

Unified Planning Work Program

UPWP

2011-2012

Volume VI
Other Regional Transportation
Planning Initiatives



North Jersey
Transportation
Planning
Authority, Inc.

**NORTH JERSEY TRANSPORTATION
PLANNING AUTHORITY, INC.**

FY 2011 – FY 2012 (Year 2 Update)

UNIFIED PLANNING WORK PROGRAM

**VOLUME VI
OTHER REGIONAL TRANSPORTATION
PLANNING INITIATIVES**

THIS DOCUMENT IS FOR INFORMATIONAL PURPOSES

FY 2011 – 2012 UNIFIED PLANNING WORK PROGRAM (Year 2 Update)
VOLUME VI
OTHER REGIONAL TRANSPORTATION PLANNING INITIATIVES
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INTRODUCTION

The Federal rules governing the work and responsibilities of Metropolitan Planning Organizations require that the Unified Planning Work Program produced every year “describe the planning priorities facing the metropolitan planning area (found in Volume I). This Volume, VI includes: “a description of all proposed transportation and transportation-related planning work elements or activities, including related state transportation department or transit authority corridor planning work elements or activities, regardless of funding sources; and a description of transportation-related air quality planning work elements or activities, regardless of funding sources and which entity conducts such work elements or activities.” As such this volume contains information not included in the other volumes of the FY 2011-2012 UPWP (Year 2 Update).

The description includes:

- Who will perform the work;
- Completion schedules; and
- Final products.

The information is intended to insure the coordination of all transportation planning underway in the region and prevent duplication of planning and study efforts. This information, obtained from all transportation, planning and operating agencies that impact Northern New Jersey, reflects the overall complexity and multi-dimensionality of metropolitan planning activities throughout the region.

This portion on the FY 2011-2012 UPWP (Year 2 Update) is divided into two sections. Section One is separated into four parts. Part One incorporates information from various Transportation Planning and Operating agencies. Part Two includes NJ TRANSIT marketing/promotional contractual relationships with the Transportation Management Associations (TMAs). Part Three includes the TMA Handoffs which are funded on a yearly basis. Additionally, it should be noted that Volume VIII of the FY 2011-2012 UPWP includes the full Transportation Management Association (TMA) work programs. The NJTPA will be assuming management of this program from NJDOT. Part Four is a compilation of Local Subregional Initiatives as well as a compilation of the Office of Smart Growth’s Smart Future Grants awarded in the NJTPA region (FY 2008 was the last year of grant funding received to date). Section Two is the New Jersey Department of Transportation State Planning and Research Program for CY 2011-CY2012.

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SECTION I

**PART ONE - TRANSPORTATION PLANNING AND
OPERATING AGENCIES**

**AGENCY: NEW JERSEY TURNPIKE AUTHORITY
NEW JERSEY TURNPIKE AND GARDEN STATE PARKWAY**

SUBJECT: NJ Turnpike Interchange 6 to 9 Widening Program

DESCRIPTION: This program involves the extension of the Turnpike's 12-lane dual roadway from the existing merge at Interchange 8A to the interconnection of the mainline roadway with the Pennsylvania Turnpike Extension at Interchange 6. The program will also include the addition of one lane in each direction between Interchange 8A and Interchange 9, thereby providing a 12-lane dual roadway from Interchange 6 north. The approximate limits of the proposed widening program are from Milepost 48 to Milepost 83, totaling approximately 35 miles through eleven municipalities in three counties of central New Jersey. The project design is essentially complete and a majority of the construction contracts have been awarded and are well underway.

SCHEDULE: Construction began in 2009 and is anticipated to be completed in 2014.

SUBJECT: NJ Turnpike Interchanges 14A and 14B Improvement Project

DESCRIPTION: This project involves the implementation of capacity and safety improvements at Interchanges 14A and 14B on the Turnpike's Newark-Bay Hudson County Extension in Bayonne and Jersey City, Hudson County. Improvements are necessary to address current operating deficiencies at Interchange 14A and to accommodate significant traffic growth anticipated as a result of the expansion of commercial port operations and the development of the former MOTBY terminal in Bayonne. Preliminary engineering is currently underway to determine the most appropriate and feasible solution to accommodate the projected traffic needs.

SCHEDULE: Final Design is expected to begin in 2011. Construction should be completed in 2015.

SUBJECT: NJ Turnpike Interchange 9 Improvement Project

DESCRIPTION: This project involves the implementation of capacity and safety improvements at Interchange 9 located in East Brunswick, Middlesex County. The improvements are necessary to improve traffic operations between the Turnpike's interchange ramps and State Route 18. The project is being coordinated with the New Jersey Department of Transportation. Preliminary and final engineering is underway.

SCHEDULE: Final Design is expected to be completed early 2012. Construction should be completed in 2014.

SUBJECT: NJ Turnpike Interchange 10 Improvement Project

DESCRIPTION: This project involves the implementation of capacity and safety improvements at Interchange 10 located in Edison Township, Middlesex County. The improvements are necessary to improve traffic operations throughout the interchange and are expected to include the addition of a second deceleration lane from Route 287 southbound to the interchange. The project is being coordinated with the New Jersey Department of Transportation. Preliminary and final engineering is underway.

SCHEDULE: Final Design is expected to be completed early 2012. Construction should be completed in 2014.

SUBJECT: GSP Mainline Widening From Interchange 30 to 80

DESCRIPTION: This project provides for the widening of the Garden State Parkway between Interchanges 30 and 80. This project will add a third lane in each direction between Parkway Interchange 30 and Interchange 80 to handle existing congestion and projected traffic growth. The northern third of this section of the Parkway is currently at or over capacity, and traffic is expected to continue to increase an average of 2.5% to 3.0% annually to the year 2020. By the year 2020 the traffic capacity for the entire section of roadway will be exceeded. Five major bridges are located within this area that will also require major repairs and/or replacement.

SCHEDULE: Construction between Interchanges 63 and 80 began in 2009 and is anticipated to be completed in 2011. The construction schedule for the balance of the widening is under review.

SUBJECT: GSP Interchange 91 Improvements (Burnt Tavern Road)

DESCRIPTION: The purpose of this joint Ocean County/NJTA project is to improve the current traffic flow pattern, relieve congestion on local roads, and enhance traffic safety at the Garden State Parkway Interchange 91 with Burnt Tavern Road and Lanes Mill Road. Currently, this is a partial interchange with an exit ramp in the southbound direction and an entrance ramp in the northbound direction. Ocean County is taking the lead on this project and is administering the feasibility assessment, project scoping and permitting for the proposed construction of a new southbound Parkway entrance ramp and northbound Parkway exit ramp.

SCHEDULE: Permit approval is anticipated by late 2011, Final design should be completed in late 2012 and with construction starting in early 2013 and being completed in late 2014.

SUBJECT: GSP Northern Interchange Improvements, GSP Interchanges 127 to 172

DESCRIPTION: The purpose of this project is to advance northern interchange improvements to final design based on a preliminary scoping project previously conducted by the NJTA. The

previously conducted study assessed the existing traffic safety and operations of the Garden State Parkway's interchanges north of the Raritan River. The scope of work involved a determination of future projected traffic volumes at all interchanges north of, and including, Interchange 127; an assessment of each interchange's ability to accommodate both existing and projected future traffic volumes safely and efficiently; development of conceptual improvements to address deficiencies; a prioritization of interchanges for implementing improvements, and the preliminary scoping and estimation of costs for undertaking the improvements considered to be necessary.

SCHEDULE: Final Design for six interchanges were awarded in early 2010 and four construction contracts will be awarded in 2011 to construct improvements at these interchanges. Final design for the remaining interchanges is anticipated to be awarded in the 2nd quarter of 2011 with multiple construction awards anticipated in 2012/2013. Improvements at the major interchanges with I-280, Route 3 and Route 17 are being scoped for design and permitting work and will be determined in early 2011.

SUBJECT: GSP Interchange 125

DESCRIPTION: Interchange 125 is presently configured with a southbound entrance and northern exit ramp. This project will provide a northbound entrance and southbound exit ramp. The southbound exit ramp will be tolled to be consistent with one way tolls at the Raritan Toll Plaza.

SCHEDULE: Preliminary engineering in 2010. Construction is anticipated to start in 2012 with completion in 2014.

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AGENCY: NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT)

SUBJECT: Gowanus Expressway

DESCRIPTION: The NYSDOT is preparing the Draft EIS for the Gowanus Expressway, a key portion of I-278 which connects the Verrazano Narrows Bridge with the Brooklyn Battery Tunnel and the Brooklyn-Queens Expressway. There are three build alternatives including replacement with a tunnel along the bulkhead. At this time, NYSDOT has underway a \$600 million deck repair work on the aging and deteriorated viaduct structure.

SCHEDULE: On-going

PRODUCT: The final product will be a completed DEIS.

SUBJECT: Tappan Zee Bridge/I-287 Corridor

DESCRIPTION: A Major Investment Study/Alternatives Analysis is currently in progress for this corridor which includes the Tappan Zee Bridge and extends for 30 miles from the I-287/I-87 interchange in Suffern, New York to the I-287/I-95 interchange in Port Chester, New York. The study will identify and evaluate alternative proposals to address identified transportation needs for the corridor while taking into account the structural needs of the Tappan Zee Bridge as well as other existing New York State Thruway infrastructure.

SCHEDULE: On-going - Tiered EIS Process

PRODUCT: The final product will be a completed EIS.

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AGENCY: PORT AUTHORITY OF NEW YORK & NEW JERSEY (PANY&NJ)

SUBJECT: Regional Passenger Ferry Study

DESCRIPTION: The PANY&NJ is sponsoring and providing core funding for a regional assessment of the role passenger ferry services can play in augmenting the transit network and supporting sustainable development. A key goal is to identify strategies to improve the financial viability of regional ferry services through coordinated efforts of transportation agencies, local governments, and private-sector ferry operators. This is a partnership planning initiative with transportation agencies in New York and New Jersey directly involved in ferry transportation, as well as broad consultation with governmental and other stakeholders in bi-state harbor area, mid-Hudson Valley, and Long Island Sound.

SCHEDULE: Study team work is complete and under final review by the partner agencies with release anticipated in early 2011.

PRODUCT: Report and Recommendations.

SUBJECT: Staten Island Bridges Corridor/Goethals Bridge Modernization Program

DESCRIPTION: The PANY&NJ has proposed a Goethals Bridge Modernization Program (GBMP), featuring a new crossing to replace the existing Goethals Bridge, which has substandard 10-foot-wide lanes, no emergency shoulders, and escalating repair and maintenance costs. This functional obsolescence of the 79-year-old bridge impedes efforts to improve safety and reliability, accommodate modern vehicles, maintain efficient traffic operations and improve incident response. The design of the proposed new facility would reflect current traffic design standards, modern structural and seismic codes, national security safeguards, and technology enhancements. The new replacement span would also incorporate operational flexibility, which is not viable with the existing span, to facilitate future transit-service opportunities. By ensuring the ability to meet current and future interstate travel demand, the Goethals Bridge Modernization Program will support long-term economic growth and improved mobility for the local communities and the greater metropolitan area.

SCHEDULE: Preparation of the Environmental Impact Statement was initiated in 2004. Following release of the DEIS and completion of the comment period in 2009, issuance of an FEIS by the US Coast Guard occurred on August 13, 2010.

PRODUCT: Construction of a replacement span upon completion of the FEIS process with Record of Decision, other required approvals, PANY&NJ Board authorization, and bridge completion / opening in 2016.

SUBJECT: Bayonne Bridge Navigational Clearance

DESCRIPTION: Following a comprehensive review of numerous alternatives, the Port Authority chose its preferred alternative to provide the most cost-effective solution to the Bayonne Bridge clearance issue -- raising the bridge's roadbed to approximately 215 feet to increase the existing 151-foot navigational clearance restriction.

The recommended bridge modification and rehabilitation solution is designed to fix the bridge clearance issue, which will pose a navigational problem for larger ships trying to access the Port of New York and New Jersey after the Panama Canal expands in 2014.

The "Raise the Roadway" solution will involve reconstruction of the existing approaches, ramps, and main span roadway to a higher elevation that would allow the crossing to accommodate larger ships for years to come. The alternative, as compared with others reviewed to replace the bridge, is the most cost effective, and has the fewest environmental and neighborhood impacts. This bridge modification approach also minimizes visual and physical impacts to the historic bridge and seeks to preserve the iconic arch, while improving the navigational clearance restriction.

SCHEDULE: In June 2010, the Port Authority Board of Commissioners moved to expedite the project by agreeing to retain nationally known consulting teams to provide technical information on environmental and regulatory issues related to the Bayonne Bridge project, as well as committing to announce a preferred alternative by the end of the year. The Port Authority's consulting teams have worked to develop approaches to expedite the environmental review process, including the National Environmental Policy Act requirements, and other applicable regulations. In October, the Board agreed to provide up to \$1 billion in its capital planning process to help finance a Bayonne Bridge solution.

PRODUCT: Port Authority staff is currently drilling down on engineering issues for the proposed solution, including roadway design, lane configuration and upgrades to the existing 10-foot-wide lanes, providing median dividers and shoulders, and adding additional safety and security measures. The Port Authority also will work with its regional partners to initiate and expedite the environmental regulatory process.

SUBJECT: PATH Ridership Demand Study

DESCRIPTION: PATH is conducting a Long-Term Ridership Demand Study. This comprehensive study will identify specific development projects within the PATH service region, highlighting projected development scope (square footage, residential units, parking, etc.) and timelines, as well as projected area population, demographic trends and travel demand patterns. The study will also assess these impacts on current and projected PATH system capacity and service.

SCHEDULE: Completion is anticipated in early 2011.

PRODUCT: Various consultant deliverables assessing development project scope, regional population, demographic trends, income and employment growth, and trip demand patterns from 2009-2030 – within the PATH service region. Deliverables also include impact assessments and recommendations regarding PATH system capacity and service.

SUBJECT: West-of-Hudson Regional Transit Access Alternatives Analysis (Metro North Railroad/MTA is the lead agency on this project.)

DESCRIPTION: This study is evaluating options for expanded commuter service to/from central Orange County, New York and transit access to/from Stewart International Airport via Metro North Port Jervis line and other modal options. The PANY&NJ is funding the AA study jointly with Metro North/MTA, in consultation with NJ Transit and other partner agencies.

SCHEDULE: The study commenced in June of 2008. A long-list of alternatives was released in December 2008 with continuing analysis and public outreach through 2009-10. Metro North conducted interagency and public outreach through the summer of 2010, presenting draft alternatives evaluation and short list representing Phase 1 of the AA effort. Completion of this AA phase is anticipated in early 2011.

PRODUCT: Phase 1 Alternatives Analysis Report

SUBJECT: Cross Harbor Freight Movement Project EIS

DESCRIPTION: The Port Authority has assumed responsibility for completion of the Cross Harbor Freight Movement Project EIS initiated by the New York City Economic Development Corporation. Working with the Federal Highway Administration as lead agency for the NEPA process, PANYNJ is conducting a tiered EIS to evaluate potential diversion of cross-harbor freight shipments to rail and other alternatives to truck shipment, as well as rail network infrastructure and operational capacity in a broadly defined regional study area.

SCHEDULE: PANYNJ anticipates completion of the Tier I EIS by December 2011.

PRODUCT: Completion of NEPA environmental impact review process

SUBJECT: Comprehensive Regional Goods Movement Plan

DESCRIPTION: The PANY&NJ, in cooperation with its regional partners and the New York State and New Jersey departments of transportation, is undertaking a Comprehensive Long-term Regional Goods Movement Plan. The Plan will provide the region with a recommended vision and strategy, and the project concepts required to create an effective and expeditious regional goods movement network by 2040. Additionally, the plan will document current conditions and plans, identify

innovative practices, and conduct visioning and needs assessment in order to draft and prioritize recommended long-term regional goods movement goals and strategies.

SCHEDULE: This effort commenced in late 2009 with anticipated completion by mid-2011 .

PRODUCT: Report with Recommendations

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AGENCY: TRANSCOM FHWA-FUNDED PLANS AND ACTIVITIES

SUBJECT: TRANSMIT (TRANSCOM's System for Managing Incidents and Traffic) Upgrade and Enhancements

DESCRIPTION: TRANSCOM conducted an FHWA-funded operational test in the early 1990's using electronic toll collection (ETC) technology to detect incidents. The test successfully demonstrated that ETC technology could be used for traffic management and incident detection. TRANSMIT Phase I was a network of 20 roadside readers (at approximately 1.5-mile intervals along 19 miles of the Garden State Parkway and New York State Thruway) that use E-Z Pass toll transponder equipped vehicles as anonymous probes. TRANSMIT collects aggregated travel time and speed data from these vehicles and compares them to a historical database to detect congestion-causing incidents. TRANSCOM's Operations Information Center relays this incident information to the New York State Thruway Authority and the New Jersey Turnpike Authority – GSP Division to allow for rapid response and clearance, as well as directly to motorists (through variable message signs or highway advisory radio) to reduce congestion. The final evaluation reports for the project have been completed.

Since this time, TRANSMIT has been expanded to over 2500 one-way miles of roadway to provide travel times and speeds to our member agencies and the traveling public. TRANSMIT has been deployed on major roadways in Bronx, Kings, Queens, New York, Nassau, Suffolk, Westchester, Rockland, Orange, and Richmond counties in New York; and Bergen, Essex, Morris, Camden, Gloucester, Middlesex, Hudson, and Union counties in New Jersey.

As noted, this system was developed in the mid 1990's. The software has reached end-of-life (EOL) with all vendors, such as Microsoft, and is no longer able to be supported. Given the operational and traveler information dependencies' that the TRANSCOM Member Agencies have with the system it needs to be upgraded. In addition to the baseline system update to be conducted, a number of enhancements shall be developed. Based upon feedback from the TRANSCOM Member Agencies, the following list of additional functionalities has been identified:

- | | |
|----------------------------------|---------------------------------------|
| 1) Origin/Destination (O/D) | 6) O/D by 15 minute time period |
| 2) Path Travel Times | 7) O/D approach for missed reads |
| 3) TRANSMIT new device driver | 8) Save O/D, path travel time queries |
| 4) Travel Times by Vehicle Class | 9) Fleet Management Application |
| 5) O/D by Vehicle Class | |

SCHEDULE: The upgrade and enhancement work is expected to begin in the second quarter of 2011 with the work completed mid to late 2012.

PRODUCT: A more dependable and reliable application with increased capabilities to provide travel times and speeds to our member agencies and the traveling public.

SUBJECT: TRANSCOM OpenReach (OR) System and ConnDOT Data Interface

DESCRIPTION: The original Regional Architecture (RA) system provides TRANSCOM member agencies' operations centers with a gateway to a wide area network of the region's Transportation Management Centers (TMCs). Through this network, agencies shared incident and construction data, transit schedules, VMS and HAR information, CCTV and real-time traffic & transit conditions. This database of shared data is the foundation for both the New Jersey and New York 511 Traveler Information Systems. The TRANSCOM RA System provided technical coordination among TRANSCOM member agencies to ensure that all ITS technologies implemented in the region are designed to be compatible for communications among the systems and with the ITS National Architecture. The TRANSCOM RA System itself provided the links between systems to make these communications possible. TRANSCOM's OpenReach Project will transform the TRANSCOM RA system from a system that can only be accessed by a centralized workstation at each agency to a system that will be accessible anywhere Internet access is available. The TRANSCOM OR will be using the Google map system to improve the user friendliness of the system. Additionally, TRANSCOM OR will provide the real-time event and link content that is made available to the public via TRANSCOM's free data service (data.xcm.org).

Data interfaces will be developed between the OR system and ConnDOT's Crescent Transportation Management system as well as NYSDOT's Region 10 Transportation Management system. This will ensure the reliable transfer of information between the three systems without double entry required by the various operations center staff.

SCHEDULE: Implementation of the original RA was completed in 2005. The implementation of the TRANSCOM Open Reach system began in late 2010 and will be completed in mid 2011. The NYSDOT Region 10 Data Interface was completed in 2010. The data interface between the TRANSCOM Open Reach system and ConnDOT's system is expected to be completed in 2011.

PRODUCT: A seamless communications network for regional traffic operation centers accessible from any location with internet access.

SUBJECT: Video Sharing Network

DESCRIPTION: This FHWA-funded project supplements existing interagency communication and coordination of traffic movement and incidents by creating a video network allowing TRANSCOM and its member agencies to receive Closed Circuit TV (CCTV) video transmissions from traffic surveillance cameras on each other's facilities. This system was originally a standalone system which connected 14 operation centers using leased lines. This project will enhance this program by integrating internet-based video feeds into the TRANSCOM OpenReach system described earlier. This integration will increase not only the number of video feeds accessible for viewing, but also expand access of the video feeds to multiple groups (management, staff and field personnel) who previously did not have this capability, and decrease the overall O&M costs to TRANSCOM member agencies.

SCHEDULE: The initial system was deployed in 2001. One additional transportation agency was added in 2007. Implementation of the OpenReach system, with the available internet accessible

video feeds, began in late 2010. Additional cameras will be added to the system as they become available on the internet throughout 2011.

PRODUCTS: Links to multi-agency remote video feeds through the TRANSCOM OpenReach system.

SUBJECT: Travel Time Data Acquisition

DESCRIPTION: As described earlier, TRANSCOM has implemented the TRANSMIT system to obtain travel time and speed data on many of the roadways in the NY/NJ/CT metropolitan area. TRANSCOM's Member Agencies also have other technologies, such as loops, radar, and video, on certain roadways to determine travel times and speeds. However, many roadways in the region do not have any technologies deployed which could provide this important transportation information. In order to assist in filling this gap, and to support the USDOT Section 1201 Rule for provision of real-time information, this project will purchase this travel time and speed data from transportation information vendors to provide this information for the major roadways within the metropolitan area.

This data will then be incorporated into the TRANSCOM fusion engine, along with all the additional travel times obtained from TRANSMIT and the other technology sources, to provide a robust and highly viable database of travel times for the roadways throughout the metropolitan area. The TRANSCOM data fusion engine's software is capable of optimizing the travel time data for each segment based on rules established by the member agencies.

This data will then be distributed to the member agencies through the TRANSCOM OpenReach system and to the traveling public by a variety of means including 511 websites and phone systems, personalized services, and variable message signs.

SCHEDULE: It is expected that TRANSCOM will begin purchasing this data in mid 2011 and continue for approximately two years.

PRODUCT: Travel time and speed data for major roadways within the NY/NJ/CT metropolitan region which will be provided to the TRANSCOM member agencies and to the traveling public.

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AGENCY: NEW JERSEY OFFICE OF HOMELAND SECURITY & PREPAREDNESS

SUBJECT: Jersey City/Newark Urban Areas Security Initiative (UASI) Regional Evacuation Plan

DESCRIPTION: NJ Office of Homeland Security contracted with a multi-disciplinary team of researchers led by Rutgers-Voorhees Transportation Center to undertake a comprehensive regional evacuation planning study. The study will result in a collaborative, cross jurisdictional, all hazards regional evacuation plan for the NJ UASI region.

SCHEDULE: Study began September 2007 and the plan will be completed by June 30, 2011

PRODUCT: Includes developing a regional transportation planning model, coordinating with other evacuation planning initiatives, developing a basic evacuation plan and annexes for special needs, regional sheltering, public notification and communications.

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AGENCY: REGIONAL CATASTROPHIC PLANNING TEAM (RCPGP)

SUBJECT: Established in 2008, the Regional Catastrophic Preparedness Grant Program (RCPGP) is a groundbreaking Department of Homeland Security initiative to encourage collaborative emergency planning in America’s largest regions.

DESCRIPTION: The RCPGP has three primary goals: 1) Fix Shortcomings in Existing Plans, 2) Build Regional Planning Communities, 3) Link Operational and Capabilities-Based Resource Planning.

The regional project site for New York City and northern New Jersey also includes Long Island, several New York counties, and parts of Connecticut and Pennsylvania. With a population of 22 million people, this region is home to nearly 1 in every 14 Americans.

SCHEDULE: In early 2008, the Urban Area Working Groups in New York City and northern New Jersey came together to charter the Regional Catastrophic Planning Team (RCPT), a steering committee to guide RCPGP-funded activities. RCPT members represent the interests of many stakeholders in their communities, including counties, cities, businesses, non-profit groups and volunteer efforts.

PRODUCT: RCPT projects will assess the current state of regional emergency planning, review existing protocols for regional operations, and describe beneficial opportunities for collaboration. The table below shows the RCPGP projects that are currently underway.

PROJECT	GOALS
Regional Disaster Housing Plan	All-hazards strategies to assess needs of displaced persons, provide interim housing and long-term housing, and restore housing.
Regional Geographic Information System	Create a central data clearinghouse where local jurisdictions can obtain geographic data for joint planning.
Virtual Regional Operations Center	Secure, user-friendly platform for jurisdictions to share situational awareness and build a common operating picture.
Regional Evacuation and Sheltering Plan	Regional timelines to coordinate mass evacuation and sheltering of the general public, special-needs groups, healthcare facilities, the homebound and pets.
Regional Critical Infrastructure Protection Plan	Comprehensive regional strategy for critical infrastructure resilience, to focus on interdependence of power providers and their ability to recover from major events.

Regional Debris Management Plan	Improve capacity to estimate, transport, store and remove post-event debris. Address gaps in resources and capability with public assistance and vendor support.
Regional Disaster Logistics Program	Develop plans and execute projects that optimize the region's ability to manage resources prior to, during and after a catastrophic incident. Create system-wide visibility into the resource request process and develop trained logistics response teams.
Regional Continuity of Operations (COOP) Plan	Assess resilience of local agencies for catastrophic events, and plan coordinated operations to restore essential functions.
Regional Mass Fatality Plan	Enable rapid, coordinated deployment of mortuary operations to catastrophic events by building a regional mass fatality board to strengthen field and surge capacity.
Regional Radiological Response & Recovery Plan	Compile strategies and plans for radiologic events: to include containment, mass decontamination and recovery and restoration of sites.

