under. (For a detailed explanation of the categories, please refer to the Transportation Alternatives Handbook).

If you need to deselect a radio button, simply double-click it.

- ☐ 1 Design and construction of on-road and off-road trails facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation
 - a. What group is the facility meant to service? ☐ Pedestrians ☐ Bicyclists
 - b. What is the length of the proposed facility? Data must be a decimal
(miles)
- ☐ 2 Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, and other nonmotorized transportation users
- ☐ 3 Construction of scenic turnouts, overlooks, and viewing areas
- ☐ 4 Historic preservation and rehabilitation of historic transportation facilities both land and water such as building structures and canals
- ☒ 5 Community improvement activities, specifically: streetscaping and corridor landscaping

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- () 6 Environmental mitigation to address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff
- () 7 Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats

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Type of Improvement: 1

Infrastructure

Purpose

() Bikeway

Primary project purpose is for constructing new bikeways
(e.g. bike lanes, bike paths, bike compatible roadways).

(✓) Pedestrian Safety

Primary project purpose is to enhance pedestrian safety
(e.g. new sidewalks, new crosswalks, traffic calming, pedestrian overpass).

() Quality of Life

Primary project purpose is for beautification, environmental mitigation,
economic development, or historic preservation.

Project Title: Curbing Improvement Project

County to filter by: Hudson County

Municipalities: Jersey City

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Local Public Agency Information

Name of Grantee: Jersey City

Organization Address

Jersey City
280 Grove Street
Jersey City, NJ 07302-3610
Phone: (201) 547-5150

Email Address:

Federal Tax Identification Number: 226002013
Vendor Number: 226002013-00
Vendor Unit: CITY OF JERSEY CITY
Vendor Unit Address

Application Initiation Date: 10/26/2020

Mayor Information

First Name	Steven
Last Name	Fulop
County	Hudson
Municipality	Jersey City
Address 1	280 Grove Street
Address 2	2nd Floor
City	Jersey City
State	New Jersey
Zip	07302
Phone	(201) 547-5200
E-Mail	fulops@jcnj.org

Local Public Agency Information

Clerk Information

First Name	Robert
Last Name	Byrne
County	Hudson
Municipality	Jersey City
Address 1	280 Grove Street
Address 2	
City	Jersey City
State	New Jersey
Zip	07302
Phone	(201) 547-5150
E-Mail	rbyrne@jcnj.org

Municipal Engineer

First Name	Joe
Last Name	Cunha
County	Hudson
Municipality	Jersey City
Address 1	13-15 Linden Avenue
Address 2	East – 2nd floor
City	Jersey City
State	New Jersey
Zip	07305
Phone	201-547-4411
E-Mail	jcunha@jcnj.org

County Engineer

First Name	
Last Name	
County	
Municipality	
Address 1	
Address 2	
City	
State	
Zip	
Phone	
E-Mail	

Local Public Agency Information

County Executive/Freeholder Director

First Name

Last Name

County

Municipality

Address 1

Address 2

City

State

Zip

Phone

E-Mail

Non-Profit Organization

First Name

Last Name

County

Municipality

Address1

Address2

City

State

Zip

Phone

E-Mail

Government Organization

First Name

Last Name

County

Municipality

Address1

Address2

City

State

Zip

Phone

E-Mail

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Project Proposal

Provide a detailed project description

The City of Jersey City is applying to the New Jersey Department of Transportation: Transportation Set-Aside Program to construct ten curb extensions to improve safety for pedestrians and bicyclists. The proposed project will improve safety for bicyclists and pedestrians by adding bike shelters at each intersection. Further, this project will increase pedestrian safety by adding curb extensions, allowing buses to stop and board passengers without ever leaving the travel lane. The requested intersections are as follows:

1. Garfield Ave and Van Nostrand St
2. West Side Ave and Fulton Ave
3. West Side Ave and Harrison Ave
4. Oakland Ave and St. Paul's Ave
5. Palisade Ave and Fleet St
6. Congress St and New York Ave
7. Nelson Ave and Hague St
8. Jersey Ave and York St
9. Garfield Ave and Union St
10. Garfield Ave and Bramhall Ave

The intersections are located in high traffic sections of the City, across Wards A, B, C, D, E, and F. Currently, the intersections are plagued by fractured and uneven curbing and inadequate bus shelters.