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**AGENCY: NEW JERSEY DEPARTMENT OF TRANSPORTATION
UNIVERSITY RESEARCH EFFORTS**

NEW JERSEY DEPARTMENT OF TRANSPORTATION

SUBJECT: Asset Management Decision Support Tool, (DSS) Tool

DESCRIPTION: This research will accomplish the following:

- Provide additional testing and development of an asset management decision support tool that was developed for NJDOT Capital Investment Strategies.
- Validate the asset management decision support model developed for NJDOT by Cambridge Systematics and to develop software requirements to implement the model within NJDOT's data warehouse.
- Test the model with data from NJDOT management systems, as they are provided to the data warehouse being developed by NJDOT.
- Further specify a web-based software application that would interact with the NJDOT data warehouse and provide easy access to the utility calculations and optimization routines developed as part of asset management decision support tool.

SCHEDULE: Estimated Completion Date: 2011

PRODUCT: Final Report and Technical Brief

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**AGENCY: NEW JERSEY DEPARTMENT OF TRANSPORTATION
RESEARCH EFFORTS**

NEW JERSEY INSTITUTE OF TECHNOLOGY

SUBJECT: GO Bus Impact and Analysis

DESCRIPTION: This research will accomplish the following:

In April 2008, NJ TRANSIT launched GO BUS service, an enhanced bus service, with the GO25 route along Springfield Avenue in Newark and Irvington. In Fall 2009, GO28 service was implemented along Bloomfield Avenue. Customers benefit from these new bus lines in many ways including faster travel times, more frequent service, express stops, signal priority for buses, and new direct service to the airport. This study will identify shifts in travel patterns, including auto diversions, induced ridership, time saving benefits, and increases in customer satisfaction. The study will also test rider perceptions of different BRT like elements such as enhanced shelters, branding, express trips, and signal priority, among others. Users stated preference techniques will be used to identify the impacts various BRT elements have on ridership and customer satisfaction. It will also identify the impact on retaining existing riders.

SCHEDULE: Estimated Completion Date: Dec 31, 2011

PRODUCT: Final Report and Technical Brief

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SUBJECT: Development of a System Local Bus Database

DESCRIPTION: This research will accomplish the following:

The NJ TRANSIT Research Department's primary goal is to develop, review, implement and analyze surveys to support ridership forecasting and other NJ TRANSIT efforts. This includes developing and maintaining databases for detailed analysis. In addition to collecting and analyzing data for forecasting purposes, the research department provides data and analysis to various departments and organizations including management for the purposes of decision making, marketing for market analysis, NJ TRANSIT planning departments, MPOs and other planning entities for integration into planning analysis and documents, consultants for use in planning, analysis, and decision making, and real estate developers and other businesses for use in making business decisions and performing market analysis.

Over the last several years, the NJ TRANSIT research department has collected an array of data on bus routes covering various areas of New Jersey. However, the data was collected during individual surveys of routes and groups of routes. Separate datasets are maintained for each survey effort.

The current data is disjointed and the various datasets are incompatible in their current form. The objective of this project is to develop a single dataset, combining all previous bus survey databases, so that all collected information is accessible in a single file, while maintaining the integrity of the data. The data merge will provide a system-wide database of demographics, travel characteristics, and origin destination information, which can be used for multiple purposes. The merged data will allow for more complete forecasting methods due to the complete and compatible data provided to the NJ TRANSIT forecasting department and transportation planning organizations for forecasting purposes. In addition, the merged database will allow the NJ TRANSIT research department and other end users of data to run analysis that will allow decision makers to evaluate and prioritize data on a more even scale, as data will be compatible and therefore easily evaluated. The data merge will also allow for easy recall of data from a single file, rather than performing data searches for each individual route to be evaluated, thus providing significant time savings for analysts while performing data mining operations.

SCHEDULE: Estimated Completion Date: Dec 31, 2011

PRODUCT: Final Report and Technical Brief

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**AGENCY: NEW JERSEY DEPARTMENT OF TRANSPORTATION
RESEARCH EFFORTS**

**RUTGERS, THE STATE UNIVERSITY - CENTER FOR ADVANCED INFORMATION
PROCESSING (CAIP)**

SUBJECT: Traffic Controls and Work Zone Safety for High Volume Roads

DESCRIPTION: This research will accomplish the following:

The objective of this project is to determine current practice and to develop guidance for traffic control and workzone safety for high volume roads. The MUTCD currently addresses only work performed along low speed roads and does not apply to the majority of situations encountered by DOT employees surveying or inspecting high speed, high volume roadways. The objectives of the study will be accomplished through:

- 1) Scanning: Assess current state-of-the art in work zone control and safety with an emphasis on high speed and high volume roadways where surveyors and inspectors are required to work.
- 2) Field Data Collection: Develop an experimental set-up to collect field data while NJDOT employees are performing their work, and then develop and implement data collection plan.
- 3) Synthesis: Develop recommendations and guidelines based on the previous two phases.
- 4) Selection and Assessment of Most Promising Technologies: identify most promising “work zone intrusion warning” technologies along with a statistically robust ranking methodology.

SCHEDULE: Estimated Completion Date: 2011

PRODUCT: Final Report and Technical Brief

CONTACT: Edward Kondrath, Bureau of Research

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SUBJECT: Handheld Devices on Rail for Fare Collection and Communication

DESCRIPTION: This research will accomplish the following:

NJ TRANSIT would like to study the concept of providing rail crews with handheld devices to utilize onboard rail vehicles both to generate tickets onboard for customer purchase and as a means of communication. Several issues that may be looked at include the use of wireless devices to generate tickets, complete transactions, connect to a central database, utilize contactless and magnetic media, and other potential uses for the technology. The study will also look at the efficiency of using the handheld devices, the ease of use for rail crews and customers, and provide a cost analysis for the implementation of the devices.

SCHEDULE: Estimated Completion Date: Dec 31, 2012

PRODUCT: Final Report and Technical Brief

CONTACT: Stefanie Potapa, Bureau of Research

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SUBJECT: Benefits and Impacts of the Rail Grant Program

DESCRIPTION: This research will accomplish the following:

The Bureau of Rail Services has issued grants to railroads since 2002. The goal of these grants is to increase railroad use and promote economic development. However, the Bureau has never analyzed the outcomes. This effort will develop a methodology to assess the impact of the grant program to explore the following questions: Have the railroads achieved their stated goals? Were any particular types of improvement more successful than others? (Sidings, operational improvements, track rehab, etc.)? What other metrics can be used to improve the performance of the program?

SCHEDULE: Estimated Completion Date: Dec 31, 2012

PRODUCT: Final Report and Technical Brief

CONTACT: Vincent Nichnadowicz, Bureau of Research

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**AGENCY: NEW JERSEY DEPARTMENT OF TRANSPORTATION
RESEARCH EFFORTS**

**RUTGERS, THE STATE UNIVERSITY - CENTER FOR ADVANCED INFRASTRUCTURE
& TRANSPORTATION (CAIT)**

SUBJECT: Video Cameras in Access Link Paratransit Vehicles

DESCRIPTION: This research will accomplish the following:
NJ TRANSIT is committed to the safety of its customers, employees, and the general public. NJ TRANSIT is equally committed to quality ADA service to customers with disabilities. To this end, there is a need to determine the optimal video recording system for the Access Link ADA Paratransit fleet. Currently, the 360 vehicles used to provide NJ TRANSIT's Access Link statewide paratransit service are equipped with the Drive-Cam recording system, which captures 20-second video clips generated upon G-force or manual trigger. The limitations of this triggering compromise the effectiveness of the Drive-Cam system, as events with minimal G-Force impact and no manual triggering are not captured or addressed. As a result, opportunities to understand issues and incidents related to the service and safety (to include securement) of customers with disabilities (many who utilize mobility devices), to include enhancement of customer behavior issues, the need for specialized driver training and avoidance of repeat occurrences, are lost. With newer technology and recording systems now available which provide continuous, comprehensive video recording, it would be prudent to conduct research to determine the best and most cost-effective video recording system for the Access Link program.

SCHEDULE: Estimated Completion Date: Dec 31, 2011

PRODUCT: Final Report and Technical Brief

CONTACT: Vincent Nichnadowicz, Bureau of Research

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SUBJECT: Local Technical Assistance Program (LTAP)

DESCRIPTION: This research will accomplish the following:
New Jersey LTAP, hosted at the Rutgers University's Center for Advanced Transportation and Infrastructure (CAIT), conducts technology transfer activities that include the dissemination of information through a monthly newsletter, conducting training programs, and administering clearinghouse activities. This ongoing effort provides public works, engineering, planning, and law enforcement employees with training and information in the areas of design, maintenance, inspection,

supervision, employee development, and other transportation related subjects. NJ LTAP also supports and provides services to the transportation research community in cooperation with the New Jersey Department of Transportation.

SCHEDULE: Estimated Completion Date: Dec 31, 2011

PRODUCT: Final Report and Technical Brief

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**AGENCY: NEW JERSEY DEPARTMENT OF TRANSPORTATION
RESEARCH EFFORTS**

**RUTGERS, THE STATE UNIVERSITY - VOORHEES TRANSPORTATION CENTER
(VTC)**

SUBJECT: Quantifying Patron Needs at Intermodal Facilities

DESCRIPTION: This research will accomplish the following:

- Describe typical design, information and service characteristics of different types of transit transfer points in NJ and benchmark these against national and international best practices.
- Determine the needs, wants and concerns of riders using transit transfer points in New Jersey.
- Determine facility design elements and features, as well as technologies, identified by riders as most important for facilitating transfers between transit services and modes at representative transfer point.

SCHEDULE: Estimated Completion Date: 2011

PRODUCT: Final Report and Technical Brief

CONTACT: Vincent Nichnadowicz, Bureau of Research

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SUBJECT: Off-Peak Rail Transit Service Study

DESCRIPTION: This research will accomplish the following:

- Document all modal and temporal shifts and identify new riders resulting from improved off-peak and weekend service on selected NJ TRANSIT commuter rail lines.
- Document how new and improved off-peak and weekend services have affected overall travel patterns in the region and quantify the benefits in terms of VMT reduction and greenhouse gas emissions.
- Document how people from different socioeconomic and demographic groups living and working in different environments have adapted to the changes in rail service.
- Identify the constraints such as parking availability, parking costs, and bus/shuttle access to stations on the two lines that may have affected ridership.
- Assess how the observed results may affect transit planning, operations and investment decisions over the short and long term.

SCHEDULE: Estimated Completion Date: Dec 31, 2011

PRODUCT: Final Report and Technical Brief

CONTACT: Vincent Nichnadowicz, Bureau of Research

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SUBJECT: Measuring Benefits of Transit Oriented Development

DESCRIPTION: This research will accomplish the following:

NJ TRANSIT is interested in quantifying the benefits derived from Transit Oriented Development (TOD) in NJ to individuals (households) and communities (municipalities and/or regions/subregions). These benefits can take several forms. Such as travel mode shifts that result in reduced area-wide traffic congestion and improved air quality. On the personal/individual/HH side, NJ TRANSIT is most interested in health, housing affordability, and transportation affordability (and availability). On the public side there are several potential "indicators" that could be examined -- improved safety (pedestrian and personal, related to either real or perceived decrease in crime), infrastructure efficiencies, improved ratables (higher yielding and/or more), fewer vacancies, less demand on public services, etc.

SCHEDULE: Estimated Completion Date: Dec 31, 2012

PRODUCT: Final Report and Technical Brief

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**AGENCY: INTER-MPO ACTIVITIES
CENTRAL JERSEY TRANSPORTATION FORUM**

SUBJECT: Achieve improved and more integrated regional land use and transportation planning that will result in a better quality of community life in Central Jersey. The geography is a twenty-one municipality, four-county area encompassing parts of DVRPC and NJTPA, generally focused around US 1.

DESCRIPTION: The Central Jersey Transportation Forum serves a unique role in bringing together a wide range of public, non-profit, and private organizations with a stake in the transportation systems of Central New Jersey to facilitate a regional, cooperative approach to solving problems.

The Forum moves toward its goal through an agreed-upon action plan. This involves work in four interrelated issues: east-west access, transit and alternative modes, land-use/transportation integration, and system-wide planning and coordination.

In FY 2011, the Forum reorganized to be more effective. This included expanding its geography while developing a smaller set of formal voting members, and the addition of action teams. The Steering Committee was also made larger and given a stronger role. This will continue to evolve and likely require somewhat more staff support than in previous years, however it is anticipated to be completed within similar funding levels.

The Forum provides technical support, improves coordination, and can initiate projects. It helped the Route 1 Bus Rapid Transit (BRT) advance through alternatives analysis and continues to support implementation. The Forum also helps implement NJDOT's Route 1 Regional Growth Strategy.

The Forum includes NJDOT, NJ Transit, other State agencies, DVRPC, NJTPA, Middlesex County, Somerset County, Mercer County, Greater Mercer TMA, Keep Middlesex Moving, study area municipalities, major non-profit organizations and businesses, and advocacy groups.

TASKS:

1. Implement and track progress on the agreed-upon action plan, including the Route 1 BRT effort
2. Arrange Forum and related meetings; prepare meeting materials
3. Maintain communication among participants including through Forum web pages
4. Coordinate with related projects on behalf of the Forum

PRODUCTS:

1. Presentation and communication materials
2. Summaries of analysis, reports
3. Meeting highlights and other material evaluating progress

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PLANNING AT THE EDGE

SUBJECT: Planning at the Edge, Delaware Valley Regional Planning Commission

DESCRIPTION: Since 2003, the Planning at the Edge collaborative effort among nine MPOs and numerous state agencies has held periodic meetings to address issues of mutual concern and to forge unique and meaningful partnerships. The Planning at the Edge Forum discusses inter-regional issues and projects with the goal of achieving cooperative solutions and to identify ways to address the issues, both formally and informally, through coordination with the pertinent statewide, planning and operating agencies and MPOs. Planning at the Edge has proven to be very successful in fostering enhanced coordination among neighboring MPOs and regions. The Forum has held numerous informative discussions, shared information, and developed and promoted appropriate changes to policies and processes to help make the mega-region a world-class destination.

The trends from the New York to Philadelphia to Baltimore mega-region are similar; commuting times and congestion will continue to increase; what used to be predominantly rural counties are seeing increased development pressure; demographic forecasts show growth, putting pressures on our already aging infrastructure.

The Planning at the Edge partners are motivated by mutual interest and shared policy objectives that promote integrated investments in mobility, environment, and economic development that are needed to guide the nation's growth in the 21st century. In some cases (Airport planning, for example), DVRPC already is designated as the responsible agency for multi-county and multi-state planning areas that exceed its formal boundaries. However, in most instances to date, cross-boundary planning issue identification, assessment and resolution occurs on a case-by basis, depending on the parameters of a particular project or a specific coordination initiative. These partnerships have proven to be invaluable around individual projects, such as the seven-state Regional Greenhouse Gas Initiative to reduce carbon dioxide emissions in the Northeast, developing a bi-state Smart Transportation Guidebook and forging an alliance to begin to evaluate the regional food system within a 100 radius which includes four states.

It is a fundamental opportunity to organize and direct the trillions of dollars of investments that will be made over the next generation in infrastructure, housing and urban development, environmental protection, and new energy systems and to harness these investments to improve the competitiveness and livability of the Planning at the Edge Region. DVRPC is working on updating demographic and travel trends and will issue a report on shared issues amongst the nine MPOs during FY 2011.

Planning at the Edge Agencies:

Baltimore Metropolitan Council (BALTOMETRO)

<http://www.baltometro.org/>

Executive Director – Mr. Larry Klimovitz

Counties - Baltimore, Anne Arundel, Carroll, Harford and Howard, MD

The Baltimore region is the nation's 19th largest market, with over 2.5 million people with projections to increase in population by 15% in 2025.

Berks County Planning Commission (BCPC)

<http://www.co.berks.pa.us/planning/site/>

Executive Director- Mr. Glenn Knoblauch,

County- Reading, PA

Berks County's population is projected to increase 12% by 2020

Delaware Valley Regional Planning Commission (DVRPC)

<http://www.dvrpc.org/>

Executive Director - Mr. Barry Seymour

Counties – Bucks, Chester, Delaware, Montgomery and Philadelphia, PA

Burlington, Camden, Gloucester and Mercer, NJ

The DVRPC region is the nations 6th largest market with over 5.6 million people and is projected to increase in population 12% by 2030.

Lancaster County Planning Commission (LCPC)

<http://www.co.lancaster.pa.us/planning/site/>

Executive Director - Mr. James Cowhey,

County – Lancaster, PA

Lancaster County's population is projected to increase 38% by 2030

North Jersey Transportation Planning Authority (NJTPA)

<http://www.njtpa.org/>

Executive Director - Ms. Mary K. Murphy,

Counties – Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic,

Somerset, Sussex, Union and Warren, NJ

NJTPA's population is projected to increase by 16% to 7.8 million people by 2035

South Jersey Transportation Planning Organization (SJTPO)

<http://www.sjtpo.org/>

Executive Director Mr. Timothy T. Chelius,

South Jersey Transportation Planning Organization

Counties- Atlantic, Cape May, Cumberland and Salem, NJ

Overall, the regional employment is forecast to grow about 25% and regional population is expected to grow approximately 20% by 2035

Lehigh Valley Planning Commission (LVPC)

<http://www.lvpc.org/>

Executive Director - Mr. Michael N. Kaiser,

Counties – Lehigh and Northampton, PA

By 2030 about 55% of the Lehigh Valley will be urban, compared to 40% in 2000 and the population will grow by 22% between 2000 and 2030.

Wilmington Area Planning Council (WILMAPCO)

<http://www.wilmapco.org/>

Executive Director - Ms. Tigist Zegeye

Counties - Cecil MD and New Castle County, DE

From 2000 to 2030, the two counties are projected to experience a population growth of 52%

New York Metropolitan Transportation Council (NYMTC)

<http://www.nymtc.org/>

Executive Director - Mr. Joel P. Ettinger,

Counties- [Nassau](#), [Putnam](#), [Rockland](#), [Suffolk](#) and [Westchester](#), NY

The NYMTC region includes New York City, Long Island and the lower Hudson Valley with a population of 11.3 million and where two million more people are expected to live by 2030.

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**AGENCY: NEW JERSEY HIGHLANDS WATER PROTECTION
AND PLANNING COUNCIL**

SUBJECT: Highlands Regional Master Plan (RMP)

DESCRIPTION: Through the passage of the Highlands Act in August 2004, the Highlands Water Protection and Planning Council was created and charged with the task of developing a Regional Master Plan to restore and enhance the significant value of the abundant and critical resources of the Highlands region. The Act defines the region as including nearly 860,000 acres located in 88 municipalities in seven northern New Jersey counties (Bergen, Morris, Hunterdon, Somerset, Sussex, Passaic and Warren).

A fundamental aspect of the Plan is the process by which local governments work collaboratively with the Council to adjust land use plans and development requirements to support the goals and requirements of the Plan. The Act requires Preservation Area municipalities and counties to conform to the Plan. Municipalities in the Planning Area have incentives to voluntarily conform to the Plan. The Plan is built upon land use standards and a Land Use Capability Map Series.

The Land Use Capability Map series is based on an analysis of natural resources, existing development, infrastructure, and agricultural activities. The Zone map establishes six geographic zones that overlay municipal zoning, each with its own criteria and standards. Four other maps in the series address capacity for water availability, water supply utilities, wastewater utilities and septic systems.

The RMP became effective September 8, 2008. It serves as the regional planning framework for resource protection and as a complement to local land use planning efforts. The document provides strategic opportunities for communities to consider and act upon, based on an understanding of the cumulative and regional impacts of local land use decisions, including the relationship between land use and transportation. It also provides a framework to coordinate the policy and planning decisions made by federal, State, and regional entities such as NJTPA, to ensure that these decisions and public investments are guided by the goals of this Plan.

The RMP policies help shape the Region's transportation investments by working with State and local agencies and stakeholders. By implementing smart growth principles and by looking at transportation and land use planning in a comprehensive manner, a long-term strategy can then be developed to better handle the Region's many transportation and transit related concerns. The RMP contains a Smart Growth Component and a Transportation Component to provide a plan for transportation system preservation, including all federally mandated projects or programs, and recognizing smart growth strategies and principles.

The Act provides that the Council recognize projects that promote a sound, balanced transportation system that is consistent with smart growth strategies and principles. A preliminary evaluation of existing and planned transportation studies in the Highlands Region that are anticipated as near-term

(5 years), mid-term (5 to 10 years) and long-term (greater than 10 years) projects was performed for the 2008 Regional Master Plan.

The Council received input from State agencies, transportation planning professionals, non-profits, and county, municipal and local stakeholders in its evaluation of projects. The projects were evaluated based on input received, research and participation in project studies, the viability of both an anticipated near term project and a longer term project, projects that promote preservation of the transportation system, incorporate transit or multi-modal components, serve a significant portion of the Region, reduce vehicle miles traveled, and improve mobility and accessibility for residents and visitors and support both the Highlands Act and RMP policies.

The funded projects and ongoing studies selected by the Council to be recognized in the 2008 Regional Master Plan for further evaluation included: the recently cancelled Access to the Regions Core (ARC)/ Trans Hudson Expansion (THE) Tunnel project, which included upgrades to the Raritan Valley, Main/Bergen/Pascack Valley and Morris & Essex Lines; the Lackawanna Cutoff Project MOS1 rail extension project to Andover only, along the existing right of way; the Northwest NJ Bus Study, for which 80% of the study area is in the Highlands Region and provided a transit evaluation in an area that is currently underserved or not served by transit; and the Raritan Valley Line Extension Study from High Bridge to Phillipsburg. This study supports the I-78 Corridor Study and the rights of ways have been obtained by NJ Transit, however further study is warranted regarding station locations and amenities.

The Council will continue to evaluate transportation projects with its agency partners and stakeholders and support intra- and inter-regional transportation and transit through Plan Conformance and the Transportation Safety and Mobility Program. The Council worked with the Voorhees Transportation Center in support of Plan Conformance to evaluate potential transit strategies for the Highlands Region, supports the Regional Transportation Plan (RTP) 2035 and has been in discussions with NJ Transit regarding the Transit Friendly Planning Program and its work in Morristown, Netcong and Dover in the Highlands Region.

The Council worked with NJDOT, NJTPA, and counties to develop a Highlands Sub-Area model based on information developed from the North Jersey Regional Transportation Model (NJRTM). There is a need to re-examine, refine, and monitor these roadway conditions and travel patterns, and the impact of future development and land use patterns on traffic conditions. The refined assessment will need to be conducted to a finer Traffic Analysis Zone standard and will require more local traffic count data in order to determine more accurately local roadway conditions by municipality in the Highlands Region. The Council will continue to partner with NJDOT, NJTPA, and counties to refine the model for future needs.

A long term goal of the Council is to incorporate a Highlands Region Sub-Area Transportation Model based on the NJRTM Focus Model and improve the nature and extent of municipal circulation plan element land use and multi-modal connections.

SCHEDULE: The Council expects during FY 2012 (July 1, 2011 to June 30, 2012) to continue to work with municipalities and counties in support of Plan Conformance with the RMP and intra- and

inter- regional transportation and transit planning needs. Particularly, the Council will focus on Plan Conformance municipalities that have identified Highlands Centers and Redevelopment Areas to ensure that land use, economic development and transportation and transit needs are coordinated and support regional and local multi-modal connections.

PRODUCT: Regional Master Plan, Land Use Capability Map Series, Transportation System Preservation and Enhancement Technical report, Transportation Safety and Mobility Program, Plan Conformance - Circulation Plan Element and Highlands Project Review procedures.

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AGENCY: DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

SUBJECT: Scudder Falls (I-95) Bridge Replacement

DESCRIPTION: The Delaware River Joint Toll Bridge Commission is advancing the planned replacement of the I-95/Scudder Falls Bridge, which currently has numerous traffic safety and congestion issues. The bridge replacement project will be the largest single capital undertaking in Commission history.

The bridge is the most heavily used crossing among the 20 bridges in the Commission's system. Replacement of the I-95/Scudder Falls Bridge will provide a new, improved facility providing new capacity and other upgrades to meet future traffic demands of the coming decades. The I-95/Scudder Falls Bridge operates at the worst level of service (a federal highway classification called LOS F) during peak travel periods. Traffic volumes are projected to rise an additional 35 percent -- from an average 58,400 vehicles per day in 2007 to 77,500 vehicles per day by the year 2030.

In 2003 the Commission signed a Memorandum of Agreement with PENNDOT and NJDOT to proceed with the environmental studies and preliminary design for the I-95/Scudder Falls Bridge Improvement Project. These organizations agreed to use PENNDOT's Project Development Process to fulfill the National Environmental Policy Act (NEPA) process requirements.

The Environmental Assessment (EA) the Commission prepared for the project underwent extensive review by the departments of transportation in New Jersey and Pennsylvania and the Federal Highway Administration (FHWA). The document also was reviewed by federal and state environmental resource and regulatory agencies with regard to project findings, assessments and mitigation for a number of environmental considerations within the project limits including historical and archeological resources, threatened and endangered species, and wetlands, among others.

The FHWA was the agency ultimately responsible for reviewing the EA and determining acceptability so that it may be distributed for public examination and comment during a comment period that would include an Open House/Public Hearing.

Announcements about the availability of the EA and details about the open house/public hearing are being made through the project Web site (www.scudderfallsbridge.com), a newsletter to project stakeholders, this press release, and advertisements in local newspaper outlets.

The Commission and its project consultants examined a wide variety of improvement options for each of the four segments of the I-95/Scudder Falls project. All of the options were aired at open houses, municipal meetings and stakeholder group sessions.

The Preferred Alternative consists of the following:

The proposed project area would extend 4.4 miles along I-95 – from the Route 332 interchange in Bucks County, Pa. to the Bear Tavern Road interchange in Mercer County, N.J. The work will include a complete replacement of the existing four-lane Scudder Falls Bridge over the Delaware River with six lanes of through traffic (three in each direction), two auxiliary northbound lanes for entry/exit travel, and one auxiliary southbound lane for entry/exit travel.

Other major components of the project include:

- Widening of I-95 from the Route 332 exit in Pennsylvania to the bridge by adding an additional lane in each direction (widening to the inside of the highway)
 - Reconfiguration of the I-95/Taylorstown Road Interchange in Lower Makefield Twp., Pa. by eliminating the existing eastern southbound off-ramp from I-95 and combining it with the existing western southbound off-ramp
 - Reconstruct and reconfigure the Route 29 interchange through the use of roundabouts. This option would avoid traffic signals, resulting in a folded diamond interchange with two roundabout intersections at the ramps with I-95
 - Potential addition of a bicycle and pedestrian facility on the southbound side of the bridge is being considered; a decision will be made during final design, when costs are refined and cost reasonableness can be determined
 - Construction of noise-abatement walls along the approach roadways leading to and from the bridge
- SCHEDULE:** Completion of the project is tentatively scheduled for 2014. The estimated total cost of the project is \$321 million.
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**NORTH JERSEY TRANSPORTATION
PLANNING AUTHORITY, INC.**

FY 2011 – FY 2012 (Year 2 Update)

**UNIFIED PLANNING WORK PROGRAM
VOLUME VI
OTHER REGIONAL TRANSPORTATION
PLANNING INITIATIVES**

SECTION I

**PART TWO –NJ TRANSIT ASSISTANCE TO
TRANSPORTATION MANAGEMENT ASSOCIATIONS**

AGENCY: CROSS COUNTY CONNECTION TMA

**CROSS COUNTY CONNECTION TMA
NJ TRANSIT 2011 WORK PROGRAM
DESCRIPTION OF TASKS**

DISSEMINATION OF INFORMATION

Narrative Task Description

Goal: To provide an elevated level of information on transit service in Cross County Connection Transportation Management Association's (CCCTMA) service region.

Objectives and Tasks

- 1) Transit Information - CCCTMA will promote the use of transit as a means to help reduce traffic congestion, improve air quality and improve the quality of life and work in CCCTMA's service area.
 - a) CCCTMA will maintain a complete and up-to-date inventory of schedule and other transit information. Schedules and/or transit information superseded by updated data will be replaced.

Tasks:

- i) CCCTMA currently keeps a large and complete supply of the latest transit schedules in its office. These schedules are frequently inventoried for quantity and completeness. Members and the general public are provided schedules drawn from this supply. As quantities become low, additional supplies are ordered from NJ TRANSIT. Additionally, NJ TRANSIT sends quantities of the updated schedules to CCCTMA, which are then added to our inventory as the outdated schedules are removed.
 - ii) This element will be handled by David Calderetti and Jill Wunder.
-
- b) CCCTMA will provide and make transit information, described above, available to all requesters.

Tasks:

- i) Information described above will be sent to employers and the general public requesting same.
- ii) Transit service will be encouraged in CCCTMA's periodic newsletters and Member Updates.
- iii) Applicable transit information will be provided to employers and employees at Transportation Fairs and Transit Fairs.
- iv) Employers with access to transit will be provided applicable transit schedules, CCCTMA's Caring Commuter applications and information to encourage them to use transit.
- v) Employers, employees and the general public in the applicable counties will be provided with NJ TRANSIT southern New Jersey route maps (previously supplied to CCCTMA by NJ TRANSIT).

- vi) CCCTMA will continue to work with NJ TRANSIT's distribution center to improve the distribution of bus schedules to employers and public facilities in our service area.
- vii) This element will be handled by Joe Wilson, John Hainsworth, Graydon Newman, David Calderetti, Elisabeth Fusfield, and Jill Wunder.

- c) CCCTMA will analyze all RIDEPRO requests in our service area to determine if existing transit service is available. If service is available, the applicable schedule or information will be provided to RIDEPRO applicants.

Tasks:

- i) All individuals who request rideshare information will be analyzed for transit availability/accessibility. This will be done on an individualized basis. If transit is reasonably available, the specific schedule(s) will be provided to the individual along with their letter.
 - ii) This element will be addressed by the David Calderetti and Graydon Newman.
- d) CCCTMA will respond to all transit information inquiries by providing available data in response. This element would include an analysis of applicable route information, and provision of same to requesters.

Tasks:

- i) All incoming calls or requests for route, transit and transportation information will be analyzed with respect to transit available to fill the need. This will be done on a personalized basis, and the specific schedule and route information will be provided to that individual, to include the mailing of the particular schedule.
- ii) This same level of service will be provided at Transportation Fairs and Transit Fairs.
- iii) This element will be addressed by David Calderetti, Graydon Newman, William Ragozine, John Hainsworth and Ronda Urkowitz.

- e) CCCTMA will continue to maintain and update an extensive data bank of transit information on its website.

Tasks:

- i) CCCTMA will continue to provide transit information on its website, including descriptions of bus routes, origins and destinations, and major business locations served. Information on how to ride a bus, such as fares, bus stop locations, passes and important phone numbers, will also be provided.
 - ii) CCCTMA will continue to maintain and expand the availability of important links for schedule information.
 - iii) This element will be addressed by Jill Wunder, Marianne Sperry, Mari Svoboda, Joe Wilson, David Calderetti, Elisabeth Fusfield, Graydon Newman, Ronda Urkowitz, John Hainsworth and William Ragozine.
- f) CCCTMA will attend NJ TRANSIT-sponsored meetings and briefings on transit events and programs.

Tasks:

- i) Attend NJ TRANSIT-sponsored meetings in order to network and exchange ideas concerning TMA transit promotion ideas and strategies.
 - ii) Attend NJ TRANSIT-sponsored marketing briefings on NJ TRANSIT's seasonal marketing campaigns.
 - iii) CCCTMA will include sufficient quantities of NJ TRANSIT marketing materials in CCCTMA member mailings and newsletters.
 - iv) This element will be addressed by Joe Wilson, Elisabeth Fusfield, and David Calderetti.
- g) CCCTMA will provide public information exchanges to provide information and educational awareness, if applicable.

Tasks:

- i) CCCTMA will actively maintain information on the schedules of the RiverLINE.
- ii) CCCTMA will provide transit planning information to the counties and municipalities.
- iii) This element will be addressed by Ronda Urkowitz, William Ragozine, Graydon Newman, John Hainsworth, Mari Svoboda, David Calderetti, Jill Wunder, and Marianne Sperry.

ADVOCACY TO EMPLOYERS AND OTHER ORGANIZATIONS

Narrative Task Description

Goal: To provide an active advocacy role in the promotion of transit service in Cross County Connection Transportation Management Association's (CCCTMA) service region.

Objectives and Tasks

- 1) Promotion of Services - To develop, provide, improve and promote existing and new transit services within CCCTMA's service area, inclusive of NJ TRANSIT's Vanpool Sponsorship Program.
 - a) CCCTMA will work with employers and other organizations to solicit interest in employees for appropriate transit services and Vanpool Sponsorship Program.

Tasks:

- i) CCCTMA will provide information and assistance on NJ TRANSIT's Vanpool Sponsorship Program.
 - ii) Employers and employees who utilize or are considering the use of vanpools will be provided with information and assistance on NJ TRANSIT's Vanpool Sponsorship Program.
 - iii) This element will be addressed by Joe Wilson, Graphic Artist, Graydon Newman, John Hainsworth, David Calderetti, Elisabeth Fusfield, Ronda Urkowitz, and William Ragozine.
-
- b) CCCTMA will work with employers and other organizations, in conjunction with NJ TRANSIT, to develop or suggest modifications to existing transit services to better serve the needs of the region, and will assist municipalities interested in participating in NJ TRANSIT's Community Shuttle Program.

Tasks:

- i) CCCTMA will meet with employers and public entities in need of transit or shuttle services to review the availability of existing transit service and to further review accessibility to the work site.
- ii) If transit service is available to the employer, CCCTMA will provide necessary route and schedule information.
- iii) CCCTMA will assist municipalities interested in participating in NJ TRANSIT's Community Shuttle Program.
- iv) If existing transit can be modified to serve available ridership, CCCTMA will review current route information, analyze site(s) for potential ridership, make specific route modification recommendations to NJ TRANSIT, and work with NJ TRANSIT to include necessary modifications.
- v) Applicable modifications would be marketed by CCCTMA, and specifically handled by Joe Wilson, Graphic Artist and Elisabeth Fusfield.
- vi) The remaining tasks of this element would be addressed by Graydon Newman, John Hainsworth, and Ronda Urkowitz.

- c) CCCTMA will arrange with employers and other organizations to locate a centralized "Transit Center" at employment sites for their employees' use and information, and will continue to maintain said locations.

Tasks:

- i) CCCTMA will deliver NJ TRANSIT route schedules and Caring Commuter information (to encourage transit use) to employers and public entities.
 - ii) CCCTMA will keep employers stocked with latest applicable transit information.
 - iii) This element will be handled by Joe Wilson, Elisabeth Fusfield, David Calderetti, Jill Wunder and Marianne Sperry.
- d) CCCTMA will market and promote BusinessPass, Commuter Choice, WorkPass, TransitChek and other programs to employers and other organizations in our service area.

Tasks:

- i) CCCTMA will promote the above items through provision of information on these programs through our newsletters, Transportation Fairs, Transit Fairs, and via direct dissemination.
 - ii) CCCTMA will distribute information on the BusinessPass program to members along transit routes.
 - iii) CCCTMA will continue to provide information on these programs to interested callers to our offices.
 - iv) CCCTMA staff will attend training/refresher courses.
 - v) This element will be addressed by Joe Wilson, Graphic Artist, Elisabeth Fusfield, Jill Wunder, David Calderetti, Mari Svoboda, Graydon Newman and John Hainsworth.
- e) CCCTMA will assist all counties in planning transit service for the transit-dependent public.

Tasks:

- i) CCCTMA will continue to work with County public service agencies to formulate a plan to provide service to the transit-dependent public, living and working in Burlington and Camden counties, and will assist these counties with the implementation of their FTA funded Job Access and Reverse Commute (JARC), CMAQ and community shuttle-funded transit projects.
- ii) CCCTMA will attend County or NJ TRANSIT-sponsored meetings concerning transit service for transit-dependent public.
- iii) CCCTMA will identify existing transit routes that will contribute to the needs of the transit-dependent public.
- iv) CCCTMA will work with NJ TRANSIT and other state and federal agencies on the United We Ride initiative.

- v) CCCTMA will continue to incorporate public transit route into its bicycle and pedestrian work. Recommendations for improvements to bicycle facilities will include availability of bus and train accessibility.
 - vi) This element will be handled by Graydon Newman, John Hainsworth, Saiful Alam, and Ronda Urkowitz.
- f) Using our GIS system, CCCTMA will continue to update its map of each county shuttle route and all NJ TRANSIT bus and rail services in our seven-county region.

Tasks:

- i) The map will display connections between all routes, regardless of who operates the route.
- ii) The map will be printed in a display format suitable to visually obtain necessary information.
- iii) The map will be distributed to all transportation and social service offices in the seven counties, as well as to appropriate departments at NJ TRANSIT.
- iv) Operating schedules for all routes will also be distributed to the above groups.
- v) The map and schedules will be accessible via the internet on CCCTMA's website.
- iv) This element will be handled by Graydon Newman, John Hainsworth, Saiful Alam, and Ronda Urkowitz.

OUTREACH TO COMMUTERS AND POTENTIAL TRANSIT USERS

Narrative Task Description

Goal: To provide an active outreach program in the promotion of transit service (including shuttle routes under the Community Shuttle Program) in Cross County Connection Transportation Management Association's (CCCTMA) service region.

Objectives and Tasks

- 1) Outreach and Marketing - To promote the use of existing and new transit services, such as the RiverLINE and shuttle routes within CCCTMA's service area through the development and distribution of transit information.
 - a) CCCTMA will work in coordination with NJ TRANSIT's Marketing Department to promote and market transit services within our service area.

Tasks:

- i) CCCTMA will work with NJ TRANSIT staff to determine the range of marketing materials offered by NJ TRANSIT to fit the needs of service seekers in Burlington and Camden counties.
- ii) Where not readily available, CCCTMA will work closely with NJ TRANSIT in the development of promotional materials and advertising to promote service in our region.

- iii) CCCTMA, in conjunction with NJ TRANSIT, will also investigate and direct some effort and resources to non-traditional promotion of services, such as "CCCTMA corners" (selected literature and plastic pockets/holders).
 - iv) CCCTMA will draw upon NJ TRANSIT's expertise (and that of the NJ TMA Council), resources and research to selectively target the correct audience in the most effective and efficient manner.
 - v) This element will generally be the responsibility of Joe Wilson, Graphic Artist, Elisabeth Fusfield, the Marketing Intern and Graydon Newman, Saiful Alam with support provided by Ronda Urkowitz, William Ragozine and Mari Svoboda.
- b) CCCTMA will promote transit services at employer worksites through general Transportation and/or Transit Fairs, and to the general public at job fairs.

Tasks:

- i) A major feature of CCCTMA's Transportation/Transit Fairs and job fairs will be the provision of NJ TRANSIT assistance and information. Schedules and route information will be provided at the site, and route maps will be available.
 - ii) Where required, CCCTMA will provide personalized transit route information to employees in need of same.
 - iii) Where allowed, CCCTMA will develop and provide advertisements/articles for employer newsletters to promote the availability of NJ TRANSIT services.
 - iv) This element will be handled by Graydon Newman, David Calderetti, John Hainsworth, Saiful Alam, Jill Wunder, Elisabeth Fusfield and Marianne Sperry.
- c) CCCTMA will work with employers, local member and non-member municipalities, economic development organizations, and service area shopping malls and libraries to provide information on transit services.

Tasks:

- i) CCCTMA will make all levels of transit information available to/at the numerous organizations described above.
- ii) Transit maps and general schedule information will be provided to applicable organizations to provide to new residents, and libraries and shopping malls for the general public.
- iii) NJ TRANSIT's route maps and detailed transit information will be provided to employers and economic development organizations in our service area. Economic development organizations and employers will be further informed of CCCTMA's ability to work with NJ TRANSIT to modify existing transit service (where applicable to better serve employers).
- iv) This element will generally be handled by the Elisabeth Fusfield, David Calderetti, John Hainsworth, Graydon Newman, William Ragozine and Ronda Urkowitz.

- d) CCCTMA will assist outreach efforts through promotion of the Caring Commuter program directly to users of transit, employers, and prospective transit riders.

Tasks:

- i) CCCTMA will actively promote the Caring Commuter program to all transit riders and prospective transit riders through the use of targeted mailings and outreach efforts, to include the "CCCTMA corners", newsletter articles, and general advertisement.
 - ii) This element will be handled by Joe Wilson, Graphic Artist, Elisabeth Fusfield, the Marketing Intern and David Calderetti.
-
- e) CCCTMA will provide transit information targeted directly to municipalities served by transit routes.

Tasks:

- i) CCCTMA will provide a list of all transit routes traveling within the municipality.
- ii) CCCTMA will provide appropriate bus schedules and map(s) for all routes within municipality.
- iii) This element will be handled by Graydon Newman, John Hainsworth, Elisabeth Fusfield, and David Calderetti.

FEEDBACK

Narrative Task Description

Goal: To provide feedback to NJ TRANSIT in order to determine reliability and effectiveness of existing transit service in Cross County Connection Transportation Management Association's (CCCTMA) service region.

Objectives and Tasks

- 1) Feedback - CCCTMA will report on all activities undertaken and their findings which resulted in a monthly Status Report to NJ TRANSIT.
-
- a) Where appropriate, CCCTMA will work with employers to determine how well existing transit services meet employees' needs and work schedules.

Tasks:

- i) Where appropriate, CCCTMA will meet with employers to determine overall satisfaction with, and knowledge of, transit service to their site.
- ii) Where appropriate, CCCTMA will survey employers and employees, when appropriate, to analyze overall effectiveness of transit service. The survey will also be used to identify problems or barriers to transit use.
- iii) The information gathered in i and ii, above, will be conveyed to NJ TRANSIT.
- iv) CCCTMA will coordinate any proposed action efforts with NJ TRANSIT and the employer.

v) This element will be the responsibility of John Hainsworth, David Calderetti, Graydon Newman, and Saiful Alam. Support will be provided by Ronda Urkowitz.

b) When appropriate, CCCTMA will summarize and forward transit service quality issues and information to NJ TRANSIT's TMA Support unit.

Tasks:

- i) All information as described in elements above will be transmitted to NJ TRANSIT in a timely fashion. In general, this information will be formally transmitted, but will occasionally be verbally transmitted in the interests of safety or expediency.
- ii) This element will be the responsibility of David Calderetti, John Hainsworth, Marianne Sperry, Graydon Newman, William Ragozine and Ronda Urkowitz.

c) CCCTMA will work with municipalities, employers and NJ TRANSIT to locate new bus signs or bus shelters at appropriate locations throughout Burlington and Camden counties.

Tasks:

- i) CCCTMA will meet with member municipalities to discuss the need for - and feasibility of - erecting bus signs or bus shelters along NJ TRANSIT routes within the municipality. The work will be done on a route by route basis.
- ii) Once a possible location for a sign or shelter has been located, CCCTMA will contact the affected employer (if applicable) to discuss their interest in working with CCCTMA, the host municipality, and NJ TRANSIT on the permanent placement of the sign or shelter.
- iii) If the employer is interested in the above, or if the employer has suggestions on locating bus shelters or bus signs, CCCTMA will ask NJ TRANSIT to tour the potential location(s) of the sign or shelter to assess its feasibility.
- iv) If NJ TRANSIT feels a sign or shelter is warranted, CCCTMA will work with NJ TRANSIT, the employer, and the host municipality to receive the necessary approvals for installation of the sign or shelter.
 - v) This element will be handled by Graydon Newman, William Ragozine, John Hainsworth, Saiful Alam and Ronda Urkowitz.

AGENCY: GREATER MERCER TMA

GREATER MERCER TMA NJ TRANSIT 2011 WORK PROGRAM DESCRIPTION OF TASKS

I. INFORMATION

Objective: To provide accurate and comprehensive information about existing and proposed transit service to and from Mercer County.

Tasks:

- Greater Mercer TMA will maintain an inventory of all transit schedules and other pertinent transit information for our service area for distribution to the general public. The inventory includes: all NJT bus, light rail and rail timetables and guides for Mercer County, GMTMA's Mercer Co. Transit Guide, Access Link information, Business Pass information, TMA shuttle schedules, SEPTA Regional Rail schedules and other transit information and timetables as appropriate. The Office Manager is primarily responsible for inventory maintenance.
- GMTMA will maintain transit schedules, rail information and schedules, and maps on its web site, www.gmtma.org, via links to relevant web sites or on our own pages as appropriate. The Marketing/Service Development Manager is responsible for this task.
- GMTMA will disseminate pertinent information on existing transit services to all interested employers and individuals within our service area, regardless of whether they are members of Greater Mercer TMA. Employers who request this information will receive specific notification when significant schedule or routing changes affecting their worksites are implemented. Information will be disseminated by telephone, fax, mail, electronic mail, on site events and on our web site, as appropriate. GMTMA will coordinate schedule distribution with NJT's Timetable Distribution Center. In accordance with NJDOT's Transit First policy, transit information as appropriate will be provided with all responses to rideshare requests. The Office Manager and Commuter Services Manager are primarily responsible for disseminating transit information.
- Greater Mercer TMA will attend NJ TRANSIT sponsored meetings to discuss promotional and marketing programs and strategies and will distribute information and materials on these programs to interested employers and individuals at fairs, brown bag lunches, and other events. The Marketing/Service Development Manager will be primarily responsible for this activity.
- Greater Mercer TMA will contact new developments in our service area to provide them with transit information appropriate for their location. The Marketing/Service Development Manager will execute this task.
- Greater Mercer TMA will continue to maintain an e-mail network for individuals and companies interested in receiving TMA shuttle information and updates and will refer and promote NJT's alert system.
- Greater Mercer TMA will include information on transit schedule changes, transit tips, etc. as appropriate in its monthly E-connections electronic newsletter and on the GMTMA twitter site, facebook page and blog.
- Greater Mercer TMA will develop electronic interactive maps of selected bus routes using GIS or Google Maps that will show bus stops and provide details for each stop such as whether a shelter

is available, nearby employment or public facilities served by the site, etc. The maps or links to them will be posted on our website.

II. ADVOCACY to employers and other organizations

Objective: To solicit and organize support for transit from the business community, government officials, municipalities, developers and the general public.

Tasks:

- Greater Mercer TMA will develop and implement a Connected Employer campaign for employers along selected bus routes, focusing initially on those along the 130 Connection route. We will provide employers along the route with a window decal that shows they are connected to transit as well as schedules and holders. We will work with the Chamber of Commerce and County to contact employers, distribute the stickers, schedules and monitor ridership. In addition we will issue press releases and include information on our website and in our newsletters as appropriate. We will encourage employers to market themselves as “connection employers” to promote their accessibility and attract transit usage to their businesses.
- Greater Mercer TMA will assist NJT in advancing efforts to bring BRT to Mercer County. Toward this end, GMTMA will meet with businesses, organize outreach events, or other activities as requested by NJT to communicate progress, solicit input. The Executive Director will be primarily responsible for carrying out this task. NJT’s TMA Board Representative will provide input and coordinate with NJT.
- GMTMA will host briefings for local stakeholders that will include timely transit topics as appropriate.
- Greater Mercer TMA will continue to administer corporate shuttles from train stations, and work with employers interested in expanding or developing shuttle service. The Service Development Manager will have primary responsibility for this task. This task includes data collection, (surveys) customer service, scheduling, monitoring and evaluation
- Greater Mercer TMA will work with interested municipalities to collect data for community shuttle grant applications and promote projects that are awarded. Work may include surveys and mapping.
- Greater Mercer TMA will attend meetings and prepare support documentation as necessary to consultants and NJT for new transit facilities and services proposed or planned in Mercer County. As part of this task, we will identify opportunities for shuttle, station car, bicycle and pedestrian connections. The Executive Director will be primarily responsible for this activity.
- Greater Mercer TMA will market and promote Commuter Choice, Transit Chek and the Business Pass program to employers in our area via mailings and transit fairs. Staff will attend NJT and DVRPC marketing and planning meetings and distribute materials to employers. GMTMA will facilitate on site presentations at employment sites of interested member companies. The Commuter Services Manager will be primarily responsible for this task.
- Greater Mercer TMA will work with employers to provide information and solicit interest in transit services through information centers, employee meetings and transit updates.
- Greater Mercer TMA will conduct site inventories at interested employment sites to determine transit suitability.

- Greater Mercer TMA will conduct and analyze employee surveys at interested employment and residential sites to determine interest in transit services, including shuttles to and from nearby rail facilities.

III. OUTREACH

Objective: To promote and facilitate the use of transit services to commuters and potential transit users in our service area.

Tasks:

- Greater Mercer TMA will work with the Mercer County Workforce Investment Board, Greater Mercer County and Princeton Regional Chambers of Commerce, local businesses and government leaders to plan and conduct a Take Your Transit to Work Day in the spring.
- Greater Mercer TMA will participate in the County United We Ride Steering Committee activities. Specific roles may include survey administration, service inventories and stakeholder identification. The Mobility Manager and Executive Director will participate.
- Greater Mercer TMA will assist the Borough of Princeton and Mercer County as requested in the oversight, marketing and promotion of the JARC and Free B Community Shuttles.
- Greater Mercer TMA will arrange and/or participate in transit days or on site events at employment and or commercial/public sites within our service area. Staff will be on site to answer questions and provide transit timetables, schedules, maps and pertinent materials from NJT, GMTMA and other service providers such as SEPTA, Coach, County providers and Amtrak.
- Greater Mercer TMA will promote and administer NJTRANSIT's vanpool sponsorship program in Mercer County. Administrative tasks include collecting and reviewing all applications for accuracy and completeness, assisting applicants and potential applicants in completing registration forms, coordinating with 3rd party providers as necessary and submitting complete applications to NJTRANSIT. Promotional tasks include mailings to employers about the program, articles in GMTMA publications, information to rideshare match applicants and distributing information at fairs and outreach events. The Commuter Services Manager will have primary responsibility for administering this program.
- Greater Mercer TMA will market and promote the Ozone Pass to employers in our area via mailings, on site events and the internet. In addition, information will be mailed to member companies. The Commuter Services Manager will be primarily responsible.
- Greater Mercer TMA will promote and administer NJ TRANSIT's Bike Locker lease program at the Princeton Junction, Hamilton and Point Pleasant Train Stations. Promotional tasks will include notifying the public about the program via ads, articles, flyers. Administrative tasks will include sending applications to interested parties, reviewing all applications for accuracy and completeness, and serving as the local lease agent responsible for billing and collecting rental fees. GMTMA will also answer public inquiries about the program, assist applicants and conduct periodic inspections of the lockers to ensure that they are in good working order and properly maintained. The Commuter Services Representative will have primary responsibility for this program.
- Greater Mercer TMA will promote and explain NJT's Work Pass program to employers and social service agencies in our service area. The Executive Director will be primarily responsible.

- Greater Mercer TMA will coordinate and participate in local activities for NJT activities such as the student free ride program and community transit days and will serve as needed on any organizing or steering committees for the event. The Marketing/Service Development Manager will be primarily responsible for this task.
- Greater Mercer TMA will promote Zip Car station cars at Princeton Junction Rail Station. The Marketing/Service Development Manager will be primarily responsible.
- Greater Mercer TMA will develop a new resident program and begin it in selected municipalities in Mercer County. We will reach out to new residents through direct mailings to introduce them to transit available at their new location.

IV. FEEDBACK

Objective: To provide NJT with information on transit needs and ridership trends within our service area so that justifiable and appropriate recommendations for service improvements and/or enhancements can be made.

Tasks:

- Greater Mercer TMA will serve as a liaison between employers, local government and/or developers and NJ Transit to recommend route revisions or service enhancements to better serve employment and residential sites. This task could include coordination with SEPTA and private carriers as appropriate. Greater Mercer TMA will collect and consolidate data and convene meetings as necessary. The Executive Director, Commuter Services Manager and Marketing Manager and Transportation Program Manager will work on this task.
- GMTMA will monitor selected routes and conduct passenger surveys as needed to determine satisfaction with services, origin and destination data, connections used and other information as appropriate. The findings will be used to make recommendations for service modifications. The Marketing/Service Development Manager will be responsible for this activity.
- Greater Mercer TMA will prepare shuttle ridership reports for services that we administer. The Marketing/Service Development Manager will be responsible for this activity.
- GMTMA will work with employers to identify transit enhancements that could be made such as signs, shelters, and other amenities. The Marketing/Service Development Manager will be responsible for this activity.

V. NEW FREEDOM

Objective: To facilitate the coordination and integration of human service transportation providers in order to increase access to services, operate the existing system more efficiently and create the opportunity for service enhancements.

Tasks:

Working with the Mercer County Coalition for Coordinated Transportation, Greater Mercer TMA will develop and implement Mobility Manager Services that will include during Phase One, the planning phase:

- Expansion of the service inventory.