The goals of the proposed project are twofold: (1) to optimize the safety of the pedestrians and cyclists who traverse these ten intersections, and (2) to encourage further non-automotive modes of travel by constructing bus shelters and improving bike infrastructure. Curb extensions are facilities that primarily serve the function of improving pedestrian safety. They can also serve as bus bulb outs and can include elements related to environmental mitigation (with the inclusion of bioswales/green infrastructure) and community improvements (providing expanded space for bus shelters, bike racks, benches, landscaping, etc.), all of which are needed in Jersey City. This project proposes the construction of concrete curb extensions with green infrastructure at locations where curb extensions have already been tested as a semi-permanent treatment with the use of paint and plastic delineators. Where possible, curb extension will be extended to double as a bus bulb.

In 2017, as a part of the NJTPA-funded Pedestrian Enhancement Plan, Jersey City painted curb extensions at six locations as a temporary demonstration to show how this treatment can improve safety and the aesthetics of a street. After the successful pilot, the City began installing curb extensions at some of the most dangerous intersections in the City, including the six that were part of the pilot. Locations were selected using the NJDOT and NJTPA Network Screening Lists of dangerous intersections for pedestrians, the Jersey City Vision Zero Action Plan, and community input.

After building community support for curb extensions and testing them out at over 40 locations throughout the City, there is now a need to upgrade the infrastructure in a way that permanently maximizes its impact and formalizes the reclaimed space in the right of way for pedestrians.

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The improvement of the ten intersections is a priority for Jersey City. If awarded, Jersey City will supplement any outstanding funding with their capital budget to complete the project, enabling the City to transform the intersections into a safer location for pedestrians and cyclists alike.

Attach a map and/or plans showing the location of the project.

https://njsage.intelligrants.com/_Upload/2350843_1775557-PlannedCurbExtensionswithGI111820.pdf

https://njsage.intelligrants.com/_Upload/2350843_1775588-NJDOTTASetAsidePictures.pdf

https://njsage.intelligrants.com/_Upload/2350843_1775589-Jersey-City-Complete-Streets-Resoultion.pdf

https://njsage.intelligrants.com/_Upload/2350843_1775590-BusBulbs_NationalAssociationofCityTransportationOfficials.pdf

Project Location:

Various intersections

From:

Various intersections

To:

Various intersections

Will the project affect user mode of Transportation?

(☒) Yes (☐) No

If **Yes**, please explain **how** the project will address the following:

How the project connects community or regional activity centers such as businesses, schools, employment, libraries, shopping and recreation areas; and project utilizes existing infrastructure to promote the use of non-automotive modes through new facilities or improvements of existing networks.

Yes, the requested ten interactions function as a gateway to:

- The Hudson-Bergen Light Rail;
- Multiple Bus Stops including NJ Transit Bus Lines: #1, #80, #88, #83, #87, and #81
- The PATH Station;
- Parks including Washington Park, Riverview-Fisk Park, Lincoln Park, Bayside Park, Reservoir #3, the Jersey City Library, recreational facilities, and schools.

Additionally, the bus bulbs provide a safer means for cyclists and pedestrians and would increase quality of life for residents seeking alternative transportation options.

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Does the project provide regional or community benefits?

(☒) Yes () No

If **Yes**, please explain **how** the project supports the following:

Project must provide regional or community benefits, project demonstrates the benefit to quality of life, community and environment, project demonstrates the extent to which the project links other transportation modes and increases access to community centers (schools, employment sites, recreation and shopping) and its visibility or impact on surrounding locations.