- Identification of the transportation needs of the target populations.
- Identification of both best practices and obstacles in Mobility Management.
- Identification of specific service coordination projects.
- Recommend and implement opportunities for enhancing and or coordination of existing transportation services to meet identified needs.
- Market research and development of a marketing plan.
- Provide Travel Training instruction to targeted populations through classroom and field trip training. Printed and online material will also be developed.
- Research marketing and outreach strategies that are effective for targeted populations
- Research technology needs to establish one stop call center and transit route planning.

The Mobility Manager is responsible for the execution of all of these tasks.

AGENCY: HUDSON TMA

**HUDSON TMA
NJ TRANSIT 2011 WORK PROGRAM
DESCRIPTION OF TASKS**

PROJECT SERVICES

The Hudson TMA will assist NJ Transit by promoting the use of transit services as a means of assisting in the reduction of traffic congestion, improvements in both air quality and quality of life for those affected in the TMA service area. Hudson TMA will further assist NJ Transit in improving mobility and accessibility to all residents in the service area by making commuting a more satisfying experience throughout Hudson County.

The Hudson Transportation Management Association (Hudson TMA) will hence focus on improving mobility and accessibility to all residents of Hudson County. The Hudson TMA will use its resources to advocate a transit friendly environment. The Hudson TMA services will include the provision of transit service information, outreach to potential transit users, and advocacy for employers and feedback to New Jersey Transit (NJ Transit) on related activities.

A. INFORMATION

GOAL:

To provide a comprehensive inventory of information on transit related services available within the Hudson County area.

OBJECTIVE:

To assist NJ Transit with the dissemination of information available to promote transit usage, intermodalism, access to jobs, and improve the quality of life by reducing traffic congestion caused by the public's reliance on the use of single occupancy vehicles.

TASKS:

1. The Hudson TMA staff will maintain a complete and up-to-date inventory of schedules and other transit information. Schedules and/or transit information superseded by updated data will be replaced.
2. The Hudson TMA staff will provide a package of commuter alternatives when responding to rideshare questions for information.

3. The Hudson TMA staff will update its website with relevant transit service information as it becomes available. They will monitor present links to other transit providers to insure all information is updated in a timely fashion.
4. The Hudson TMA staff will utilize its E-mail system to reach out to employers in Hudson County with weather alerts, transit information, emergency disruptions and changes in schedules as they become available.
5. The Hudson TMA staff will identify and assist in maximizing distribution points for transit information.
6. The Hudson TMA staff will attend NJ Transit sponsored meetings to network and exchange ideas concerning TMA transit promotion ideas and strategies. The TMA staff will also attend the NJ Transit seasonal marketing campaigns and include NJ Transit marketing material in our newsletters.
7. The Hudson TMA staff will distribute all available information to companies in our service area.
8. The Hudson TMA staff will provide information and assistance on NJ Transit's Vanpool Sponsorship Program.
9. The Hudson TMA staff will provide and make transit information, described above, available to all requestors. The TMA will also provide applicable transit information to employers and their employees at Transportation Fairs.
10. The TMA will provide trip-planning assistance to all requestors, using the NJ Transit Website.

B. ADVOCACY TO EMPLOYERS AND OTHER SERVICE ORGANIZATIONS

GOAL:

To provide an active advocacy role in the promotion of transit service in Hudson TMA's service area.

OBJECTIVE:

The Hudson TMA will assist NJ Transit by developing, providing, improving and promoting existing & new transit services within Hudson TMA's service area, inclusive of NJ Transit's Vanpool Sponsorship Program. The activities associated will be the focus of our marketing campaign to promote transit in Hudson County.

TASKS:

1. The Hudson TMA staff will work with local employers, developers and organizations to promote the use of transit services and the use of the Hudson Bergen LRT.
2. The Hudson TMA staff will continue to serve as a liaison between employers and NJ Transit on local issues.
3. The Hudson TMA staff will continue to utilize an up to date list of names, addresses, telephone numbers and wherever possible web site addresses for businesses in the Hudson County service area.
4. The Hudson TMA staff will maintain updated information on all NJ Transit products and transit alternatives.
5. The Hudson TMA staff will attend NJ Transit training/refreshers courses to ensure that TMA employees are current in their knowledge of these programs.
6. The Hudson TMA staff will encourage transit service in its quarterly E-Newsletter and through advertisements in Hudson County Chamber of Commerce, local newspapers and/or magazines. The Hudson TMA will also provide transit information directly to employers and their employees through transportation fairs.
7. The Hudson TMA staff will meet with employers and public entities in need of transit or shuttle services. We will review the availability of existing transit service and further review accessibility to the work site.
8. The Hudson TMA staff will work with municipalities to promote community shuttle services through NJ Transit's Community Shuttle Program.
9. The Hudson TMA staff will provide any available route and schedule information that is applicable to the employer and their work site.
10. The Hudson TMA staff will review current route information, analyze site(s) for potential riderships, make specific route modification recommendations to NJ Transit and work with NJ Transit to include the necessary modifications.
11. The Hudson TMA staff will hold public information exchanges, focus groups, and/or forums to provide information and educational awareness to the transit service in our area.

C. OUTREACH TO COMMUTERS AND POTENTIAL TRANSIT USERS

GOAL:

To provide an outreach program in the promotion of transit service in Hudson TMA's service area.

OBJECTIVE:

The Hudson TMA will assist NJ Transit in promoting the use of existing and new transit services within the Hudson TMA service area through the development and distribution of transit information, and to develop and implement a focused marketing plan including targeting outreach and public relations efforts.

TASKS:

1. The Hudson TMA staff will conduct Transit Days, Transportation Fairs or similar events at employer, organization sites, municipal and county offices to inform employees and clients about transit services and to promote transit. We will also distribute NJ Transit resource materials at these events and advertise the advantages of HBLRT and the Park & Rides.
2. The Hudson TMA staff will conduct Customer Appreciation Days at the different HBLRT stations and/or Park & Rides.
3. The Hudson TMA staff will assist in administering the NJ Transit's Bike Locker Lease Program when it is implemented by functioning as the local lease agent with potential locker renters.
4. The Hudson TMA staff will collect applications from participants in NJ Transit's Vanpool Sponsorship Program. The Hudson TMA will also maintain records for each existing vanpool and provide NJ Transit with updates.
5. The Hudson TMA staff will continue to provide information on all NJ Transit programs to interested calls received on the TMA's phone lines.
6. The Hudson TMA staff will work in coordination with NJ Transit's Marketing Department to promote and market transit services on the safety in the schools program as part of our educational outreach programs within our service area.

7. The Hudson TMA staff will work with NJ Transit staff to determine the range of marketing materials offered by NJ Transit to fit the needs of service seekers in our area.
8. The Hudson TMA staff will work with employers, municipalities, economic development organizations, service area shopping malls, and libraries to provide information on transit services.
9. The Hudson TMA staff will continue to promote HBLRT Park & Ride usage to commuters that are traveling to New Jersey from Staten Island.
10. The Hudson TMA staff will continue to promote mass transit options to commuters that are affected by traffic due to heavy volume and construction.
11. The Hudson TMA staff will continue to work with municipalities and schools where HBLRT service is extended to promote safe usage.

D. FEEDBACK

GOAL:

To provide feedback to NJ Transit in order to determine reliability and effectiveness of existing transit services in Hudson TMA's service area.

OBJECTIVE:

Hudson TMA will report, on all activities undertaken and their findings, in a monthly status report to NJ Transit.

TASKS:

1. The Hudson TMA staff will work with employers to determine how well existing transit services meet the employees' needs and work schedules. We will advise NJ Transit's TMA support staff on any findings.
2. The Hudson TMA staff will "spot check" performance, routing, timeliness, cleanliness, driver courtesy and other aspects of quality service on existing NJ Transit services.

3. The Hudson TMA staff will monitor usage at Park & Ride lots along the HLBRT Route.
4. The Hudson TMA staff will respond to all comments and/or complaints conveyed by the riding public, as it refers to NJ Transit service. The Hudson TMA will report all findings to NJ Transit's Community Affairs.
5. The Hudson TMA will continue to attend meetings requested by Community Relations, Marketing, and bus service planning & service issues during the HBLRT and other construction areas in Hudson County.
6. The Hudson TMA will summarize and forward transit service quality issues to the appropriate NJ Transit Support Unit.
7. The Hudson TMA staff will conduct surveys of ridership and forward results to NJ Transit in a timely fashion.
8. The Hudson TMA staff will conduct surveys and make recommendations for Community Shuttle routes.
9. The Hudson TMA staff will forward all information, as described in the elements above, to NJ Transit in a timely fashion. In general, this information will be formally transmitted, but will occasionally be verbally transmitted in the interests of safety and expediency.

AGENCY: HUNTERDON (HART) TMA

**HUNTERDON (HART) TMA
NJ TRANSIT 2011 WORK PROGRAM
DESCRIPTION OF TASKS**

HART will provide assistance to NJ TRANSIT by promoting the use of transit services as a means to help reduce traffic congestion, improve air quality, improve quality of life and work in Hunterdon County, and improve mobility and accessibility to all residents of Hunterdon County.

HART will provide transit service information to commuters and the traveling public, advocacy to employers, outreach to potential transit users, and feedback to NJ TRANSIT.

Specifically, HART will:

Provide INFORMATION to the commuting public

Goals:

1. To be knowledgeable of NJ TRANSIT services in Hunterdon County (Raritan Valley Rail Line) as well as TransBridge Bus Lines and the Hunterdon County LINK Transportation System.
2. To maintain an inventory of schedules and other transit information and to provide and make transit information available to all Hunterdon County employers and individual commuters.
3. To be knowledgeable about, and provide information on, commute connections from Hunterdon County to other areas within New Jersey served by NJ TRANSIT.

Objectives:

1. To make transit information easily attainable by serving as a resource in Hunterdon County for NJ TRANSIT bus and rail services as well as TransBridge Bus Lines and the Hunterdon County LINK Transportation Service.
2. To increase transit use by responding to customer needs in a timely and professional manner.
3. To promote transit as a viable transportation mode for commuting and recreation using the most effective and latest methods, including technology, to reach the maximum number of people in the shortest possible time.
4. To assist residents, employees, or clients of social service agencies in need of assistance in traveling by bus or rail.

ACTIVITIES/STRATEGIES:

1. HART will maintain a transit information distribution center at the HART office. The center contains all NJ Transit schedules, maps and appropriate materials to provide information to those seeking transit services as a way to assist the Timetable Distribution Center in distributing information.

2. HART will continue to foster its work relationship with the Timetable Distribution Center to ensure the availability of the most current schedules and transit information to Hunterdon County.
3. HART will maintain and continue to expand its Information Outreach Partner Network, currently comprised of more than 300 locations throughout the county- see attached list. The IOP program provides an opportunity to distribute schedules in quantity, along with tabletop racks, as requested, to ensure that the public has access to transit information. Locations include libraries, municipal buildings, social service and nonprofit agencies, employer sites, retail sites, and medical facilities. Special emphasis in 2011 will be on ensuring that all local hotels, bed and breakfast inns, and other “destination” locations are partners in HART’s Information Outreach Partner Network. HART will encourage hotels and bed and breakfast inns to include transit information in guest services books and other informational materials provided to guest, as well as to incorporate transit information onto their websites.
4. HART will continue to identify other high traffic areas where transit information would be helpful, including, but not limited to, local libraries, hospitals, employment centers, and social service agencies.
5. HART will regularly inform the public of the availability of transit information at the HART office and through the Information Outreach Network through press releases, email alerts and other forms of communication.
6. HART will maintain and enhance the HART website, www.harttma.com, to fully utilize this online resource as a vehicle for providing transit information to the public. The site contains specific information on local transit services, including seasonal announcements and/or promotions. The website has internet links directly to the NJ TRANSIT website. A review of HART web activity illustrates that bus and train schedules are consistently the primary information sought on the site. HART will continue to focus on maximizing the website as a source for commuter information and encourage commuters to visit www.njtransit.com to promote the Trip Planner.
7. In coordination with the HART website, HART will utilize social media such as Facebook, Twitter and other media as identified to ensure that travelers have up to date transit information.
8. HART will provide rideshare requestors with transit service timetables and other relevant NJ TRANSIT materials. Transit information will be included with rideshare applications and response letters sent, as appropriate. HART maintains a “transit first” policy; promoting available transit services prior to alternative commute modes.
9. HART will respond to transit information inquiries for all transit services operating in the HART service area. As part of its one-stop transportation mission, HART will work with NJ TRANSIT to respond to requests for information outside its service area to the best of its abilities before turning it over to NJ TRANSIT.

10. HART will serve as a source for information on the Hunterdon County LINK Transportation System, Hunterdon County's only in county public transportation service. HART will ensure that LINK schedules are available at locations throughout Hunterdon County for access by residents. This may include updating and printing of schedules, or other informational materials, as needed. HART will work with the Hunterdon County Department of Human Services to educate the public, government, non profit agencies and others on the availability of the LINK, use of the service, etc.
11. HART will attend and participate in marketing briefings on NJ TRANSIT marketing campaigns, and incorporate NJ TRANSIT marketing materials in HART outreach efforts to commuters including e-newsletters and email notices.

Performance Measures:

1. Respond to customers at the point-of-call and provide them with information as quickly as possible; to take action within the business day, whether it is a call for information, complaint, comment, or request for service improvement. HART will maintain phone and email logs of all inquiries.
2. Report regularly on web hits and web navigation activity to track levels of interest of transit services.
3. Provide all website visitor "behavior change" data.
4. Reports of number of racks maintained and quantities of information distributed through the IOP Network.

Undertake ADVOCACY to employers and other organizations

Goal:

To work with employers, developers and other organizations, such as social service agencies; to solicit interest among employees and clients for appropriate transit services; to arrange for employers and other such organizations to locate "transit centers" on their site so that employees and clients will know where to obtain information concerning transit services.

Objectives:

1. To encourage the use of public transit as a means to reduce traffic congestion, reduce commute times, provide a less stressful commute to and from the worksite, and improve air quality and overall quality of life for those who live and work in Hunterdon County.
2. To work with employers and other organizations to solicit employee and client interest for existing and potential transit services, especially those along corridors that connect with all forms of subsidized transit services.
3. To arrange for employers and organizations to have convenient access to a "transit information center", either through the HART website/online library, or the "tabletop transit centers" as provided free of charge through HART.
4. Market and promote transit incentive programs to employers in Hunterdon County.
5. Attend training courses as offered by NJ TRANSIT to ensure that HART employees are current on available programs.

ACTIVITIES/STRATEGIES:

1. HART will facilitate continued discussion on the availability of transit service for area employers, particularly retail, service, and hospitality industries that employ low wage, transit dependent workers, and social services agencies. HART will work with The LINK to review routes and schedules to ensure optimal use of these services among this population.
2. HART will promote the use of public transportation by providing employers with Tabletop Information Racks and links to the HART website to ensure that employees are aware of transit opportunities.

HART will also include transit information, including the Hunterdon County Transportation Guide in relocation packets, and business recruitment and retention packets distributed by the Hunterdon Chamber of Commerce and other relevant organizations.

3. HART will work with the Hunterdon Chamber of Commerce, NJ Department of Labor Business Services Representatives, municipal governing bodies and other organizations to introduce transit information into all discussion with prospective businesses, as well as those businesses that are making decisions that may be impacted by transit services.
4. HART will provide updates to employers in the vicinity of the Whitehouse Train Station and other transit facilities of any changes in service that may allow for increased use of transit by employees.
5. HART will provide assistance to any community that may be awarded a vehicle(s) or is applying to participate in NJ TRANSIT's Community Shuttle Program, including survey work, route and/or schedule development, marketing or other appropriate support.

Performance Measures:

1. Reports on the number of relocation packets distributed.
2. Reports on employment related ridership on the LINK, as available from Hunterdon County.
3. Reports on any feedback from employers/commuters in relationship to service at the Whitehouse Rail Station.

Conduct OUTREACH to commuters and potential transit users

Goal:

To promote and market transit services within Hunterdon County to existing and potential transit users, including but not limited to: commuters, residents, employers, senior citizens, students, unlicensed individuals and low wage workers.

Objectives:

1. To increase peak and non-peak ridership.

2. To offer transportation choices for those who are transit dependent and increase comfort levels about using transit services.
3. To increase awareness of all commute options in HART's service area.
4. To reduce traffic congestion.

ACTIVITIES/STRATEGIES:

1. HART will work in coordination with NJ TRANSIT to promote and market transit services within Hunterdon County. Marketing and public relations activities will focus on employers, local public officials and targeted commuters, as well as visitors to Hunterdon County.
2. HART will market itself as a source for transit information, schedules, and other related information. Marketing may take the form of newspaper/newsletter articles, e-newsletters, email notices and other mediums as appropriate.
3. HART will distribute existing schedules and NJ TRANSIT materials, as well as the Hunterdon County Transportation Guide to inform and educate new employees (commuters) and residents of Hunterdon County.
4. HART will work with the Hunterdon County Department of Human Services in the United We Ride initiative to advance the recommendations of the Hunterdon County Coordinated Transportation Plan. HART will update and reprint, as needed, the Hunterdon County Transportation Guide to ensure that the disabled community is aware of all transportation options.
5. As appropriate, HART will identify and purchase low cost promotional items to increase awareness of the HART website and commute alternatives.
6. HART will provide all appropriate information to employers for distribution to commuters and to the public on transit services and vanpools operating in, and adjacent to, Hunterdon County. This may include NJ TRANSIT bus or rail services, the Hunterdon County LINK System, TransBridge Bus, other private carriers as identified, and existing vanpools.
7. HART will conduct Commuter Transportation Fairs and similar events at employer worksites to inform and promote transit services and vanpooling to employees.
8. HART will promote vanpooling and assist in the NJ TRANSIT Vanpool Sponsorship Program, including determining vanpool groups and ongoing program administration. HART will ensure accuracy and completeness of application sheets and forward to NJ TRANSIT's Community Mobility Unit in a timely manner and will ensure that any changes to a vanpool group's status is reported to NJ TRANSIT. HART will track the use/popularity of vanpools in Hunterdon County; determine trends and identify challenges to vanpool formation.

Performance Measures:

1. Participate in at least 2 job fairs or other community event geared toward the transit dependent.

2. Conduct at least 6 on site (employer) Commuter Transportation Fairs.

Provide FEEDBACK to NJ TRANSIT

Goal:

To enhance service by monitoring and collecting information, opinions and recommendations from customers, through direct observation, and comments from employers and commuters, and to report the information to NJ TRANSIT.

Objectives:

1. To act as the liaison between customers and NJ TRANSIT to provide feedback on customer satisfaction with existing service. HART will also serve as a liaison between TransBridge Bus Lines, customers and NJ TRANSIT.
2. To determine how well transit services meet employees' needs and work times and advise NJ TRANSIT's Community Mobility Unit.
3. Provide feedback as to where the introduction or expansion of services may advantageous to the use of transit service, and determine what amenities (signs, shelters) would be suitable.

ACTIVITIES/STRATEGIES:

1. HART will monitor current transit services in its service area to determine how well transit services meet employees' needs and work times. When appropriate, HART will advise NJ TRANSIT's Community Mobility Unit of recommended changes.
2. HART will work in conjunction with NJ TRANSIT to identify opportunities for new or improved bus stops, park and ride facilities, additional transit service, and other amenities. Facilitate any proposed recommendations toward this end.
3. HART will closely follow changes to the Raritan Valley Rail Line schedule and provide feedback on service times and performance.
4. HART will continue to participate in meetings of the Raritan Valley Rail Coalition and will be supportive of their agenda to increase weekday, reverse and weekend service on the Raritan Valley Line.
5. HART will participate in meetings regarding the proposed extension of the Raritan Valley Rail Line west of High Bridge as well as meeting regarding the proposed "Flemington Rail Initiative".
6. HART will summarize and forward all transit service quality issues brought to its attention to the NJ TRANSIT Community Mobility Unit. Such issues will be based upon feedback from customers, employers, developers, and local public officials.
7. HART will continue to monitor ridership on the Hunterdon County LINK System and provide information regarding increases in public ridership (non special needs) to NJ TRANSIT.

8. HART monitor the parking capacity of all park and ride and rail station parking lots within Hunterdon County, with special attention to the conditions at the Clinton Point Park and Ride and Annandale Rail Station and provide feedback to NJ TRANSIT.

Performance Measures/Deliverables:

1. Monitor service by making at least 2 spot checks to transit facilities per quarter.
2. Maintain records of complaints and monitoring trips.
3. Report major complaints or observations to NJ TRANSIT or appropriate carrier (TransBridge) as soon as possible, but no later than one business day after the event occurred.

Reporting

HART will report on all activities undertaken in each specific area above as part of its monthly Status Report to NJ TRANSIT, including any transit related activities done as part of a larger context and not billed to NJ TRANSIT.

AGENCY: KEEP MIDDLESEX MOVING (KMM)

**KEEP MIDDLESEX MOVING (KMM) TMA
NJ TRANSIT 2011 WORK PROGRAM
DESCRIPTION OF TASKS**

INFORMATION

Overview: KMM seeks funding to provide the following services:

- maintain an inventory of schedule and transit information
- provide transit information (where applicable) to all rideshare applicants
- develop a calendar of transit promotion articles in newsletters and on web
- respond to all transit inquiries
- identify distribution points and assist in maximizing transit information

TASK 1: Develop a schedule of transit promotions for newsletters, web, and social media. Provide a link from www.kmm.org to www.njtransit.com.

TASK 2: Update and maintain an inventory of relevant bus and rail schedules; make available to requestors in the service area.

TASK 3: Include relevant transit information with all ridematch or no match letters.

TASK 4: Respond to all inquires for transit information through phone, mail, or direct contact. Distribute NJT printed material as appropriate.

TASK 5: Attend and participate in all NJ TRANSIT marketing meetings and briefings to assist with promotion and strategies; incorporate NJT marketing materials in TMA printed or electronic communications.

Primary Staff: All staff members assist in the dissemination of information. However, Arlene Perez and Cristina Fowler are the primary staff members responsible for this task.

TASK 6: Coordinate updating of the Middlesex County Transit Guide to contain changes which have occurred since 2007. Ensure all changes are added to KMM's Interactive Map at www.kmm.org.

ADVOCACY: PROMOTE TRANSIT

Overview: KMM seeks funding to advocate the use of mass transit among employers in these areas:

- work with employers, developers, and organizations to solicit interest in transit services;

- arrange to locate “Transit Centers” at employer and organization sites;
- assist towns, which have been awarded vehicles through the Community Shuttle program.
- assist communities that wish to explore need for and interest in transit service.

- TASK 1: Reach out to employers, municipalities, libraries, and other entities to determine if they receive and display appropriate transit schedules.
- TASK 2: Arrange for regular delivery of schedules for those who wish to receive them. Assist employers and others with establishing an on-site Transit Center in order to disseminate transit information in printed or electronic format.
- TASK 3: Offer Ticket to Work, a program that provides bus passes to new hires that commute to work via mass transit. KMM’s program is targeted to workers who seek or travel to employment sites located along Middlesex County or NJ Transit bus routes in Middlesex County. Those who pre-register receive 3 round trip bus tickets to look for work. If the applicant obtains a job, he or she would receive a free pass for the first two weeks of employment.
- TASK 4: Promote and encourage employers to participate in commuter tax benefit and bulk ticket sales programs. Attend refresher courses to maintain current knowledge about these programs.
- TASK 5: Reach out to Community Shuttle towns and those that are interested in developing transit service with marketing or survey work.

OUTREACH: MARKETING, VANPOOL SPONSORSHIP,
TRANSIT DAYS, BIKE LOCKERS, CAR FREE DAY

Overview: KMM seeks funding to promote transit services, to process applications for participants in the Vanpool Sponsorship Program, to arrange for Transit Days, and to support the Bike Locker Program. Additionally, KMM seeks to continue to promote Car Free Day in 2011.

Task 1: Promote transit services to existing and potential riders. Promotion could include but not be limited to articles in KMM publications, internet, social media, direct mail, and radio advertisements.

Primary Staff: Cristina Fowler, Arlene Perez

Task 2: Collect and process applications for those participating in the Vanpool Program. Review applications for accuracy and completeness; follow-up with vanpools, which are tardy in returning applications. Forward all applications to NJT 's Community Mobility Unit for processing. KMM will also develop and schedule a radio marketing campaign advertising current vanpool routes as well as routes that need riders in order to qualify as a vanpool.

Primary Staff: Arlene Perez

Task 3: Administer and promote the Bike Locker Program in Middlesex County. Promotion includes but is not limited to the development and distribution of materials to promote the bike locker lease program, including but not limited to KMM's publications, website, print and radio ads.

Task 3A: Spot check lockers quarterly and report all maintenance problems to NJT.

Primary staff for 3/3A: Lynne Cuevas

Task 4: Promote Car Free Week 2011 to be celebrated in conjunction with International Car Free Day. Car Free Day began in Switzerland during the oil crises of 1974. By 2004, 1400 cities worldwide participated in Car Free Day by designating temporary car free zones in city centers. Those commuting to these centers are encouraged to use mass transit, walk, or bicycle. Several cities in the US have hosted Car Free Day, often by closing several city blocks in order to automobiles.

In 2010, 553 people registered for Car Free Day in Middlesex County. KMM proposes to continue this program in 2011 through a unified theme and package of promotional materials, including but not limited to news articles, flyers, and social media. The topics of these messages could involve environment, health, traffic, safety, cost savings and mass transit as an alternative transportation mode. People will register for Car Free Day and provide information about their current commutes and alternative choices. Following Car Free Day, KMM would follow-up a survey.

FEEDBACK: QUALITY CONTROL

Overview: KMM seeks funding to perform the following tasks:

- determine how well transit services meet employer's needs and work times and advise NJT of any issues.
- work with employers and NJT to determine advantageous bus stops, amenities, and signage.
- Summarize and forward to NJT's Innovative Services and Sales Programs unit other service quality issues.

Task 1: Make recommendations to NJT regarding service, schedules, and site-related issues.

Task 2: Advise NJT of service quality issues.

AGENCY: MEADOWLINK TMA

MEADOWLINK TMA NJ TRANSIT 2011 WORK PROGRAM DESCRIPTION OF TASKS

I. INFORMATION

GOAL:

To provide easy access to transit information in the Meadowlink service area.

1. **Tasks:** Meadowlink will be knowledgeable of all transit service in our service area; maintain inventory of schedule and other transit information for these services;
 - Meadowlink currently maintains a complete supply of the latest transit schedules in a clear plastic schedule organizer/holder. These schedules are frequently inventoried for quantity and completeness. Members and the general public from the TMA service area are provided schedules drawn from this supply. Additional supplies are ordered as required.

2. **Tasks:** Meadowlink will provide and make transit information (schedules, etc.), including information on local transportation services, to all employers or requestors in our service area;
 - Information and/or schedules will be provided to employers and the general public upon request.
 - Applicable transit information will be provided to employers and employees at Transportation Fairs and Transit Fairs.
 - Employers with access to transit will be provided applicable transit schedules and information to encourage them to use transit, and a clear plastic schedule holder to display this information.
 - Employers and employees who utilize or are considering the use of vanpools will be provided with information and assistance on NJ TRANSIT's Vanpool Sponsorship Program.

3. **Tasks:** Meadowlink will include transit service information in response to rideshare information requestors whose trips could be made by transit (whether matched for ridesharing or not);
 - All requests for rideshare information will be analyzed for transit availability/accessibility. This will be done on an individual basis. If transit is reasonably available, the specific schedule(s) will be provided along with their letter.

- In addition to transit schedules, Meadowlink will provide NJ Transit's Commuter Connection "bubble maps" with all rideshare application responses.

4. Tasks: Meadowlink will respond to all transit inquiries by providing available data.

- All incoming calls or requests for route, transit, and transportation information will be analyzed with respect to transit available to fill the need. This will be done on a personalized basis, and the specific schedule(s) and route information will be provided to that individual, including mailing of the particular schedule.
- This same level of service will be provided at Transportation Fairs and Transit Fairs.

5. Tasks: Meadowlink will ensure that transit service information is available on Meadowlink's website, and that there is a link from the website to NJ Transit's website;

6. Tasks: Meadowlink will assist in maximizing the availability and informational value of transit information available on NJ Transit's website, as well as distributing NJ Transit printed materials, as appropriate and available;

- Meadowlink will market this public information center to members and the general public through Meadowlink and NJ TRANSIT marketing efforts, to include advertising and newsletters.

7. Tasks: Meadowlink will attend and participate in NJ TRANSIT-sponsored meetings to assist with transit promotion ideas and strategies;

- Meadowlink will attend NJ TRANSIT-sponsored meetings in order to network and exchange TMA transit promotion ideas and strategies.
- Meadowlink will attend NJ TRANSIT-sponsored marketing briefings on NJ TRANSIT's seasonal marketing campaigns.

8. Tasks: Meadowlink will attend and participate in at NJ Transit sponsored Marketing briefings on NJ Transit marketing campaigns, plus incorporation of NJ Transit marketing materials in our mailings and newsletters, whether electronic or printed;

- Meadowlink will include sufficient quantities of NJ TRANSIT marketing materials in member mailings and newsletters.

II. ADVOCACY TO EMPLOYERS & OTHER ORGANIZATIONS

GOAL:

To provide an active advocacy role in the promotion of transit service in Meadowlink's service area.

1. **Tasks:** Meadowlink will work with employers, developers and other organizations, such as social service agencies, to solicit interest in employees and clients for appropriate transit services;
 - Transit service will be encouraged through the provision of available transit information and schedules.
 - Transit service will be encouraged in Meadowlink's quarterly newsletter, Smart Commuter, and through advertisements in local chamber magazines such as the Meadowlands Regional Chamber of Commerce & the Newark Regional Business Partnership, where applicable.
 - Transit information will be provided directly to employees through Transportation and Transit Fairs.

2. **Tasks:** Meadowlink will arrange for employers and other such organizations to locate a "Transit Center" on the property, or electronically, so that employees and clients know where to obtain information concerning transit services;
 - Meadowlink will provide and update NJ TRANSIT route schedules for employers and public entities.
 - Meadowlink will maintain established "Transit Information Centers" at employer work sites.
 - Meadowlink will meet with employers and public entities in need of transit or shuttle services to review the availability of existing transit service and to further review accessibility to the work site.
 - If transit service is available to the employer, Meadowlink will provide necessary route and schedule information.
 - If existing transit can be modified to serve available ridership, Meadowlink will review current route information, analyze site(s) for potential ridership, make specific route modification recommendations to NJ TRANSIT, and work with NJ TRANSIT to include necessary modification.

3. **Tasks:** Meadowlink will market and promote commuter tax benefits and bulk sales programs, such as Business Pass, WorkPass, TransitChek, and other programs to employers in our service area. Attend NJ Transit training/refresher courses;
 - Meadowlink will promote the above items by providing information on these programs through our newsletters, Transportation Fairs, Transit Fairs, and via direct dissemination.
 - Meadowlink will continue to provide information on these programs to interested callers to our offices.
 - Meadowlink staff will attend NJ TRANSIT training/refresher courses to ensure that TMA employees are current in their knowledge of these programs.

4. **Tasks:** Meadowlink will provide assistance to community or organization that has been awarded a vehicle(s) through NJ Transit's Community Shuttle Program or which offers a service using funds awarded by NJ Transit.

- Meadowlink will assist with surveys, route and/or schedule development and marketing of the program.

III. OUTREACH TO COMMUTERS & POTENTIAL TRANSIT USERS

GOAL:

To provide an outreach program to promote transit use in the Meadowlink service area.

1. **Tasks:** Meadowlink will promote and market transit services within the service area to existing and potential transit users (to include NJ Transit, Private carriers, County, JARC, New Freedom and Community Shuttle Program services). NJ Transit will provide its resource materials for dissemination. Meadowlink may also develop additional materials, with the approval of NJ Transit's Community Mobility unit;
 - Meadowlink will work with NJ TRANSIT staff to determine the range of marketing materials offered by NJ TRANSIT to fit the needs of service seekers in our service area.
 - Where not readily available, Meadowlink will work closely with NJ TRANSIT in the development of promotional materials and advertising to promote service in our region.
 - Meadowlink will draw upon NJ TRANSIT's expertise, resources and research to selectively target the correct audience in the most effective and efficient manner.
 - Meadowlink will work with assist in marketing NJ Transit's Private Carriers, JARC, New Freedom, and Community Shuttle Program.
 - Meadowlink will market the shuttle services that are part of the Community Shuttle Program on an ongoing basis.
2. **Tasks:** Meadowlink will arrange for Transit Days, Transportation Fairs or similar events at employer, social services or other organization sites, to inform employees and clients about transit services and vanpooling; and to promote transit/vanpooling as a significant component, where applicable to the employer or organization involved;
 - A major feature of Meadowlink's Transportation and/or Transit Fairs will be to provide NJ TRANSIT assistance and information. Schedules and route information will be provided at the site, and route maps will be available.
 - Where required, Meadowlink will provide personalized transit route information to employees in need of the same.
 - Where possible, Meadowlink will develop and provide paycheck stuffers and/or advertisements/articles for employer newsletters to promote the availability of NJ TRANSIT services.
 - Meadowlink will host Transit Days and Transportation Fairs at employer worksites at which we will promote transit services and vanpooling to all employees.
 - Meadowlink will continue to provide information about transit tax benefits.
3. **Tasks:** Meadowlink will administrate NJ Transits Vanpool Sponsorship Program.

- Meadowlink will ensure all Vanpool forms are accurately completed and returned to NJ TRANSIT's Community Mobility unit in a timely manner.
- Meadowlink will ensure that all changes to a vanpool group's status (member additions or losses; vendor change, etc.) are reported to NJ TRANSIT.

4. Task: Meadowlink will administer NJ TRANSIT's Bike Locker Program.

- Meadowlink will function as a local lease agent with potential locker renters, where bike lockers have been installed.

IV. FEEDBACK

GOAL:

To provide feedback to NJ TRANSIT to determine reliability and effectiveness of existing transit service in Meadowlink's service area.

1. Tasks: Meadowlink will work with employers to determine how well existing transit services, including local "feeder" services to meet employees' needs and work schedules; advise NJ Transit's Community Mobility unit;

- Meadowlink will meet with employers to determine overall satisfaction with, and knowledge of, transit service to their site.
- Meadowlink will survey employers and employees, when appropriate, to analyze overall effectiveness of transit service. The survey will also be used to identify problems or barriers to transit use. The information gathered will be conveyed to NJ TRANSIT.
- Meadowlink will coordinate any proposed action efforts with NJ TRANSIT and the employer.

2. Tasks: Meadowlink will work with municipalities, employers, developers and NJ TRANSIT to locate new bus signs or bus shelters at appropriate locations throughout our service area.

- Meadowlink will meet with member municipalities to discuss the need for - and feasibility of - erecting bus signs or bus shelters along NJ TRANSIT routes within the municipality.
- Once a possible location for a sign or shelter has been located, Meadowlink will contact the affected employer (if applicable) to discuss their interest in working with Meadowlink, the host municipality, and NJ TRANSIT on the permanent placement of the sign or shelter.
- If the employer is interested in the above, or if the employer has suggestions on locating bus shelters or bus signs, Meadowlink will ask NJ TRANSIT to tour the potential location(s) of the sign or shelter to assess its feasibility.

If NJ TRANSIT feels a sign or shelter is warranted, Meadowlink will work with NJ TRANSIT, the employer, and the host municipality to receive the necessary approvals for installation of the sign or shelter.

3. **Tasks:** Meadowlink will summarize and forward transit service quality issues to NJ TRANSIT's Community Mobility unit.

- All information as described in elements above will be transmitted to NJ TRANSIT in a timely fashion. In general, this information will be formally transmitted, but will occasionally be verbally transmitted in the interests of safety or expediency.

AGENCY: RIDEWISE TMA

**RIDEWISE TMA
NJ TRANSIT 2011 WORK PROGRAM
DESCRIPTION OF TASKS**

ACTIVITY: INFORMATION

GOAL: Provide bus and rail information to existing and potential transit riders traveling within and to Somerset County.

OBJECTIVES:

- (1) Maintain inventory of all bus/rail schedules for services in Somerset County;
- (2) Provide transit info to existing and potential riders via telephone, mail, e-mail, fax, and website;
- (3) Respond to inquiries from existing or potential riders in a timely manner;
- (4) Provide relevant transit service information on the TMA website and a link to NJ TRANSIT's website;
- (5) Attend NJ TRANSIT sponsored marketing briefings and/or meetings to network and exchange promotional ideas and strategies

PROGRAMS & TASKS:

PROMOTIONAL POST CARD FOR WEBSITE (*ongoing*)

Quarterly mailings to realtors, libraries, and new residents along transit routes using the post card created under the 2009 work program.

Metrics: number of visitors to the bus/rail pages on the site, schedule requests by mail.

SOMERVILLE RAIL STATION SIGNAGE (*continued from 2010*)

Develop directional signage for the Somerville Rail Station to direct passengers getting off trains to connecting buses and other popular locations e.g. courthouse, hospital, admin building, One Stop Center, Bridgewater Commons Mall, TD Bank Ballpark etc.

BOUND BROOK RAIL STATION SIGNAGE

Develop directional signage for the Bound Brook Rail Station to direct passengers getting off trains to connecting buses, downtown merchants and other popular locations.

RIDING BUSES (*ongoing*)

Staff will ride SCOOT, DASH & CAT as needed to stay familiar with routes.

INFORMATION REQUESTS (*ongoing*)

- Maintain inventory of NJ TRANSIT and non-NJ TRANSIT schedules
- Give transit info to requestors via phone, fax, mail, e-mail and the Internet;
- Update NJ TRANSIT schedules and info on the RideWise website as needed;
- Include NJ TRANSIT program info with schedule requests, as appropriate

INFORMATION REQUESTS (*ongoing*)

- Maintain database file of transit requestors to track requests and for future transit outreach or promotions. Requests tracked by total # and by route.

MEETINGS (*unchanged*)

Attend NJ TRANSIT marketing meetings if/when scheduled

Attend NJ TRANSIT vanpool sponsorship meeting if/ when scheduled

ACTIVITY: ADVOCACY

GOAL: Generate interest and support for transit services among employers, developers, nonprofit agencies, municipalities, and other organizations or entities.

OBJECTIVES:

- (1) Partner with employers, nonprofits, municipalities, schools to solicit interest in, and use of, transit services;
- (2) Encourage employers to host “transit days/commuter fairs” so employees can obtain information on transit services;
- (3) Promote commuter tax benefits and bulk sales programs to employers; attend NJ TRANSIT refresher courses as needed;
- (4) Advocate for bus and rail service changes when and where appropriate;
- (5) Address the transportation needs of social service agencies and clients; and
- (6) Provide assistance to municipalities awarded a NJ TRANSIT Community Shuttle Grant

PROGRAMS/TASKS:

“HOW TO RIDE TRANSIT” TRAINING (*ongoing*)

Deliver “how to ride transit” classroom and hands-on trainings to senior citizens, special needs clients, high school students, social service agencies, TANF clients. Develop and implement a volunteer program whereby individuals are trained to serve as “transportation ambassadors” and deliver hands-on presentations to potential new riders.

Metrics: # of trainings taught, # of participants in the trainings, pre and post-test results, ticket redemptions, # of volunteers trained, # of sessions provided by volunteers.

“TICKET TO RIDE” (*ongoing*)

This program provides free transit passes to non-profit agencies (subsidized by the TMA) for client transportation needs. Tickets are normally distributed after “how to ride transit” trainings conducted for staff and clients. Ticket distributions and redemptions are tracked for data purposes.

Metrics: # of tickets distributed, # of tickets redeemed

TRANSIT TRAINING FOR HOTEL STAFF

Provide “how to ride” training for staff at hotels in the Davidson Avenue area to help with guest inquiries.

Metrics: # of hotels participating in training, # of trainings conducted, # of tickets redeemed.

EMPLOYER OUTREACH (*ongoing*)

Generate interest in transit, vanpooling, and Business Pass programs through employer outreach initiatives.

Metrics: # of new vanpools, new employee transit/Ticket Home enrollees, # of employees assisted, # of employees participating in Business Pass programs, # of new employers assisted

RARITAN VALLEY LINE RAIL COALITION (*ongoing*)

Represent RideWise at Somerville-based meetings.

JOBS ALONG TRANSIT

(This program is being incorporated into the “job fair” initiative under the NJDOT contract)

This program encourages job seekers to find employment opportunities along transit routes. Enrollees receive bus tickets to search for work. Tickets are distributed through social service Agencies or employers. Additional tickets are provided for the first two-weeks of employment.

Metrics: # of job seekers participating, # of tickets distributed, # of tickets redeemed, # of participating employers (from “transit connection” job fair).

ACTIVITY: OUTREACH

GOAL: Promote and market bus/rail services to any and all existing and potential transit users traveling within and to Somerset County.

OBJECTIVES:

- (1) Develop promotions/initiatives that encourage the use of transit;
- (2) Promote and market NJ TRANSIT bus/rail services and Somerset County shuttle services;
- (3) Promote and administer the Vanpool Sponsorship program; and
- (4) Administer the bike lockers at Raritan and Somerville rail station

PROGRAMS/TASKS:

NJT VANPOOL SPONSORSHIP PROGRAM (*ongoing*)

- re-register all eligible vans
- review applications and report changes to NJ TRANSIT as needed
- market program to potential vanpoolers and employers

Metrics: # of new vanpools

ADMINISTER NJT BIKE LOCKER PROGRAM (*ongoing*)

- maintain records on rentals

- promote availability; handle inquiries

Metrics: # of rental inquiries, # of lockers rented

DASH EMPLOYER OUTREACH/"I RIDE DASH BECAUSE..."

Encourage employees who work along the Davidson Avenue corridor and surrounding areas to ride the DASH shuttle. Create marketing materials to promote testimonials of riders who use DASH. Materials may be created for print and/or web.

CAT-2R MARKETING

One or more mailings targeting low-income housing/senior condos e.g. Four Seasons, Pluckemin Park Court, etc. along the route.

I VANPOOL BECAUSE....(continued from 2010)

Marketing materials will be finalized and distributed to commuters and employers through direct mailings and onsite fairs.

BIKE & RIDE

Mail "Bike and Ride" brochure to past schedule recipients and cyclists

MY BUS

Mail "My Bus" brochure to past schedule recipients

RIDEWISE NEWS

Keep commuters up to date on any and all NJ TRANSIT news, programs and travel alerts through the e-mail newsletter and Twitter.

BUS SHELTER ADVERTISING

Explore opportunities for advertising Somerset County transit in the bus shelters on Route 28

ACTIVITY: FEEDBACK

GOAL: Ensure excellence in NJ TRANSIT and Somerset County bus/rail services by tracking reliability, comfort, courtesy, and appropriateness of routes and schedules to the needs of commuters.

OBJECTIVES:

- (1) Determine how well existing transit services meet the needs of employers and employees;
- (2) Work with employers and developers to determine where the placement of new bus stops and signs would be advantageous; and
- (3) Monitor and collect information, opinions, and recommendations from passengers and forward to NJ TRANSIT

PROGRAMS/TASKS: RESPONSIBILITY

PASSENGER COMPLAINTS

Handle complaints, summarize and forward to program director (all transit services)

- keep written logs of complaints, comments on file
- examine logs for recurring problems and make recommendation to NJT/SC as needed

QUARTERLY MONITORING

Ride buses as needed to assess on-time performance and customer service.

AGENCY: TRANSOPTIONS TMA

TRANSOPTIONS TMA NJ TRANSIT 2011 WORK PROGRAM DESCRIPTION OF TASKS

Information Services:

1. TransOptions will provide the public with information on all of the transit services, which are available within the service area, with a focus being placed on County run and NJT identified local feeder services. TransOptions will provide the information to employers, their employees and the public at large. An outreach to municipalities will be a focus with transit stands being placed in libraries, police stations, town halls and localities where commuters and tourists seek travel information. In 2011 additional efforts will be made to add additional Transit Stands in areas where persons that speak Spanish as a first language are likely to congregate. These stands will feature the normal schedules as well as our other publications printed in Spanish. An additional effort will be placed on working with the under and unemployed populations. We will provide information by any means possible, including: phone, blackberry, fax, mail, e-mail, regional and local publications, as well as at meetings. On- sites, electronic communications and Transit Stands will be the primary focus of activity. Staff will evaluate all existing Transit Stand locations, refill them and relocate those that are not effective. During the year, additional supplies will be sent to contact persons, by mail as demand dictates or as new schedules are released. Each Transit Stand is customized for its location and contains site appropriate schedules as well as information on Ridesharing.

2. TransOptions will provide transit information to local employers within our service area, whose worksites are served by transit. TransOptions will try to identify existing Employee Transportation Coordinators, or help employers to recruit people to fill this role, and provide them with appropriate information. This information will include schedules for all site-appropriate transit and connections to other transit services that may exist beyond their immediate locale, an example would be additional shuttles similar the one in Vernon and the proposed Madison Area Shuttle which should start in the fall of 2011 Information will be provided by phone, fax, mail, customized web pages, e-mail, regional publications and briefing sessions. This year, additional employers will be contacted through outreach to employers that is in TransOptions DOT Work Program as well as through the New Jersey Smart Workplaces Program (NJSWP). Transit Stands will be located in these work places if the employer so allows and additional onsite will be conducted.
3. When rideshare requests are received, TransOptions will always respond with rideshare match materials, and will also include transit service timetables if transit is an option for the person making the request. A “transit first” policy will be maintained with staff

promoting transit before other alternate commute modes. TransOptions will also provide a link from our web-site to the Trip Planner section of the NJT web site that will allow visitors to the TransOptions web site to plan a trip by using NJT services

4. TransOptions will positively respond to all requests for transit information for any transit service that exists within the TransOptions service area. Requests for information that exists outside of our service area will be referred to the appropriate TMA for their assistance. Before referring persons to another TMA, TransOptions will utilize the NJ TRANSIT.com web site to endeavor to help them. Staff gathers information, via the Internet, and responds appropriately to request for regional information.
5. A comprehensive user friendly TransOptions web site will be maintained that is informative about all local and regional transit including the services of private carriers; the Vernon Area based Route 23 corridor shuttle as well as the Morris, Sussex, Warren and West Milford Transit systems. The practice of creating web pages that are customized for local employers will be continued and expanded. TransOptions will offer such pages to all participants in the NJSWP outreach meetings as well as to those employers contacted through our DOT outreach. These pages are secure and customized for the end users needs. Our web page will also maintain links to the site of NJ Transit and other appropriate transportation entities. As often as possible we will direct commuters and travelers to NJTransit.com for up to date schedules and will direct them to the Trip Planner link that will assist them in developing a personalized itinerary using transit exclusively.
6. TransOptions will work with the Timetable Distribution Center of NJ TRANSIT to ensure that the public has access to transit schedules and information. This will be accomplished through an expanded transit stand network, On-site promotions, transportation fairs and other forums, including NJSWP that will allow us to reach employers and many individuals at the same time. TransOptions staff will review the communication pieces that NJ TRANSIT prepares, and where appropriate, will comment as to how these pieces can be made more informative or user friendly. TransOptions will also work with the Morris, Sussex and Warren County Departments of Transportation to see that the schedules related to their Morris County Metro, Warren County Shuttle and Sussex County Transit busses are distributed, and where appropriate their interconnection with NJ TRANSIT will be emphasized. When gaps in the distribution system are identified, we will take appropriate action to fill the gaps. TransOptions will also work with the Warren and Sussex County Transit systems to review their routes, conduct customer surveys, and develop schedules and to make them available in hard copy or via the internet.
7. TransOptions will promote the use of Park and Rides, in so far as they are located at or near places where commuters can make connections with mass transit or can utilize these lots as meeting places for vanpools. Completed Park and Ride Surveys show location, capacity, current average utilization and how to get any required permits. This has been made accessible electronically via a Google map database which will give the site visitor driving directions to the P&R they are interested in utilizing.. TransOptions is currently

working on supporting new and expanded Park and Rides in Hope, Vernon, Hardyston and in Dover adjacent to the Lakeland bus terminal TransOptions will make staff available to participate in any meetings, called by NJT or the DOT, that are working toward improving utilization, creating new P&R's and renewing leases on existing P&R's.

8. TransOptions will attend all NJ TRANSIT sponsored meetings, being represented by the position appropriate staff, so that the networking and idea exchange value of these meetings will be maximized. After these meetings TransOptions will assist NJT by incorporating these promotional ideas and strategies in our outreach. TransOptions will gladly share information about any promotional strategies and ideas that we may create or implement as well.
9. TransOptions will participate in the marketing briefings that NJ TRANSIT may conduct regarding seasonal marketing campaigns. Marketing materials will be included in newsletters and other mailings sent to member companies and will also be featured at On-sites and community outreach activities.

Advocacy to Employers and other Organizations:

1. TransOptions will work with employers, business associations; local and regional developers, commercial realtors, social service agencies and others to promote existing transit services as well as to identify needs for additional services that can be locally established so as to complement existing service. TransOptions will continue our efforts to help local employers, such as Maersk, J&J and Bosch & Lomb to create and fund their own shuttle services connecting to transit. This kind of outreach will be facilitated by participation in programs such as the United Way of Morris County's Transportation Initiative and with the county transit systems in Morris, Warren and Sussex Counties as well with the West Milford Transit System. Goals will be established and met through meetings with employers, ETC's and employees whom TransOptions meet at on-site visits. Where appropriate TransOptions will develop plans that will address the potential ridership needs and the feasibility of meeting those needs. TransOptions will review its proposals for these services with the appropriate local employers, municipal and county officials and the appropriate departments within NJ TRANSIT. Employers that are located along the routes of existing and developing shuttle services, such as the new Vernon Community Shuttle that connects to the NJT 194 service, will be visited by TransOptions staff and promotional materials in both electronic and hard copy format will be shared for further distribution to their employees.
2. TransOptions will facilitate the location of a "Transit Center", containing current transit schedules and information, in the facilities of local employers, social service and governmental agencies, so that employees and clients have access to information on transit services. In addition to the traditional "Transit Center/Stand TransOptions will encourage the development of electronic counterparts that can be added to corporate and municipal websites. An emphasis will be placed on agencies that serve the unemployed and the underemployed population. Training will be made available to the staff of these companies and agencies so that they are well versed in how to read transit schedules and

are conversant with the information that they contain related to fares, transfers and other policies. If necessary TransOptions will also make staff available to work directly with WIB clients to train them on how to access mass transit service. TransOptions staff will participate in the WorkForce Investment Board meetings, keeping them informed of programs such as “Get a Job, Get a Ride” and the “Work Pass Program”. Presentations on these programs will be made at One Stop Career Centers upon request. TransOptions will also assist local employers and social services agencies in establishing links from their web pages or “intra” nets to NJTransit.com where they can get travel information and schedules electronically.

3. TransOptions will have an adequate number of staff members that are knowledgeable about the various options of the NJ Smart Work Places Program. TransOptions will help local employers to understand the benefits to them and their employees under the provisions of NJSWP, and will encourage their participation. Operations Staff members are trained in all aspects of NJSW and it will be a focal point in our meetings with Employers, including those meetings held under our contract with the DOT. We will focus our NJSW marketing on employers that are located along transit routes, and in meetings with their employees, will distribute transit schedules and connection information.
4. TransOptions will actively market and promote all commuter tax benefit options and the associated special and bulk pass programs, such as Business Pass, Work Pass and Transit Check as well as other programs that allow commuters access to these benefits. The value of the Business Pass, Transit Checks, and other multiple use programs will be emphasized in meetings, newsletters and other communication opportunities. TransOptions staff will attend any scheduled training and or refresher courses that NJ TRANSIT may conduct, so that staff is current in our knowledge of these programs. These concepts will be discussed with all identified ETC’s or other employer representatives at the time when on-site visits are scheduled and will be an integral part of NJSWP efforts as well as in our outreach to employers under TransOptions DOT Work Program.
5. TransOptions will provide any necessary assistance to a community, county, or community organization that has been awarded a vehicle or funding through a NJT Program, or is applying to participate in NJ TRANSIT’s Community Shuttle Program or is applying for a JARC funded shuttle. This assistance will include, but will not be limited to, assistance in developing the application, survey work, route and/or schedule development, marketing, etc. Assistance will also be given to persons, groups or government entities that are working to have a shuttle funded through the NJTPA “handoff” process that is administered by NJT and that has a link to NJT bus or rail service.