This project improves the walkways leading to and from the Hudson-Bergen Light Rail, the PATH, and NJ Transit Bus Lines, which are the most used transportation hubs in the State. For example, according to NJ Transit Fiscal Year 2017 ridership reports, 51,939 travelers use the Hudson-Bergen Light Rail on an average weekday. On an average weekend, the Hudson-Bergen Light Rail accommodates an additional 42,550 travelers. By creating pedestrian/cyclist-friendly bus bulbs near the transportation hubs, this project has quality-of-life benefits for every rider who utilizes public transportation.

Does this project address safety and public health benefits?

(☒) Yes () No

If **Yes**, please explain **how** the project supports the following:

LPA must provide safety or public health benefits or improvements. LPA demonstrates safety need, increases active transportation opportunities, and provides other public health benefits.

This project has public health benefits in that it promotes active recreation through infrastructure and design upgrades while discouraging motorized travel, which will ultimately improve air quality and congestion with residents opting not to use personal motor vehicles. Additionally, the proposed activities also improve pedestrian safety by installing pedestrian seating within the bus bulbs, adding a safe and comfortable environment for pedestrians, as it both increases pedestrian visibility and sends a visual cue to motorists that pedestrians are likely to be present. The project also improves health as it improves bicycle infrastructure, which promotes cycling, a common form of exercise.

Is this project part of a state, regional or municipal transportation, land use or economic development plan?

(☒) Yes () No

If **Yes**, please explain **and** attach the relevant pages of the plan.

Projects that are part of a state, regional or municipal transportation, land use or economic development plan will receive additional consideration in this category. At a minimum, projects should be consistent with and help to implement the goals of these plans.

This project aligns with the goals outlined in the City's circulation plan, specifically Strategy G1-A: "Create complete streets that accommodate bicyclists, pedestrians and various types of vehicles (scooters, cars, buses, trucks, light rail, etc.) as appropriate; . . . use street trees to establish a street wall, buffer pedestrians from traffic, provide shade, and create an inviting public realm through building and public space design and building and public space relationship to the street" (page 32).

https://njsage.intelligrants.com/_Upload/2350843_1775574-PagesfromRelevantExcerptsfromCirculationPlan.pdf

Is the project located in one or more of the following designated areas:

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Complete Streets, Transit Villages, Targeted Urban Municipalities (TUMS) and/or Opportunity Zones?

☒ Yes ☐ No

If **Yes**, please explain below.

Jersey City is classified as a 2020 Urban Aid Community, as 19.4% of individuals live below the poverty line (according to the 2016 US Census American Community Survey). This figure is nearly double the New Jersey State average of 10.9% percent. Low-income households are typically more mobility dependent on walking and public transit than higher-income households, which further underscores the imperative to improve facilities for pedestrians and cyclists, particularly near popular mass transit stops. Jersey City has also promoted a Complete Streets philosophy since May 2011, when the City Council adopted a policy committing the City to creating street corridors and intersections that safely accommodate all users of all abilities.

Does this project provide value as an Environmental Mitigation or Enhancement?

☒ Yes ☐ No

If **Yes**, please explain below.

Describe how the project will enhance an environmentally sensitive parcel, involve vegetation management, address wildlife management issues, provide stormwater mitigation, or preserve an historic property (listed in or eligible for listing in the National and /or NJ Registers of Historic Places).

The installation of extended curbs will yield environmental benefits, including redirecting stormwater runoff by adding green infrastructure and improving air and water quality by reducing the use of single occupancy vehicles.

Will there be any ROW taking or easements from environmentally sensitive parcels?

☐ Yes ☒ No

If **Yes**, please explain below.

Describe whether there are takings from wetlands, parks, historic properties, contaminated sites, etc.

Does this project require environmental permits or approvals?

☐ Yes ☒ No

If **Yes**, please provide the status.

Provide a project environmental schedule which includes NEPA compliance, and permits/approvals from NJDEP or other regulatory agencies (including Pinelands, Meadowlands, or Highlands).

Does the project have supplemental funds?

☒ Yes ☐ No

If **Yes**, please explain below.