Outreach to Commuters and Potential Transit Users

1. TransOptions will conduct public relations activities such as displays at shopping areas, in stores and community gatherings and will market the full range of transit services and schedules to the public, employers, developers, public officials, local communities and other potential users (to include NJ TRANSIT, Private Carriers, County Transportation

Systems, JARC, New Freedom and Community Shuttle Program services). An emphasis will be placed on conducting marketing activities in locations that are along transit routes that are underutilized. Information about existing and new shuttles will be shared through press releases, displays and other appropriate means. As needed, TransOptions will develop additional marketing materials for specific local needs such as the County Transit Services. As much of this work as possible will be done in a format that will allow for its dissemination electronically. Currently TransOptions maintains the original master schedules of the MOM Shuttle, Sussex County, Warren County and West Milford systems; this allows TransOptions to edit them and immediately post those edits to the web site and their sites simultaneously. This marketing work will be done in coordination with and with approval by NJ TRANSIT's Community Mobility unit.

2. TransOptions staff will arrange for transit days, transportation fairs, on-site presentations, and other such events. These activities will be dedicated to the promotion of vanpooling and transit services, schedules and information will be featured. These events will be conducted at employers' work sites, tenant appreciation days, social service locations, community events and other appropriate venues. The participating individuals and groups will be encouraged to see transportation as being an integral part of their planning process and will be encouraged to think "transit first". Opportunities for working in collaboration with the organizers of events, that will be an appropriate place for transit schedules and information to be featured, will be pursued, including local festivals, street fairs and mall shows.
3. The Vanpool Sponsorship Program of NJ Transit will be one of the major alternatives that TransOptions Staff discusses with local employers. In support of this alternative, TransOptions will collect, ensure the accuracy of and process all applications, sending them to the Community Mobility Unit of NJ TRANSIT in a timely manner. Furthermore, all changes of status in a vanpool, such as a change of riders, will also be reported to NJ TRANSIT as promptly as possible. TransOptions will promote vanpools as a key component of all NJSWP contacts with employers and as we become further involved with GIS and Google mapping, the practicality of vanpooling will be discussed if the maps support vanpooling as an option. TransOptions will also assist any employer interested in creating their own vanpool program outside of the NJ Transit Program.
4. TransOptions will administer the Bike Locker Lease Program at all stations within the service area that have had lockers installed. This will include expanded promotional efforts to include custom flyers and posters, targeted at commuters that depart from a station where less than 100% of the existing lockers are rented. TransOptions will also keep the locks repaired and the lockers in a useable condition. TransOptions will also advocate for the relocation of surplus lockers from one station to another if the likely hood of renting the lockers is improved at the new location.

Feedback

1. TransOptions will work with employers within the service area as well as with

individual commuters through transit fairs, on-site visits and other venues. TransOptions will determine how well transit services meet employees' needs and work times and advise NJ TRANSIT's Community Mobility unit of significant findings. Their feedback will be summarized and significant trends will be shared with NJ TRANSIT.

2. TransOptions will work with NJ TRANSIT, local employers and developers to help identify opportunities where additional or relocated bus stops would encourage additional ridership on the existing transit services. Again, priority will be given to routes, along Park Ave. in Florham Park. The placement of proper signage, on private and public property, will also be explored. Finally, TransOptions will look for feedback on what additional amenities the companies and commuters feel would be necessary to encourage additional ridership. An example of this improved amenities approach occurred when TransOptions arranged for the West Bound waiting room at Convent Station to be reopened after 30 years of being closed. This was done for the convenience of 94 employees of BASF that TransOptions encouraged to ride the train during their relocation from Mt. Olive to Florham Park.
3. TransOptions will listen to all sources of additional input on the topic of quality transit service. This additional feedback will be summarized and forwarded to the appropriate contacts at NJ TRANSIT's Performance Standards and Community Mobility Unit, for consideration.
4. Cooperate with NJT and the NJTPA on any corridor and transportation TAC's that affect the TransOptions service area. Ensure that suitable long term TDM measures are included in Corridor management Studies and other CMS activities that are undertaken by NJT, NJTPA, county and municipal governments. Develop and implement TDM strategies in selected congested corridors. Be the local coordinator of the public involvement process for corridor meetings and forums. These corridors will be approved or sponsored by either the NJTPA and/or NJT or identified by county authorities as major corridors needing attention. Implement strategies for locally identified priority areas.

TransOptions will report on the actions that staff have undertaken, related to the above captioned activities, on a monthly basis as a part of the monthly Status Report to NJ TRANSIT.

TransOptions will also report any other transit related activity that is being done in the context of a larger project that is not being billed to this specific contract with NJ TRANSIT.

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SECTION I

**PART THREE - TRANSPORTATION MANAGEMENT
ASSOCIATIONS/COUNTY PROJECT HANDOFFS**

AGENCY: HUDSON TMA

SUBJECT: Harrison Path Station/Kearny Shuttle

DESCRIPTION: This shuttle service operates from North Arlington to the Harrison/PATH station. Since the loss of direct commuter service on the Boonton line to Hoboken, residents and commuters have had to find other means of transportation and the existing transit routes are overburdened and have too many stops along existing bus routes. The main service corridor for the shuttle is Kearny Avenue / Frank E. Rodgers Boulevard which currently experiences congestion from single occupancy vehicles commuting to the PATH station.

SCHEDULE: This shuttle operates during the morning and afternoon rush hours. The shuttle service began operation in December 2010.

PRODUCT: This project is a complementary strategy to offset changes resulting from the Montclair Connection.

CONTACT: Jay DiDomenico

Phone: (201) 792-2825
Fax: (201) 946-9390
www.hudsontma.org

AGENCY: MEADOWLINK

SUBJECT: BikeShare Program

DESCRIPTION: Meadowlink plans to introduce a new transportation solution to the streets of Newark in the form of a BikeShare system. Designed for commuters and students, pedestrians will soon have the option of using inexpensive public bike transportation. The BikeShare programs involve making fleets of bicycles available for public use, for a small fee, by stationing clearly marked bicycles around a city. The BikeSharing system will be low-cost rental kiosks that lock the bikes to a station rack when not in use. Members or subscribers can swipe a student ID or credit card to release the bike, ride it to another station, and plug the bicycle back into the dock.

SCHEDULE: The program is scheduled for implementation in mid-2011.

PRODUCT: Low-cost rental bike transportation for use by commuters and students in Newark.

SUBJECT: Shorelink Shuttle Service

DESCRIPTION: In partnership with Monmouth County, Meadowlink will manage a shuttle program during the summer to connect the train stations on the North Jersey Coast Line with the beach and other recreational and commercial areas so that seasonal visitors use of the train can be more attractive and efficient. It will also reduce traffic congestion and demand for parking, and help improve air quality.

SCHEDULE: The program is scheduled for implementation in mid-2011.

PRODUCT: High frequency shuttle service between the train station and the beach in Monmouth County.

SUBJECT: Monmouth County Long Branch-Asbury Park-Neptune Area Modified Van Pool-shuttle program

DESCRIPTION: This is a program designed to encourage employees living and working within the area delineated by these three communities. The van pool program is a fare box program and will require users and or employers to contribute to the fare.

SCHEDULE: The project is in development and is anticipated to commence in FY 2012.

PRODUCT: The Shuttle/Pool project will link employment sites along Route 36, 35 and 33 with the communities of Long Branch, Asbury Park and Neptune.

SUBJECT: Secaucus-North Bergen Shuttle

DESCRIPTION: This shuttle service will traverse Westside Ave., US Route 1&9, Paterson Plank Road and County Ave. and will operate from 6AM to 10AM and from 3:30PM to 7:30PM.

SCHEDULE: The project is in development and is anticipated to commence in FY 2012.

PRODUCT: The shuttle will connect to the Tonnelle Avenue Hudson Bergen light rail station, and to the Secaucus Junction Rail Station. Additionally, this service will provide connections to more than a dozen local and regional bus routes.

SUBJECT: Night Shuttle between Elizabeth and surroundings, and Newark Airport

DESCRIPTION: A night shuttle similar to the Night Owl that serves residents and night employees around Newark and portion of Essex County for Elizabeth and its environs.

SCHEDULE: The project has been operational since the beginning of 2010

PRODUCT: The shuttle serves the employee population around Newark airport, Port Newark/Elizabeth and the industrial tracks surrounding the Ports and airport.

SUBJECT: Carlstadt-Moonachie Shuttle

DESCRIPTION: The Carlstadt/Moonachie Shuttle will provide multi-modal complementary connectivity between the New Jersey Transit (NJT) buses and trains at multiple locations along its route. It will serve the Carlstadt and Moonachie industrial area and the Paterson Plank Road redevelopment area in Bergen and Hudson Counties.

SCHEDULE: The project is in development and is anticipated to commence in FY 2012.

PRODUCT: The shuttle service will provide connectivity between NJT Wood-Ridge rail station; the NJT Rutherford rail station; and the various bus stops located along Route 17, Paterson Plank Road, Moonachie Avenue, and Washington Avenue.

CONTACT: Krishna Murthy

Phone: (201)939-4242

Fax: (201)939-2630

Krishna.Murthy@meadowlink.org

AGENCY: TRANSOPTIONS

SUBJECT: Rt. 23 Vernon Township Shuttle

DESCRIPTION: This fixed route shuttle service operates during the AM and PM peak commute and connects NJT bus services to residents who commute out of the area as well as transit dependent individuals who would like to access the jobs available within the rapidly expanding hospitality industry located in the area.

SCHEDULE: The shuttle service began operation in November 2010

PRODUCT: A shuttle service that connects commuters into and out of Vernon, by going west along Rt.194 to the junction with Rt. 23 and then east along Rt. 23 where it meets the extended NJT 194 bus service at the new P&R at St. John Vianney RC Church in Hardyston.

SUBJECT: Madison / Universities Circulator Shuttle

DESCRIPTION: This shuttle will provide a connection between the Madison rail station, downtown Madison, Drew University, Farleigh Dickinson University, and a nearby residential development. The service will operate during peak hours and throughout the day to provide downtown workers with a link to transit, as well as to give students, employees and faculty transit access to the universities.

SCHEDULE: It is anticipated that the actual shuttle service will begin operations in the Fall of 2011 in tandem with the start of the new academic year at DREW, the College of St. Elizabeth and Farleigh Dickinson University.

PRODUCT: A shuttle service that will connect the three local Universities and downtown Madison and its rail station. This service will allow students and faculty to commute by rail, will connect the respective campuses to the community without the necessity of bringing a car into the congested/parking restricted downtown and will also be of assistance to senior citizens and rail commuters that live along its route.

CONTACT: John Ciaffone

Phone: (973) 267-7600

Fax: (973)267-6209

Email: jciaffone@transoptions.org

AGENCY: BERGEN COUNTY COMMUNITY TRANSPORTATION DEPARTMENT

SUBJECT: Bergen County Tri-Boro Shuttle Service

DESCRIPTION: This service will connect the Ridgewood Train Station with office complexes in the Tri-Boro area of Park Ridge, Woodcliff Lake, and Montvale. Currently, the vast majority of the 24,000 employees in the Tri-Boro office complex area live outside the area and travel to work by automobile. This service will relieve traffic congestion and its resultant air pollution due to the congested conditions along the area's local roadways during peak hours.

SCHEDULE: The program is scheduled to open in the summer of 2011

PRODUCT: A shuttle service that will connect the Ridgewood Train Station with office complexes in the Tri-Boro area of Park Ridge, Woodcliff Lake, and Montvale.

CONTACT: Humberto Goetz

Phone: (201) 336-7403

Fax: (201) 336-7450

Email: hgoez@bergen.nj.us

AGENCY: MIDDLESEX COUNTY TRANSPORTATION DEPARTMENT

SUBJECT: Brunswick Square Mall – South Amboy Shuttle

DESCRIPTION: This service will run between the Brunswick Square Mall and the Lighthouse Bay residential community in South Amboy providing services to several key residential, retail, and transit nodes. This shuttle route will provide feeder services to local bus, interstate bus and rail transit services through timed transfer connections with the New Jersey Coast Line Service at South Amboy rail station.

SCHEDULE: The project is in development and is anticipated to commence FY 2012.

PRODUCT: This shuttle route will provide feeder services to local bus, interstate bus and rail transit services through timed transfer connections with the New Jersey Coast Line Service at South Amboy rail station.

CONTACT: Steve Fittante

Phone: (732) 745-4140

Fax: (732) 296-0320

Email: steven.fittante@co.middlesex.nj.us

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SECTION I

PART FOUR - LOCAL SUBREGIONAL INITIATIVES

AGENCY: BERGEN COUNTY
Bergen County Department of Planning and Economic Development

SUBJECT: Bus Rapid Transit Study

DESCRIPTION: The project proposes to further explore several Bus Rapid Transit routes identified in an earlier BRT Feasibility Study. Bergen County is working together with New Jersey Transit to identify routes that link key activity centers with existing intermodal transit hubs in Central Bergen County.

SCHEDULE: Local Preliminary Design and Scoping in 2011

PRODUCT: Preliminary Design and Project Scoping

SUBJECT: Essex Street Corridor Development, Final Design and Construction

DESCRIPTION: Partnering with New Jersey Transit and in conjunction with the City of Hackensack for the design and construction of Essex Street Corridor from the west side of Main Street to the east side of Prospect Avenue. The project proposes to improve mobility along Essex Street and provide better connectivity to state roads Route 46 & Route 17 and interstate highway I-80 from Hackensack central business district. The intersections of Essex Street at Polifly Road, Newman Street, East and West Railroad Avenue, John Street, Green Street and Union Street will also be improved as part of the project.

SCHEDULE: Final Design and Scoping in 2011

PRODUCT: Final Design and Construction

CONTACT: Donna Orbach
Bergen County Department of Planning & Economic Development
Phone: 201-336-6437
Email: dorbach@co.bergen.nj.us

AGENCY: JERSEY CITY
Department of Housing, Economic Development and Commerce

SUBJECT: Route 440/Routes 1&9T Multi-Use Urban Boulevard & Thru Truck Diversion Concept Development (DB 06307)

DESCRIPTION: The purpose of this project is to prepare a Concept Development study for the creation of a multi-use urban boulevard along Route 440/Routes 1&9 Truck in Jersey City and to determine if it is possible to remove through truck traffic from Route 440/Routes 1&9T in Jersey City. The product of this project shall be the identification of a preferred alternative or combination of alternatives (and associated projects) to advance to the next phase of project development, Feasibility Assessment.

SCHEDULE: Study is underway

PRODUCT: Identification of a preferred alternative or combination of alternatives (and associated projects) to advance to the next phase of project development, Feasibility Assessment.

CONTACT: Douglas Greenfeld, Supervising Planner
Department of Housing, Economic Development and Commerce
Phone: 201-547-4205
Email: Douglas@jcnj.org

AGENCY: MONMOUTH COUNTY

SUBJECT: Improvements to Sharon Station Road between CR 539 and CR 526 and Reconstruction of Bridges U-34, U-35 and U-39, Upper Freehold Township

DESCRIPTION: Improvements to Sharon Station Road for the operational safety of the roadway and reconstruction of three County bridges along the limits of the roadway improvements.

SCHEDULE: Final Design in FY 2011-2012.

PRODUCT: Final Design and Construction Documents for improvements to Sharon Station Road and reconstruction of the three bridges.

SUBJECT: Improvements to CR 3 (Main Street – Tennent Road) between CR 527 and Kensington Drive/Woodland Circle, Manalapan Township

DESCRIPTION: Improvements to CR 3 for the operational safety of the roadway and reconstruction improvements of five County bridges, three culverts, and three traffic signals, as well as drainage improvements within the project limits.

SCHEDULE: Final Design in FY 2011-2012

PRODUCT: Final Design and Construction Documents for improvements to CR 3 and associated bridge, traffic signal and drainage improvements.

SUBJECT: Improvements to CR 537 (West Main Street) and SR 33, Freehold Township

DESCRIPTION: Assessment of operational improvements to CR 537 Overpass at State Route 33 including potential widening of CR 537 Overpass.

SCHEDULE: Local Concept Development in FY 2011-2012

PRODUCT: Needs Assessment and Concept Development

SUBJECT: Improvements to CR 537 (Monmouth Road) Overpass at Interstate 195, Millstone Township

DESCRIPTION: Assessment of operational improvements to CR 537 Overpass at Interchange 195 including potential widening of CR 537 Overpass.

SCHEDULE: Local Concept Development in FY 2012-2013

PRODUCT: Needs Assessment and Concept Development

CONTACT: Joseph Ettore, P.E.
County Engineer
Monmouth County Engineering Department
Phone: 732-431-7760
Email: engineer@co.monmouth.nj.us

AGENCY: MORRIS COUNTY

SUBJECT: Rockaway River Greenway (DB 03348)

DESCRIPTION: This bike trail will utilize a freight rail ROW designed to take advantage of a vacated ROW through downtown Dover after a bypass is built to serve the County's railroad operator. The project is active again now that the County is examining funding resources to build the rail bypass, thereby opening up the line for potential Greenway improvements. The project will eliminate 11 downtown grade crossings. Funding sources are unknown at this point.

SCHEDULE: 2011

PRODUCT: Concept design by Morris County

CONTACT: Gerald Rohsler, Director
Morris County Board of Transportation
Phone: 973-829-8101
Email: grohsler@co.morris.nj.us

AGENCY: NEWARK CITY

SUBJECT: Newark Greenway Network

DESCRIPTION: The proposed Newark Greenway Network is a continuous dedicated public access route for pedestrians and bicyclists to be constructed in phases within each ward of New Jersey's largest city. The Greenway concept and resultant design emerged as a significant proposal within the City's 24-month Economic Development, Land Use and Transportation Plan preparation process. It was fueled by the recognized lack of direct intra-city non-motorized linkages between Newark's numerous significant activity centers, and by input from the Plan's Technical Review and Citizens Advisory Steering Committees.

Totaling some 18.5 linear miles and costing some \$30 million, the Greenway will consist of a paved, signed, lighted and landscaped pedestrian way and bikeway through many of the City's neighborhoods and parts of the Central Business District. The Greenway alignment will not only link many of the City's recreational, cultural and educational resources, but is proposed to actually pass through and potentially be an integral part of their urban design.

Where physically and functionally feasible, the Greenway will also contain benches and contiguous sitting areas, bicycle-parking facilities, playgrounds and shelters, some of which are already in place in existing municipal or county parks. During initial steps of Greenway design, each affected block will be analyzed as to the most compatible and effective bike route/pedestrian way configuration for it, and the physical and functional relationship of that cross-section to adjoining Greenway blocks.

The alignment of each Greenway phase is based on maximizing linkages between the City's parks, educational facilities, residential neighborhoods, transportation hubs, and historic resources via public rights-of way and public property, while minimizing land acquisition or easement requirements. That condition is one of the great merits of this project and will facilitate its implementation.

SCHEDULE: Phase One: Design completion in December 2009.

Construction: TBD – No Funding is available at this time.

PRODUCT: Phase One Plans, Specifications, and Cost Estimate for a Bicycle and Pedestrian Route from Branch Brook Park to Weequahic Park, 3 miles

CONTACT: Michel Gelin

Phone: (973) 733-6452

FAX: (973)733-8880

Email: gelinm@ci.newark.nj.us

AGENCY: OCEAN COUNTY

- SUBJECT:** Ocean County Barnegat Branch Trail, Barnegat to Toms River
- DESCRIPTION:** The trail will extend from Barnegat Township to Toms River, a distance of 15.6 miles along the former CNJ rail line. The landscape of the trail varies through each of seven municipalities - ranging from forest and sand mining to neighborhoods and commercial centers. Trailhead and comfort stations will be constructed at access nodes, and interpretive and historic signage will be installed throughout the trail to educate trail users.
- SCHEDULE:** Ocean County Planning, Engineering, Parks Departments and consultant team are actively working to develop and construct the trail in phases. Trail improvements are being funded by Ocean County and supplemented by various grants.
- PRODUCT:** Conceptual Plan - complete. Phase I (2 miles) - complete. Phase II (1.1 miles) - complete. Phase III (2.0 miles) - construction 95% complete. Phase IV (1.5 miles)- design 75% complete, construction summer 2011
-

- SUBJECT:** Fischer Boulevard Extension Alternatives, Toms River Township, Ocean County
- DESCRIPTION:** Currently, Fischer Boulevard terminates at Hooper Avenue and is a point of significant congestion. Ocean County is studying options to address congestion at the intersection of Fischer Blvd and Hooper Avenue in Toms River Township. Several alternatives exist including the following:
- Extend Fischer Boulevard westerly to connect with College Drive; however, significant environmental constraints exist on this alignment.
 - Construct a connector road through a previously preserved an alignment through Block 442, Lots 8.02 and 8.03, in what is now Toms River Township Open Space. This alignment would allow a connector road between the intersection of Hooper Avenue/College Drive and Fischer Boulevard/Waters Edge Drive.
 - Provide intersection improvements along the Hooper Avenue from the intersections of Hooper Avenue/College Drive to the intersection of Hooper Avenue/Church Road.

All options are to address the proposed infrastructure improvements for the OCC/Kean University Campus expansion which include completion of a complete campus loop road.

SCHEDULE: The project is currently in the Alternatives Analysis Phase. Total project design schedule is anticipated to be 15 months.

PRODUCT: Alternatives Analysis, Preliminary and Final Design documents and permits.

SUBJECT: Western Boulevard Extension, Berkeley Township, Ocean County

DESCRIPTION: The extension completes a bypass to State Highway Route 9 to relieve congestion for through traffic with origin and destination outside Berkeley Township. State Highway Route 9 Corridor is a 2 lane arterial with unrestricted access. Limited Right-of-Way and intense commercial development make it physically difficult, if not impossible, to address capacity. This project will allow an alternate for the majority of vehicles that have destinations beyond this 9-mile segment of State Highway Route 9.

SCHEDULE: The project is currently in the Conceptual Development Phase.

SUBJECT: Interchange 83 Connector Road, Toms River Township, Ocean County

DESCRIPTION: The construction of Interchange 83 Connector Road and related improvements includes the following:

- New northbound Garden State Parkway Ramp direct to State Highway Route 166 southbound
- Relocated Ramp B at State Highway 166 and a new traffic signal.
- New Ocean County Connector Road between State Highway Route 166 and Ocean County Route 571. This is a two (2) lane restricted access road except where turn lanes are shown at intersections.
- New traffic signal at relocated Ramps A and D and new Connector Road.
- New traffic signal at Ocean County Route 571 and Connector Road/Intermediate Way West.
- Widening of Intermediate Way West at Old Freehold Road.
- Widening of Ocean County Route 571.
- Removal of portions of existing Ramp A.

SCHEDULE: Construction is anticipated to occur in Spring 2011.

PRODUCT: Preliminary and Final Design documents.

SUBJECT: Interchange 88/89 Interchange Improvements,
Lakewood Township, Ocean County

DESCRIPTION: The construction of Interchange 88/89 improvements includes the following:

- Provides all On and Off movements for all directions of traffic between GSP and Route 70 (and Shorrock Street).
- New GSP SB On/Off movements to Airport Road/Cedar Bridge Road.
- New NB GSP exit to Cedar Bridge Road.
- Southeast Quadrant
 - NB off ramp removed
 - NB on ramp for EB Route 70 modified both now carried on new Access Road bridge over Route 70.
 - NB Access Road has on-off connection to Shorrock Street to Route 70
- Northeast Quadrant
 - NB Access Road onto NB Garden State Parkway through new toll plaza also exits to Cedar Bridge Road
- Northwest Quadrant
 - SB on from Airport Road to SB Access Road can also exit to WB Route 70.
- Southwest Quadrant
 - New WB Route 70 jug to SB Garden State Parkway (existing to be removed)
 - New EB Route 70 ramp to SB Garden State Parkway
 - New SB Garden State Parkway exit to EB Route 70

SCHEDULE: Preliminary/Final Design 2011-2012, Construction 2013-2014

PRODUCT: Preliminary and Final Design documents.

CONTACT: Frank S. Scarantino, Office of the Ocean County Engineer
Phone: 732-929-2130
Email: fscarantino@co.ocean.nj.us

AGENCY: SOMERSET COUNTY

SUBJECT: Davenport Street Extension (DB 06378)

DESCRIPTION: State and local development plans have focused on the Borough's downtown and its landfill which has the potential to house a major Transit-Oriented Development. One of the key constraints is access under the railroad tracks since links between the landfill and downtown are limited to the existing crossings at Somerset Street and South Bridge Street. A new grade separated crossing at Davenport Street would provide the connectivity for the Transit-Oriented Development. The planned redevelopment of the downtown mall also provides an opportunity to extend Davenport Street through the Mall site and then under the railroad tracks into the landfill site. This route will also become the main pedestrian corridor between downtown, the new civic center and other uses planned for the landfill and the Raritan River Greenway.

SCHEDULE: Final Design in FY 2011.

PRODUCT: Final Design and Construction.

SUBJECT: Orchard Road Connector (DB 06381)

DESCRIPTION: Alternate solutions to relieve congestion were explored and a determination was made to investigate the use of loop roads. One of Montgomery Township Master Plan roads is known as Orchard Road connector which would be a north/south connector roadway to link Orchard Road and CR 518. In order to implement the construction of this connector road, a crossing of Bedens Brook is necessary.

NJDOT and Somerset County Engineering Department have supported the concept of improving the Route 206/CR 518 intersection by constructing loop roads such as the Orchard Street connector. This method has been deemed the most cost effective method to alleviate traffic congestion.

SCHEDULE: Local Concept Development in FY 2011 and Preliminary Engineering in FY 2012.

PRODUCT: Concept Development and Preliminary Engineering.

SUBJECT: Rte 22 Sustainable Corridor Long Term Improvements (DB 03318)

DESCRIPTION: The proposed project will investigate long term improvements between Route 202/206 and Chimney Rock Road. Proposed improvements should address the high accident rates as well as eliminate congestion in this area. A full alternatives analysis is to be undertaken by Somerset County in order to fully determine the needs and the most cost-effective solution.

SCHEDULE: Local Concept Development and Feasibility Assessment in FY 2011 and 2012.

PRODUCT: Breakout projects from feasibility study when completed.

CONTACT: Walt Lane, Somerset County Planning Board
Phone: 908-231-7021
Email: lane@co.somerset.nj.us

AGENCY: UNION COUNTY

SUBJECT: Elizabeth Ferry Project (DB HP01016)

DESCRIPTION: A new Ferry Terminal in Elizabeth will connect New Jersey to Manhattan and provide an alternative to the commuting public. The Ferry Terminal is proposed in an area just east of the Jersey Garden Mall, south of Port Elizabeth.

SCHEDULE: Preliminary design and construction in FY 2011.

PRODUCT: Preliminary design and construction.

CONTACT: Liza Betz
Union County Dept. of Parks & Community Renewal
Phone: 908-558-2273
Email: ebetz@ucnj.org

**AGENCY: NEW JERSEY DEPARTMENT OF COMMUNITY AFFAIRS
OFFICE OF SMART GROWTH
SMART FUTURE PLANNING GRANTS**

In furtherance of the State's efforts to promote smart growth principles through the implementation of the State Development and Redevelopment Plan (SDRP), the New Jersey Department of Community Affairs, Office of Smart Growth administers the Smart Future Grant program. Smart Future Grants awarded in prior years in the NJTPA region are listed below. FY 2008 was the last year in which grant funding was received.

The following list of grant recipients are reflected for FY2007 and FY 2008 and those of which are cancelled, closed, awarded, or completed are notated. The FY2007 Smart Future Grants focus on five key categories: Main Street Community Design, Rural Sustainability, Regional Sustainability, Downtown Parking Solutions and Transfer of Development Rights (TDR) Real Estate Market Analysis. In FY 2008, the following categories were considered: Community Visioning, Agriculture Retention & Farmland Preservation, Transit Oriented Design, Reconnecting Your Community, Urban TDR or Neighborhood Planning.

2007 Smart Future Grant Recipients

Municipality/Organization	County	Category/Project	Award Amount
Tenafly Borough- Completed	Bergen	Special Improvement District Challenge Grant	\$10,000
East Orange City- Completed	Essex	Downtown Parking Solutions	\$50,000
City of Newark- Closed	Essex	Neighborhood Planning Grant for Lincoln Park and Ironbound (Ironbound Parking Analysis/Wayfinding Study and Lincoln Park Neighborhood Revitalization Plan)	\$90,000
City of Orange Township	Essex	Downtown Revitalization Study	\$40,000
City of Orange Township	Essex	Special Improvement District Challenge Grant	\$9,500
South Orange Township- Closed	Essex	Strategic Planning Charette	\$20,000
Jersey City Redevelopment Agency- Closed	Hudson	Downtown Parking Solutions	\$99,290
Clinton Town- Closed	Hunterdon	Downtown Revitalization Study	\$45,000
Delaware Township- Closed	Hunterdon	Rural Sustainability	\$50,000
West Amwell Township- Application Denied. Not awarded.	Hunterdon	Rural Sustainability	\$50,000
Edison Township	Middlesex	Downtown Parking Solutions	\$46,000
Metuchen Borough	Middlesex	Community Design	\$50,000

Middlesex County- Closed	Middlesex	Regional Sustainability	\$75,000
Rutgers University- Closed	Middlesex	Regional Sustainability	\$50,000
Woodbridge Township- Closed	Middlesex	Downtown Revitalization Study	\$50,000
Howell Township- Closed	Monmouth	Green Feasibility and Design Study	\$40,000
Keansburg Borough- Closed	Monmouth	Special Improvement District Challenge Grant	\$10,000
Manalapan Township- Does not exist	Monmouth	Downtown Revitalization Study	\$45,000
Manasquan Borough- Closed	Monmouth	Downtown Parking Solutions	\$60,000
Neptune City- Award Cancelled	Monmouth	Route 33 Highway Commercial Redevelopment Plan	\$39,570
Upper Freehold Township- Award Cancelled	Monmouth	Agriculture Sustainability Study	\$45,000
Lakewood Township	Ocean	Downtown Parking Solutions	\$50,000
Plumsted Township- Closed	Ocean	Community Design	\$50,000
Little Falls Township- Cancelled	Passaic	Special Improvement District Challenge Grant	\$10,000
Pompton Lakes Borough	Passaic	Special Improvement District Challenge Grant	\$10,000
Newton Town- Closed	Sussex	Community Design	\$50,000
Elizabeth Development Co.- Closed	Union	Downtown Parking Solutions	\$75,000
Fanwood Borough	Union	Green Feasibility and Design Study	\$50,000
New Jersey Institute of Technology		Rural Sustainability Grant Coordination	\$100,000
Regional Plan Association- Closed		Community Design Grant Coordination	\$74,745

2008 Smart Future Grant Recipients

Municipality/Organization	County	Category/Project	Award Amount
Lodi Borough	Bergen	Reconnecting Your Community	\$50,000
Urban League of Essex County	Essex	Neighborhood Plan	\$75,000
Newark City	Essex	Transit Oriented Design	\$50,000
Bloomfield Town Township	Essex	Transit Oriented Design	\$50,000
Jersey City Redevelopment Agency- Closed	Hudson	Community Visioning	\$50,000

Jersey City	Hudson	Urban TDR	\$90,000
PlanSmartNJ	Mercer	Reconnecting Your Community	\$75,000
Catholic Charities, Diocese of Metuchen- Closed	Middlesex	Community Visioning	\$50,000
Spotswood Borough	Middlesex	Community Visioning	\$50,000
Metuchen Borough	Middlesex	Reconnecting Your Community	\$60,000
Hazlet Township	Monmouth	Community Visioning	\$50,000
Marlboro Township	Monmouth	Community Visioning	\$55,000
Seaside Heights Borough- Closed	Ocean	Community Visioning	\$50,000
Plumsted Township	Ocean	Reconnecting Your Community	\$60,000
Tuckerton Borough	Ocean	Reconnecting Your Community	\$80,000
NJ Community Development Corp.- Closed	Passaic	Neighborhood Plan	\$75,000
Paterson City	Passaic	Transit Oriented Design	\$50,000
Township of Bridgewater	Somerset	Reconnecting Your Community	\$60,000
Bound Brook Borough	Somerset	Transit Oriented Design	\$50,000
Frankford Township	Sussex	Reconnecting Your Community	\$55,000
Newton Town- Closed	Sussex	Reconnecting Your Community	\$60,000
Linden City	Union	Community Visioning	\$55,000
Regional Plan Association- Closed		Conduct Mayor's Institute on Design	\$50,000

In addition, through the Office of Smart Growth's Plan Endorsement process, they anticipate helping municipalities coordinate transportation plans with adjacent municipalities, and will soon complete a draft of the State Plan. The plan will contain significant material not just on transportation planning but also regional planning and infrastructure spending.

CONTACT:

Wendy McVicker
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<http://www.nj.gov/dca/>

**NORTH JERSEY TRANSPORTATION
PLANNING AUTHORITY, INC.**

FY 2011 – FY 2012 (Year 2 Update)

**UNIFIED PLANNING WORK PROGRAM
VOLUME VI
OTHER REGIONAL TRANSPORTATION
PLANNING INITIATIVES**

SECTION II

**NEW JERSEY DEPARTMENT OF TRANSPORTATION
STATE PLANNING AND RESEARCH PROGRAM**

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Statewide Strategies – 4510011 / 5680
MANAGER: James B. Lewis
UNIT: Bureau of Statewide Strategies

VISION:

Provide an array of convenient, affordable, multi-modal travel choices, integrating land use, economic development and the environment for New Jersey's transportation system.

MISSION:

To create cutting-edge concepts that serve to foster awareness and education among the Department's relevant units, the transportation community and the public about the connection of transportation to land use, the use of transportation to make communities more livable, and the strategic delivery of transportation facilities and services to enhance job creation and the economic health of the state and the region.

GOALS/ACTIVITIES:

1. Implement the eight goals identified in the Long-Range Transportation Plan, *Transportation Choices 2030*, through the various policies, strategies and actions conveyed in the plan so that the Long Range Plan (LRP) serves as the foundation for all of the Department's functional plans and programs.
 - a. Finalize the development of a set of LRP Performance Indicators to periodically track attainment of LRP goals.
 - b. Begin conceptual work and development of the next long-range transportation plan, collaborating with NJ TRANSIT and the state's MPOs and transportation stakeholders.
 - c. Continue to provide an awareness of the LRP and its goals through various public involvement and public participation techniques in order to inform staff, stakeholders and the public about the ongoing efforts to achieve the plan's vision primarily through the website and perhaps other social media.
2. Shape the Capital Investment Strategy with infusion of Smart Growth and State Development and Redevelopment Plan (SDRP) principles into the Department's policies, programs, practices and investment decisions.
 - a. Participate with other agencies in the evolving statewide effort to implement the goals, strategies and policies of the State Development and Redevelopment Plan (SDRP) and Smart Growth principles.
 - b. Increase awareness among Department units and the public about federal, regional and statewide Smart Growth, Sustainable Transportation and Livable Communities endeavors through educational materials, workshops and newsletters.
 - c. Improve the existing process for internal Department review of local plans for transportation elements that embody Smart Growth concepts and underpin sustainable land use objectives.
 - d. Develop and implement a "Smart Growth Management System" that works together with the other Department management systems to evaluate and prioritize transportation studies and capital projects for consistency with the SDRP and Smart Growth.

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Statewide Strategies – 4510011 / 5680
MANAGER: James B. Lewis
UNIT: Bureau of Statewide Strategies

GOALS/ACTIVITIES: (continued)

3. Develop an enhanced State Highway Access Management Code that contains provisions and planning elements that support the state's Smart Growth goals and objectives to ensure consistency with the policies and strategies of the SDRP.
 - a. Advance recommendations from the NJ Access Code Reevaluation Study, such as transit trip credits, Main Street designation process, and amendments to the Municipal Land Use Law.
 - b. Update the Desirable Typical Sections (DTS) in Appendix B of the State Highway Access Management Code by developing a standard approach to the appropriate sizing of the DTS consistent with State policies.
 - c. Provide guidance to local officials to promote municipal zoning conformity with the State Highway Access Management Code.
 - d. Produce language for the State Highway Access Management Code that provides provisions for development of an Optimal Traffic Signal Location Plan.
 - e. Evaluate requests and provide recommendations on changes to access classifications as permissible in Subchapter 5 of the State Highway Access Management Code and consistent with State policies and direction.

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

- A final set of LRP performance indicators that will be used to periodically track and measure the implementation of the LRP goals and objectives.
- A summary of emerging trends and critical issues and an outline of potential tasks for the next LRP.
- Contribution of sustainable transportation concepts such as transportation mode choice, Complete Streets, Context Sensitive Solutions (CSS), transit-oriented development (TOD) and highway and transit connectivity, into the emerging new State Development and Redevelopment Plan (SDRP) environment in New Jersey.
- Strategy for marketing State Plan and Smart Growth-oriented transportation principles as a backdrop for state, county and local planning activities.
- Phased incorporation of the Smart Growth Management System (SGMS) tool into the Department's Asset Management program to prioritize capital projects.
- Advancement to rulemaking a transit trip credit provision and Main Street designation process for the State Highway Access Management Code.
- A process and criteria for establishing the Desirable Typical Sections in Appendix B of the State Highway Access Management Code.
- A draft updated Appendix B of the State Highway Access Management Code.
- Municipal Zoning Conformity with the State Highway Access Management Code Guidebook.
- Advancement to rulemaking of Optimal Signal Location Plan provisions for the State Highway Access Management Code.
- Deliberative recommendations on access classification change requests resulting from the Subchapter 5 process and advancement to rulemaking of proposed amendments to access classifications in Appendix B of the State Highway Access Management Code.

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Statewide Strategies – 4510011 / 5680
MANAGER: James B. Lewis
UNIT: Bureau of Statewide Strategies

CONTRACTS:

None

STAFFING:

Susan Weber, Supervising Transportation Analyst	1.00 py
Danielle Graves, Project Engineer, Planning	1.00 py
Yvette McKoy, Principal Engineer, Planning	1.00 py
Swati Gandhi, Principal Engineer, Planning	1.00 py

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: SPR Program Management – 4510011 / 5395
MANAGER: James B. Lewis
UNIT: Statewide Strategies

VISION:

A planning program that improves the transportation system to benefit the state's economy and the traveling public.

MISSION:

Manage the State Planning and Research (SPR) / Management System work program in compliance with federal and state program and financial requirements to support state policy, planning studies and programs.

GOALS/ACTIVITIES:

1. Manage CY 2011-2012 SPR/Management System Work Program.
 - a. Execute Federal-aid agreements to fund SPR Program.
 - b. Monitor federal agreement expenditures and secure modifications as needed.
 - c. Ensure federal and state regulatory compliance with FHWA funded planning study programs.
 - d. Recommend integration of federal and state program policies.
 - e. Prepare requests to and secure approval from FHWA for contract scopes of work.
 - f. Secure FHWA approval of program revisions required by Department priorities within two weeks.
 - g. Prepare and submit half year progress reports to FHWA within 45 days.
 - h. Prepare Year 2 of CY 2011-2012 SPR/Management System Work Program for submittal and authorization to FHWA.
2. Close out completed program.
 - a. Prepare and submit final acceptance request to close out completed program.
3. Streamline program delivery.
 - a. Monitor existing practices to identify and recommend improvements.
4. Update SPR activities.
 - a. Monitor federal reauthorization legislation for changes in planning requirements.
 - b. Scan program implementation and external sources for new opportunities.

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

- CY 2011-2012 SPR/Management System Work Program and Second Year Update.
- CY 2011-2012 SPR/Management System Work Program Half Year Progress Reports.
- CY 2009-2010 SPR/Management System Final Report.

CONTRACTS:

None

STAFFING PLAN:

Cherie Shreve	Administrative Assistant 2	1.00 py
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May 2011

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Technical Analysis – 4510011 / 5700
MANAGER: Andrew Swords
UNIT: Bureau of Systems Planning

VISION:

People and goods move freely throughout New Jersey, supporting a vibrant economy.

MISSION:

To develop cost-effective congestion-fighting strategies that improve mobility, accessibility and enhance quality of life for New Jersey and its citizens.

GOALS/ACTIVITIES:

1. Enhance New Jersey's Congestion Management System (NJCMS)
 - a. Develop the Department's new Congestion Management System (CMS-21)
 - i. Establish a Steering Committee from Congestion Management Committee (CMC) membership (by 01/11)
 - ii. Develop a Vision Plan (by 01/11)
 - iii. Revamp the NJCMS tool to generate problem statements and integrate real-time data for system performance evaluation (by 12/11)
 - b. Update the existing CMS
 - i. During the development of CMS-21, update all data in the existing tool to year 2009 level data, as applicable, using the most current Straight Line Diagram (SLD) by 11/10.
2. Introduce *Congested Places*- generated problem statements into the NJDOT project development process
 - a. Complete the Congested Places vetting process for mainline bottlenecks, problem area interchanges and high-need signalized intersections
 - i. Conduct two special meetings of the Congestion Management Committee (CMC) to finalize the locations lists (by 01/11)
 - ii. Apply the Strategic Roadway Network to group projects into Priority Tiers (by 01/11)
 - b. Submit 1 mainline bottleneck, 3 problem area interchanges and 15 high-need signalized intersections
 - i. Work with the Division of Project Development (DPD) and the Division of Capital Investment Planning & Development (DCIP&D) to ensure completed, agreed upon project charters and problem statement forms (by 02/11)
3. Respond to NJ DOT's congestion relief investment needs
 - a. Develop congestion screenings used to advance projects through the development process
 - i. Up to 40 Tier 2 project scoping screenings (for DPD – by 12/11)
 - ii. Up to 10 state plan assessments (for Bureau of Statewide Strategies – by 12/11)
 - b. Develop 1 annual Capital Investment Strategy document (CIS)
 - i. Conduct Capital Program project pool ranking (by 02/11)
 - ii. Develop six alternative investment scenarios for the Congestion Relief Program (by 03/11)
 - iii. Make recommendations on appropriate funding levels for each element of the Congestion Relief Program (by 03/11)

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Technical Analysis – 4510011 / 5700
MANAGER: Andrew Swords
UNIT: Bureau of Systems Planning

- c. **GOALS/ACTIVITIES: (continued)** Develop 1 annual Tactical-Level Asset Management Plan (AMP) for congestion
 - i. Through outcome and output-based performance measures established last year, evaluate progress towards the Target Service Levels (TSLs – by 01/11)
 - ii. Evaluate the Management Plan that was developed to achieve the TSLs (by 02/11)
 - iii. Summarize progress, barriers and/or issues pertaining to the above, and make recommendations necessary to maintain progress towards the TSLs (by 03/11)
4. System Performance Reporting
 - a. Develop congestion relief portion of Department's Centerline report
 - i. Using the work from the Tactical-Level AMP, update the Centerline report (by 03/11 and 09/11)
 - b. Incorporate INRIX[®] real time data into the Planning Process
 - i. Coordination meetings between the Bureau of Systems Planning (BSP), Traffic Operations and the Metropolitan Planning Organizations (MPOs) to establish baselines, data sources, summary protocols, etc. (by 01/11)
 - ii. Continue to develop, through consultant effort, a automated tool for taking the data, screening out bad data, inconsistencies, etc. and summarizing in a fashion useful for travel time and duration of congestion comparisons (by 06/11)
 - iii. Expand out the network now used for real-time coverage (4 corridors) to include all interstate roadways (by 10/11)
 - iv. Evaluate this expanded network for system performance (by 12/11)
5. Provide ongoing technical support and coordination
 - a. Through the Congestion Management Committee, coordinate with each MPO's Congestion Management Process (CMP)
 - i. Attend two coordination meetings per MPO in their yearly update cycle (by 12/11)
 - ii. Supply technical tools (NJCMS) and expert guidance (by 12/11)
 - iii. Continue to work with the North Jersey Transportation Planning Authority (NJTPA) on Project Performance Results.
 - iv. Continue to provide coordination and technical support to the Delaware Valley Regional Planning Commission (DVRPC) in the development and integration of operations data into their CMP.
 - b. Information Technology (IT)'s data warehouse project (to integrate management systems)
 - i. Provide updated CMS data as available
 - ii. Provide technical support in developing updated reports from the data warehouse.
 - c. Partial Interchange Project
 - i. Guide the development of the Partial Interchange analysis tool by reviewing contractor work products and coordinating the state/contractor/MPO working group (by 6/11).
 - d. Intelligent Transportation System (ITS) Planning
 - i. Using Databases and GIS, evaluate the geographic correlation between New Jersey's Congested Interstate Freeway Corridors and Emergency Service Patrol (ESP) Assists (by 01/11)
 - ii. Develop the update of New Jersey Congested Corridors and ITS Priority Corridors (by 12/11)

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Technical Analysis – 4510011 / 5700
MANAGER: Andrew Swords
UNIT: Bureau of Systems Planning

GOALS/ACTIVITIES: (continued)

- e. Geographic Information Systems (GIS)/Database support
 - i. Continue to develop the update of the GIS/Database of the New Jersey Strategic Roadway Networks (12/11)
 - ii. Continue to update the GIS components of New Jersey's Congested Places work (by 12/11)
 - iii. Develop a GIS Map showing the Capital Investment Strategy FY 11 (by 03/11)
 - iv. Provide data reports and/or maps as requested.
- f. Special requests from customers (Governor's Office, Front Office, FHWA, etc.)
 - i. On an as-needed basis (by 12/11)

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

1. Updated NJCMS and new CMS-21
2. 19 Problem Statements for the Department's project delivery process.
3. 40 Tier II Project Scoping screenings; 10 State Plan assessments; 1 Capital Investment Strategy document; 1 Tactical-Level AMP
4. 2 Centerline Report Updates; Expanded network coverage (all Interstates) of INRIX[®] real time data for planning analyses
5. Coordination and Technical support to the MPO's CMP processes
6. ITS Planning including GIS Maps showing Freeway Corridors and Emergency Service Patrol (ESP) Assists.

CONTRACTS:

No federally funded projects expected.

STAFFING:

Andrew Swords, Section Chief	0.5 py
John Allen, Section Chief	1.0 py
Ira Levinton, Project Engineer, Planning	1.0 py
Sudhir Joshi, Project Engineer, Planning	1.0 py
Simon Nwachukwu, Principal Engineer, Planning	1.0 py
Neha Galgali, Principal Engineer, Planning	1.0 py

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Transportation Air Quality/Travel Demand Modeling Program – 4510011 / 5970
MANAGER: Andrew Swords
UNIT: Bureau of Systems Planning

VISION:

New Jersey will have its most efficient, sustainable and healthy transportation system since the advent of the automobile.

MISSION:

To support Air Quality (AQ) conformity, strategies and transportation project development with models and analysis tools.

GOALS/ACTIVITIES:

1. Update the unit's technical toolbox.
 - a. Update statewide model by July 2011.
 - b. Updated NJAQONE (New Jersey Air Quality off network estimator) by July 2011.
 - c. Complete all MOVES (new EPA Air Quality Model) input files by December 2011.
2. To enhance NJDOT's in-house modeling capability.
 - a. To possess updated versions of supported models – North Jersey Regional Transportation model (NJRTM-E), (re-validated) South Jersey Regional Transportation Model (SJRTM), and MOVES). (ongoing)
 - b. To develop in-house capability to perform more complex regional modeling analyses modeling capability.
 - i. Run 2 partial interchanges with a regional model in 2011.
3. Complete the carbon footprint tool.
 - a. Complete the analysis tool by July 2011.
 - b. Analyze two project types by December 2011.
4. Support the MPO conformity processes.
 - a. Participate in all MPO interagency consultation group (ICG) activities (ongoing)
 - b. Alert upper management or any potential disruptions to the capital program (ongoing)
5. Assist in implementing Green House Gas (GHG) strategies
 - a. Support development on selected GHG plan strategies.
 - b. Participate in multi state, state and regional GHG activities.
 - i. Work to advance the Transportation Climate Initiatives Electric Vehicle project.
 - c. Help to advance NJ's state of the practice in climate change adaptation planning.

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

1. Completed technical toolbox.
2. Enhanced in house modeling capability
3. Completed carbon footprint tool.
4. Ongoing, effective coordination of MPO conformity process.
5. Maximum participation in GHG activities, subject to resource constraints.

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Transportation Air Quality/Travel Demand Modeling Program – 4510011 / 5970
MANAGER: Andrew Swords
UNIT: Bureau of Systems Planning

CONTRACTS:

No federally funded projects expected.

STAFFING:

Andrew Swords, Section Chief	0.5 py
James DeRose, Section Chief	1.0 py
Charles Grill, Project Engineer, Planning	1.0 py
Orlando Ventura, Project Engineer, Planning	1.0 py

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Planning and Systems Integration – 4510011 / 5400
MANAGER: Paul Cohn
UNIT: Transportation & Sustainable Communities

VISION:

New Jersey is a national leader in formulating long term sustainable and context sensitive solutions to transportation problems. NJDOT will collaborate with other State agencies, MPO's, counties and municipalities to develop and implement non-transportation solutions (trip avoidance, trip number and/or length reduction, use of non-SOV modes, connected local street networks) in support of goals of the Department's Long Range Plan, the State Development and Redevelopment Plan and the USDOT Livable Communities Program.

MISSION:

To ensure that multi-modal strategies, such as the Mobility and Community Form Program, Integrated Land Use and Transportation Planning Studies and Transit Village designation, are fully applied during the NJDOT's Problem Screening phase of capital project delivery to maximize non-NJDOT solutions to travel needs.

GOALS/ACTIVITIES:

1. Work directly with selected municipalities using the Mobility and Community Form Guide to help municipalities connect land use and transportation in innovative ways that will lead to adopted form based codes, if so desired, and to enable municipalities to adopt optimal mode inclusive circulation plans.
 - a. Fulfill the requirements of the New Jersey Municipal Land Use Law for land use and circulation elements in completed Mobility and Community Form projects.
 - b. Establish performance goals for desired land use-transportation relationships, land use patterns and travel choices and delivery.
 - i. Establish a community vision through meetings with the municipality and stakeholders. Derive from that vision a set of goals, objectives and Measures of Effectiveness (MOE) for attaining the vision over time.
 - ii. Identify action plans for strategies and actions that municipalities can undertake to realize integrated plans for land development and mobility.
2. Foster development of compact mixed use centers, as recommended in the New Jersey State Development and Redevelopment Plan, by designating more municipalities as Transit Villages.
 - a. Designate at least three new Transit Villages (TV's).
 - b. Develop an improved monitoring system for designated Transit Villages.
 - i. Meet with interested TV applicants and coordinate with designated TV's on a regular basis.
3. Develop a TOD zone policy utilizing updated NJT Transit Friendly Land Use Planning guidelines.
 - a. Begin discussions to support transit oriented development efforts at Urban Transit Hubs and other transit host communities.
 - i. Coordinate with NJ Transit, the Office of Planning Advocacy, New Jersey Future and other stakeholders on development of a statewide policy.

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Planning and Systems Integration – 4510011 / 5400
MANAGER: Paul Cohn
UNIT: Transportation & Sustainable Communities

GOALS/ACTIVITIES: (continued)

4. Ensure that any viable transportation improvements recommended from Corridor Studies for advancement in the Department's capital planning program fully consider multi-modal strategies and comply with the Department's Complete Streets Policy.
 - a. Fully integrate multi-modal strategies in the Department's planning and asset management systems.
 - i. Prepare Purpose and Need Statements for Corridor Studies initiated during the Department's Problem Screening phase.
5. Assist municipalities that are interested in the Livable Communities grant program of the USDOT Strategic Plan for 2010-2015.
 - a. Make municipalities fully aware of NJFIT approaches to integrating transportation, housing, and commercial development with land use planning.
 - i. Provide staff and consultant resources to support municipalities with available funding sources.
 - ii. Partner with local entities and the development community to achieve Livable Communities.

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

- Continue to designate new transit villages (TV) that meet the TV criteria. Develop an improved monitoring system for designated TV's.
- Complete a unified land use and circulation element for Montclair Township in support of the township's Complete Streets policy.
- Complete a traffic assessment of Route 9 in Upper Township to support both the creation of centers along Route 9 and the implementation of the township's adopted form based code.
- Complete the Concept Development Study of creation of a multi-use boulevard along Route 440/Routes 1&9 Truck in Jersey City.
- Assist DVRPC and Burlington County in assessing land use guidelines for the Route 130/206 Corridor Study and Bordentown Township Town Center Plan.
- Assist NJ Transit in the evaluation of alternatives for the Route 55/42/676 Bus Rapid Transit Alternative Analysis.