The sources and amounts of other committed or dedicated funding from other governmental agencies and organizations shall be explained. Transportation Alternatives and other identified or dedicated funding sources must result in a completed and fully funded project. While there is no requirement for matching funds, the availability of other funds is viewed as an indication, or measure, of the projects potential to succeed.

Project Proposal

The City has not secured other funding for this project but is committed to applying for additional funding for future phases of the project. The City will also dedicate its own funds above the maximum award of \$1,000,000.00 to advance the project.

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Schedule

Attach a project schedule from start to finish in a table or list format. Indicate progress milestones (such as easement, ROW acquisitions, permits, utility relocation, if needed, and environmental and historical preservation approvals, bid, advertise, award, and start of construction) by the number of months from written authorization to proceed to project completion and evaluation of results.

Project must receive federal authorization within two years of the date that the applicant is notified of project selection. If the project is not authorized within two years of the notification, the grant will be rescinded and the applicant will have to reapply.

https://njsage.intelligrants.com/_Upload/2350855_1775521-ProjectTimeline.pdf

Who will maintain the facility? The City of Jersey City will continue to maintain the ten intersections.

Does the project require utility relocation?

☐ Yes ☒ No

If **Yes**, explain:

Are permits required?

☐ Yes ☒ No

If **Yes**, explain:

Is the purchase of Right-of-Way required for construction?

☐ Yes ☒ No

If **Yes**, explain:

Does the project intersect a state highway?

☐ Yes ☒ No

If Yes, which highway?

If yes, is the intersection signalized? ☐ Yes ☐ No

Is there a railroad crossing or highway ramp within the project limits?

☐ Yes ☒ No

If **Yes**, explain:

Will the construction impact traffic at a railroad crossing outside project limits?

☐ Yes ☒ No

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Cost Estimate

Please identify which phase of work applies:

Phase of Work

- ☐ Design
- ☐ Right of Way
- ☒ Construction

Project costs eligible for funding include design and construction, right-of-way acquisition, and construction. Applicants are encouraged to utilize their own funds or funds from other sources to pay for the costs of environmental documentation, design and all other "soft" costs. A detailed cost estimate of the materials and tasks needed to accomplish the activities for which TA Set-Aside funds are being sought, must be presented as an attachment to the application. **The federal funds for TA Set-Aside projects are provided to the project LPA on a reimbursement basis only.**

Construction Cost:

Attach a Detailed Construction Cost Estimate: [https://njsage.intelligrants.com/ Upload/2350858_1775712-2020.11.10NJTPA2021ConcreteCurbExtensionsEstimate.pdf](https://njsage.intelligrants.com/Upload/2350858_1775712-2020.11.10NJTPA2021ConcreteCurbExtensionsEstimate.pdf)

Design Engineering:	\$0
Right of Way:	\$0
Construction Inspection:	\$0
Total Project Cost:	\$1,003,680.00
Total Amount Requested:	\$1,000,000.00

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Partnership and Public Outreach

Attach up to 5 letters of support from community organizations, businesses, and citizens, and any and all interested parties. This should include neighborhood or business associations, historical groups (if applicable) and local residents. All letters of support must be attached to the application. Letters of support must be addressed to the LPA, not the Department of Transportation. In order to be eligible, letters must be dated within one year of the NJDOT application solicitation letter date.

https://njsage.intelligrants.com/_Upload/2350875_1775687-WSP-NJDOT-City-of-JCGrant.pdf

https://njsage.intelligrants.com/_Upload/2350875_1775689-CityofJerseyCity'sCurbingImprovementProjectNov2020.pdf

https://njsage.intelligrants.com/_Upload/2350875_1775688-GreenerJCLOS.pdf

https://njsage.intelligrants.com/_Upload/2350875_1775686-HPNATAPgrantLetterofSupport.pdf

https://njsage.intelligrants.com/_Upload/2350875_1775690-LetterofSupportforCityofJerseyCity'sCurbingImprovementProject.pdf