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Planning and Systems Integration – 4510011 / 5400
MANAGER: Paul Cohn
UNIT: Transportation & Sustainable Communities

CONTRACTS:

Initiate any needed consultant services for the USDOT Livable Communities Program - \$400,000.
Utilize consultant services for future Mobility and Community Form Program - \$450,000.

STAFFING:

John Micikas, Project Engineer	1.0py
Monica Etz, Principal Planner, Trans.	1.0py
Tineen Howard, Principal Planner, Trans.	1.0py
LeRoy Gould, Senior Planner, Trans.	1.0py
Joe Burdulia, Senior Planner, Trans.	1.0py

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Bicycle/Pedestrian Master Plan Update – 4510011 / 5800
MANAGER: Sheree Davis
UNIT: Bureau of Commuter & Mobility Strategies

VISION:

New Jersey will be a state where people will be able to travel by on foot and by bicycle, safely and comfortably, when and where they want to.

MISSION:

To provide clear guidance to all areas of the department as to how to best utilize department resources in the implementation of Bicycle and Pedestrian initiatives. To identify opportunities to enhance and update the policies, goals, and objectives of the Bicycle and Pedestrian Master Plan. To identify opportunities to the public to safely travel on foot and by bike across the state.

GOALS/ACTIVITIES:

Develop a Statewide New Jersey Bicycle Map

- Oversee the contracted consultant (RBA Group) in developing a statewide bicycle map for New Jersey.
- Identify steering committee members for the project.
- Identify existing data sources and local New Jersey bike maps.
- Research information provided on other state bicycle maps.
- Research information about facilities and roadway conditions for bike compatibility.
- Acquire shape files of statewide maps.
- Collect data and existing photographic images to be displayed on map.
- Field check to verify conditions and facilities.
- Obtain input and feedback from bicycle riders from across the state.
- Provide data for interactive web pages to download from NJDOT's Web site.
- Print 10,000 copies of the map for public distribution if conditions allow.

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

- A project fact sheet for distribution to the public
- A project Web page for the display of project drafts and the collection of public comment
- A statewide New Jersey Bicycle Map
 - In a downloadable format
 - That enables users to obtain assistance in route selection and navigation for recreational and personal bicycle travel
 - That encourages bike travel to historic, cultural, recreational and other destinations in New Jersey

CONTRACTS:

Transfer the balance of The RBA Group contract (\$234,970.19).

STAFFING:

Elise Bremer-Nei, Supervising Planner 0.20 py

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Local Planning and Local Transportation Assistance (LTPA) – 4510011 / 5380
MANAGER: Michael Russo, Director
UNIT: Division of Local Aid and Economic Development

VISION:

A statewide transportation system that is safe and provides a high level of mobility and accessibility for all residents and visitors while contributing to federal, state and regional energy, clean air and community livability standards and goals.

MISSION:

To promote a municipal planning-based approach for advancing state, federal and regional transportation, energy, environmental and economic growth goals. In doing so, the Local Transportation Assistance (LTPA) provides expert transportation and land use planning consultant assistance to municipalities and counties aimed at achieving best community planning practices based on integrating municipal land use and multimodal transportation planning.

GOALS/ACTIVITIES:

1. Initiate six (6) municipal and county planning studies, upon request from local agencies for:
 - a. Improving motorist, pedestrian and bicyclist safety and ADA compliant conditions
 - i. Promote and develop local Complete Streets policies and plans
 - ii. Conduct pedestrian and bicycle safety audits leading to sidewalk and bike facility concepts and plans for short-term implementation and state and federal grant readiness
 - iii. Develop concept plans for the construction of local bicycle paths and routes
 - iv. Inventory traffic signals for ADS/MUTCD compliance and for improved pedestrian access
 - v. Submit ADA study findings to the Department's Civil Rights Office
 - b. Encourage more balanced transportation options to reduce VMT
 - i. Develop local land use and transportation plans based on higher density/mixed use center-based development, Transit Oriented Development (TOD's) and community form based development codes
 - ii. Assist in attaining the Department's goal of 60 miles of new bike paths a year.
 - iii. Conduct parking management, sidewalk and streetscape, and local traffic flow and congestions improvement studies for centers and urban areas
 - iv. Conduct community-based transit service assessments and opportunity studies to improve mobility and access for NJ residents of suburban and rural communities.
2. Development of Access Management Plans (an LTPA program core function), as directed by the Department to preserve and improve the safety and performance of state and local highways
 - a. Develop plans to minimize and coordinate highway access points, as a means for reducing crashes and improving highway operations.
 - b. Partner with municipal governments and the public to coordinate land use and transportation planning in corridor areas, as a means of preserving future highway capacity.
 - c. Maintain and update existing Access Management Plans, as required by state statute.
3. With the current two LTPA consultant agreements due to expire November 2011, the LTPA unit will commence a consultant procurement process for two new 2012-2015 Term Agreements.
 - a. Develop a request for proposal
 - b. Review Department procurement policy and procedures
 - c. Prepare a consultant solicitation package for posting
 - d. Develop an RFP scoring and rating process and set up a Technical; Evaluation Committee

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Local Planning and Local Transportation Assistance (LTPA) – 4510011 / 5380
MANAGER: Michael Russo, Director
UNIT: Division of Local Aid and Economic Development

GOALS/ACTIVITIES: (continued)

- a. Review and evaluate proposals
 - b. Present priority list of candidates to Consultant Selection Committee
 - c. Prepare new Term Agreements for Consultants/Department signatures and final execution
4. Support, leverage and ensure consistency with federal, state and metropolitan regional planning agencies
 - a. Support the Department's Divisions of Project Development, Statewide Planning, Local Aid and Economic Development, to leverage their respective programs.
 - b. Seek opportunities to leverage federal planning programs, such as the Community Challenge Planning Grants, the Partnership for Sustainable Communities program and MPO local assistance programs.
 - c. Priority will be given to local governments most in need of funding aid and to those desiring to plan their growth and development consistent with the objectives and policies of the Department's long range transportation plan and the State Development and Redevelopment Plan (SDRP).
 5. Provide Project Management support for LTPA program
 - a. Scope of Work development and Task Order processing
 - i. Work with local governments in developing scopes of work
 - b. Provide Project Management oversight, including
 - i. Guidance, review and comment on planning products
 - ii. Coordination with NJDOT subject matter experts and other agencies
 - iii. Invoice processing and general program maintenance
 - c. Transportation and land use planning research and training

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

1. Initiate six (6) Local Transportation Planning Assistance studies. Products will vary depending on the local issues. General products include:
 - Local and state traffic and land use data collection and analysis
 - Access Management Plan studies and maps
 - Traffic simulation models
 - Alternative concept plans
 - Community visioning outcomes
2. Finalize the following current studies:
 - o Plainsboro Township, Middlesex County, Local Transit Enhancement Assessment
 - o City of Newark, Essex County, Raymond Boulevard/Minish Park Traffic Calming study
 - o City of Camden, Camden County, Cooper Street Traffic Improvement Plan
 - o Route 73 Winslow Township, Camden County, Route 73 Signal Optimization Plan
 - o Route 94 Vernon Township, Sussex County Access Management Plan
 - o Sandyston Township, Sussex County. Planning and feasibility study for a Village of Layton Bypass Road
 - o Middle Township, Cape May County. Route 9 traffic calming and local roadway circulation plan.
3. Management of LTPA Procurement Process resulting in two (2) 3-year Consultant Term Agreements for FY 2012-FY 2015.
4. Review and comment on municipal applications for SDRP Plan Endorsement and participation on Department's Smart Growth Implementation Team.

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Local Planning and Local Transportation Assistance (LTPA) – 4510011 / 5380
MANAGER: Michael Russo, Director
UNIT: Division of Local Aid and Economic Development

CONTRACTS:

Contractual - State TTF funds, two 3-year Consultant Agreement (1st year, \$900,000; 2nd year, \$900,000).

STAFFING PLAN:

Helene Rubin, PP, AICP, Project Manager	0.7 py
Abbas Hirya, PhD, Project Engineer, Planning	0.7 py
Andrew Clark, Planner, Transportation	0.7 py

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Freight Planning – 4510011 / 5340
MANAGER: Paul S. Truban
UNIT: Freight Services (formerly Trucking Services)

VISION:

Develop a safe, efficient and integrated intermodal goods movement system throughout New Jersey that supports the operation and growth of the region's critical industries while leveraging New Jersey's assets and natural resources with strategic investments in freight transportation infrastructure.

MISSION:

To support the development of an integrated intermodal goods movement transportation system in New Jersey that enhances mobility, network performance, and system reliability while considering economic development and smart growth opportunities. By working closely with the FHWA, the MPO's, and other federal, state, and local agencies, this unit will also shape the policy, programs and projects necessary to identify and address priority freight issues.

GOALS/ACTIVITIES:

1. Improve the permitting process for Oversize and Overweight trucks
 - a) Protect New Jersey's infrastructure from damage by oversize or overweight vehicles.
 - b) Take over the function of permitting oversize and overweight vehicles from MVC in Aug. 2010.
 - c) Complete development and implementation of SUPERLOAD automated permitting system.
 - d) Serve as NJDOT lead and manage the new on-line large truck permitting system (SUPERLOAD).
 - e) Improve effectiveness of enforcement of oversize/overweight rules by generating data for targeted enforcement.
2. Coordinate, participate and/or manage significant freight related studies, programs, and /or policy initiatives on behalf of the new Division of Multimodal Services.
 - a) Complete Phase II of the Comprehensive Statewide Freight Plan.
 - b) Complete the South Jersey Port Region Inter-Modal Freight Transportation & Economic Development Assessment
 - c) Function as NJDOT lead / liaison to the Liberty Corridor.
 - d) Provide oversight for the overall Portway and Portway Extensions program and its recommendations.
 - e) Explore and advance strategies to maximize the use of existing infrastructure to promote the efficient movement of goods into, out of and through the state.
3. Develop and/or enhance freight data collection efforts, analysis tools, databases and models
 - a) Obtain better data to support bureau activities and freight system performance measurement.
 - b) Utilize freight commodity flow datasets and database management tools (such as Freight Tools), analysis tools (such as Truck Models), to conduct freight planning activities.
 - c) Continue to develop the Statewide Truck Monitoring Program to monitor large truck volumes and movement into, out of, through and within New Jersey in order to track the affect of 102' large truck regulations.
 - d) Continue to explore the potential capabilities of Portable Data Collection Systems for collecting data on Heavy Truck flows.

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Freight Planning – 4510011 / 5340
MANAGER: Paul S. Truban
UNIT: Freight Services (formerly Trucking Services)

GOALS/ACTIVITIES: (continued)

4. Manage the state's Commercial Vehicle Information Systems Network(CVISN) Program
 - a) Advance the program toward achieving FMCSA Core Compliance requirements.
 - b) Provide general oversight to the CVISN System Architect to insure the development of CVISN compliant systems in the areas of safety information exchange, credentials administration and electronic screening.
5. Maintain "Good" Overall State Rating for the MCSAP, Inspections, Crashes, and Data Quality.
 - a) Maintain the highest levels of efficiency in the administration of the Motor Carrier Safety Assistance Program.
 - b) Maintain the highest levels of efficiency in the daily operation of the SAFETYNET system.
 - c) Maintain the highest awareness of all State and Federal motor carrier regulations.

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

- Implementation of a new electronic large truck permitting system (SUPERLOAD) being developed by Bentley Systems.
- Complete the *South Jersey Port Region Inter-Modal Freight Transportation & Economic Development Assessment*. This study will provide a more detailed look at the economic development potential of the South Jersey Port Region, the synergies between South Jersey and North Jersey ports, and the associated transportation network needs.
- Complete Phase II of the Comprehensive Statewide Freight Plan. This plan will focus on advancing freight corridor and node level recommendations identified in the initial *Comprehensive Statewide Freight Plan*.
- In coordination with the Liberty Corridor Advisory Board, develop a plan to identify key transportation and economic development projects to advance as part of Phase II of the Liberty Corridor. Conduct an evaluation of the effectiveness of the Liberty Corridor Phase I projects.
- Complete a review and evaluation of NJ's Large Truck Network utilizing remaining funds from NJIT's International Intermodal Transportation Corridor. Complete a statewide assessment of truck safety by reviewing truck accident data, developing truck accident rates, and identifying high truck accident corridors/locations to be addressed.
- Complete a *Statewide Truck Safety Assessment* utilizing remaining funds from NJIT's International Intermodal Transportation Corridor. Evaluate NJ's Large Truck Network for appropriateness of restricted Blue Routes in comparison to defined criteria.
- Prepare 2009-2010 Statewide Large Truck Monitoring Program Report to monitor large truck volumes and movement into, out of, through and within New Jersey.
- Manage the state's CVISN Program and advance the program toward achieving FMCSA Core Compliance requirements. This includes:
 - Developing and organizing activities as required by the FMCSA;
 - Managing the Grant process among the State Police, FMCSA, and MVC;
 - Participating in statewide CVISN ITS architecture development;
 - Providing general oversight to the CVISN System Architect to ensure the development of CVISN compliant systems in the areas of safety information exchange, electronic credentials administration and electronic screening.
- Develop a bid proposal to request the services of an Electronic Screening vendor that will implement E-Screening at 3 weigh stations in NJ.

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Freight Planning – 4510011 / 5340
MANAGER: Paul S. Truban
UNIT: Freight Services (formerly Trucking Services)

CONTRACTS:

1. Carry forward remaining balance from \$600,000 *Freight Planning Task Order Agreement II* approved under CY 2007-2008 Freight Planning SPR work program activity.
2. Requesting \$300,000 for initiation of New Freight Planning Task Order Agreement.

STAFFING:

Paul Truban	Section Chief (Acting Manager)	1.00 py
Andrew Ludasi	Assistant Engineer	1.00 py
Linda Forrester	Administrative Analyst II	1.00 py
Ashwin Patel	Administrative Analyst I	0.25 py
Kartikeya Patel	Principal Engineer	0.25 py
Other NJDOT Operations & Maintenance staff support for O&D Surveys		<u>0.25 py</u>
	Total:	3.75 py

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Statewide Goods Movement - 4510011 / 5940
MANAGER: Paul Truban, Acting Manager
UNIT: Freight Services

VISION:

To insure that the freight rail system will support economic activity in the State of New Jersey with efficient, low cost transportation; reduce greenhouse gas emissions; and reduce long haul truck traffic by offering a viable alternative.

MISSION:

To provide an effective freight rail system for the State of New Jersey. This rail system will support economic activity in the state with efficient, low cost transportation; reduce greenhouse gas emissions; and reduce long haul truck traffic by offering a viable alternative.

GOALS/ACTIVITIES:

1. Raise the awareness of the value of the rail freight system; provide subject matter expertise on freight rail within and outside the Department
 - a. Provide a central point within the Department for rail freight planning, expertise, and advocacy.
 - b. Represent the state's interest in rail freight at the MPOs
 - c. Participation in the Central Jersey Forum, New Jersey SDRP Plan Endorsement procedure and I-Team
 - d. Coordinate with USDOT Agencies such as STB, FHWA and FRA
2. Support freight related strategic state plans
 - a. Develop a State Rail Plan in conjunction with NJ Transit to serve the needs of both passenger and freight rail usage
 - b. Develop implementation strategies based on Strategic Rail Freight Study
3. Participate in regional planning efforts such as the Cross Harbor Freight Study
 - a. Serve as Cooperating Agency on the Cross Harbor Freight Study
 - b. Participate in regional activities with partners including: NYCEDC (New York City Economic Development Corporation), PANYNJ and DRPA.
 - c. Continue with next phase of MAROps Development
4. Support Statewide freight planning and research
 - a. Provide rail content for intermodal and port activities
 - b. Provide a central point of liaison with internal and external groups to foster rail freight related research, studies of public freight policy and freight stakeholder outreach such as DOT Offices of Maritime Resources, Research and Technology, the National Center for Transportation and Industrial Productivity (NCTIP), TRB, NCHRP, and CONEG, etc.
5. Coordinate with various public and private agencies for the implementation of rail projects
 - a. Work with the railroads, counties and stakeholders to assess needs and solutions
 - b. Provide planning assistance to grant programs
 - c. Maintain liaison with various planning and advisory committees, both in government and industry
 - d. Serve as liaison with agencies such as NJ Transit and DRPA whose rail related responsibilities can impact on goods movement as many rail facilities support both passenger and freight movement.

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Statewide Goods Movement - 4510011 / 5940
MANAGER: Paul Truban, Acting Manager
UNIT: Freight Services

GOALS/ACTIVITIES: (continued)

- e. Develop strategies to mitigate negative impacts of rail service
 - f. Promote the environmental benefits of rail freight usage
 - g. Coordinate with various Department programs with freight responsibilities or capital initiatives such as Portway and Liberty Corridor
6. Promote the overall economic viability of the rail infrastructure
- a. Support improvements in the current rail system to maximize efficiency and effectiveness, including state of good repair, operational improvements and opportunities to serve additional customers
 - b. Support of systemic rail capacity improvement projects including the North Jersey Rail Development Plan and examination and development of additional corridors.
 - c. Participate in programs to support increased rail usage to relieve highway congestion through advancement of rail projects for restoration and improvement of rail corridors, improved terminal operations and resolution of dimensional issues, particularly weight limitations (286 issue).
 - d. Review State and Federal actions with impact on the rail system including STB rulings, new legislation and regulations
7. Develop, update and maintain data sources
- a. Continue development of the rail GIS layer.
 - b. Continue development of rail bridge data and evaluation process in conjunction with Rutgers

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

- Raising awareness through Liaison and Rail Support Activities
 - Participation in various activities – Plan endorsements, I-team meetings, Goods Movement Committees, etc.
 - Participation in regional activities including
- Development and support of state and regional plans
 - Assistance with comment/ development activities on National Rail Plan and Maritime Highway planning
 - Initiation of State Rail Plan with NJ Transit
 - In response to the requirements of PRIIA, we will begin work on a rail plan with NJ Transit incorporating both passenger and freight needs
- Support for Project Implementation and systemic rail improvements
 - Review of rail grant selection criteria
 - Completion of CMAQ Genset project
 - Evaluation of 286 compliant routes to reach central Middlesex County (Raritan Center)
 - Amtrak is evaluating upgrading the Northeast Corridor to allow heavier loads. The Department is sponsoring a study with Rutgers to evaluate using the Chemical Coast and the Raritan Industrial Track to provide the same service.
 - Advancement of recommendations in Strategic Freight Rail Plan
 - Assistance in developing rail program submissions
 - TIGER grants and similar

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Statewide Goods Movement - 4510011 / 5940
MANAGER: Paul Truban, Acting Manager
UNIT: Freight Services

CONTRACTS:

May pursue additional contracts, especially for State Rail Plan

STAFFING:

Miki Krakauer, Administrative Analyst 1 1.00 person year

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Concept Development – Environmental Support Services – 4510011 / 5000
MANAGER: Elkins Green - Director
UNIT: Environmental Resources

VISION:

Transportation projects developed that avoid and or minimize impacts to the natural and man made environments.

MISSION:

Establish environmental parameters to be considered in developing the Preliminary Preferred Alternative (PPA) that addresses transportation needs established in this phase. Based on sufficient environmental analysis, determine the appropriate NEPA classification (Categorical Exclusion, Environmental Assessment, Environmental Impact Statement) for the PPA that will be prepared in the next project development phase.

GOALS/ACTIVITIES:

1. Ensure a thorough and comprehensive environmental constraint analysis is conducted during this phase consistent with the FHWA planning and environmental linkages approach for CD projects.
2. Ensure socioeconomic factors, particularly community concerns related to Environmental Justice, sustaining livability and quality of life issues are identified and considered in the initial project development phases.
3. Determine the appropriated environmental document consistent with NEPA requirements for the PPA
4. Gain Agency support for purpose and need that can be used to asses future alternatives in the NEPA process
5. Ensure appropriate community involvement has been initiated to fulfill NEPA requirements

ANTICIPATED ACCOMPLISHMENTS FOR CALENDER YEAR 2011:

- Environmental screening reports for CD reports
- Identification of probable NEPA classifications for PPAs

CONTRACTS:

N/A.

STAFFING PLAN:

P. Garrett, Supervising Envir. Specialist	.25py	R. Cloward, Prin. Envir. Specialist	.25py
R. Cebrick Supervising Envir. Specialist	.25py	S. Warren, Prin. Envir. Specialist	.25py
P. Scelsi, Supervising Envir. Specialist	.25py	D. DeGregory, Prin. Envir. Specialist	.25py
L. Rappleye Supervising Envir. Specialist	.25py	P. Liou, Prin. Envir. Specialist	.25py
E. Tomaszewski, Prin. Engineer, Planning	.25py	R. Bird, Prin. Envir. Specialist	.25py
A. Bolis, Prin. Envir. Specialist	.25py	C. Goldsmith, Environmental Specialist	.25py
A. Polachak Prin. Envir. Specialist	.25py	S. Ream, Environmental Specialist	.25py
D. Drach, Envir. Compliance Inspector 1	.25py	B. Hunger, Environmental Specialist	.25py
J. McCue, Envir. Compliance Inspector 1	.25py	M. Limage, Environ. Specialist Trainee	.25py
J. Sweet, Prin. Envir. Specialist	.25py	K. Bancrofit, Environ. Specialist Trainee	.25py

Total Person Years: 5

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Transportation Improvement Programs (TIP/STIP) Preparation – 4510011 / 5985
MANAGER: Thomas Wospil
UNIT: Capital Investment Planning and Development

VISION:

A capital program seeking the enhancement of safety, preservation and mobility of the transportation system that reflects sound long-range planning, investment strategies and capital program development guided by performance-based, asset management among state, regional and local agencies in New Jersey.

MISSION:

To implement both highway and transit projects to achieve the statewide long-range transportation plan and capital investment strategy goals and objectives using an asset management approach. This involves the development of the state highway, transit and local TIPs for the three Metropolitan Planning Organizations (MPOs) which together constitute the State's STIP. The development, coordination, and MPO and Governor's approval of these TIPs are a prerequisite for the use of federal (FHWA and FTA) capital funds.

GOALS/ACTIVITIES:

1. Develop and submit the multi-year STIP to the federal agencies by August 1st
 - a. MPO TIPs developed and approved by July 15th
 - b. Public participation completed by June 15th
 - c. Annual Capital Program approved by June 30th
 - d. A robust public outreach will be implemented
 - e. Process modifications and amendments to maintain an accurate and up-to-date TIP/STIP documents
2. Develop and submit the 10 year Capital Investment Strategy by March 1st
 - a. An integrated, collaborative approach among New Jersey's transportation agencies will be implemented to determine the total state investment needed in roads, bridges and public transit.
 - b. Annual spending levels by asset category that can achieve the performance objectives of the NJDOT, NJT, NJTA and SJTA will be developed.
 - c. Performance projections and investment targets based on management systems will be developed.
3. Implement a fully functioning web-based e-STIP system for TIP/STIP modifications and amendments by September 30, 2011
 - a. Modules for FHWA, FTA, MPOs, NJDOT and NJ Transit STIP actions will be functional
 - b. Agencies will be trained on their roles and responsibilities in the e-STIP process
 - c. Develop additional modules for STIP development and tracking of obligations

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

- Develop and negotiate with the three MPOs a 5-Year Plan (TIP), submit a FY2012-2016 STIP to FHWA/FTA for approval, present to the public and post on the NJDOT website.
- Governor and Legislature approval of a FY 2012 Transportation Capital Program by June 30, 2011. The Capital Program will be posted on the NJDOT internet webpage.
- Submit a FY 2012-2021 Statewide Capital Investment Strategy to the State Legislature in March 2011.
- Submit a FY 2012 Capital Program the State Legislature in March 2011.
- Develop a FY 2012-2021 Statewide Capital Investment Strategy (SCIS) with the MPOs, NJ Transit and transportation authorities that creates an overall investment strategy for all agencies. The SCIS will be posted on the NJDOT internet webpage.

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Transportation Improvement Programs (TIP/STIP) Preparation – 4510011 / 5985
MANAGER: Thomas Wospil
UNIT: Capital Investment Planning and Development

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011: (continued)

- Develop and negotiate with the three MPOs a Study and Development Program for FY 2012-2013.
- Develop and implement an e-STIP module to process STIP/TIP modifications and amendments.
- Work with NJIT, Division of Information Technology, Office of Information Technology, FHWA and CIS staff to develop additional e-STIP modules to the TELUS web application for STIP development and tracking obligations.
- Provide MPOs with \$100 Million+ financial plans updates for review and comment.
- Provide updates on High Priority Projects.
- Provide 1511 Certifications to authorize additional ARRA projects added to the STIP due to release of funds from contract awards.
- Provide agendas and minutes to the MPOs and FHWA regarding the outcome of the Capital Program Steering Committee and Capital Program Committee meetings.
- Process problem statements which involve Tier 1 screening evaluations including reviews by Subject Matter Experts. Many problem statements may be recommended for Tier 2 screening evaluations as well.
- Develop the annual prioritized ranking of highway operational improvement problem statements.
- Review and evaluate Decision Support models for project prioritization.
- Participate in the development of the TRANSINFO Data Warehouse for the integration of management system data. Evaluate the utility of current reports and recommend new queries for SCIS, project prioritization, problem statements and GIS Map development.
- Review and provide guidance for the development of asset management tactical plans for bridges, pavements, congestion relief, safety and drainage management.
- Participate in the Project Management Office's Project Delivery Process Team to review, analyze and recommend changes to pipeline processes and flow of work as it relates to scope management, cost management and project delivery and its connection to Tier 1 and Tier 2 screenings for problem statements as well as Capital Programming and Funds Management.

CONTRACTS:

\$34,000 – Overtime budget to develop and update the next 10 year STIP database and documents by May 1 (\$17,000 per year)

\$100,000 – Installation of e-STIP modules into the TELUS web page plus maintenance by NJIT

STAFFING:

<u>Name</u>	<u>Title</u>	<u>Person Years</u>
Cheryl Brennan	Project Manager, Transportation	1.0
Robert Harris	Project Manager, Transportation	1.0
Mila Tau	Administrative Analyst I	1.0
Verna Heath	Administrative Analyst I	1.0
Karen Stalcup-Finch	Administrative Analyst I	1.0
Lisa Steill	Administrative Analyst II	0.5
James Vari	Administrative Analyst I	1.0

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: MPO Liaison – 4510011 / 5690
MANAGER: David Kuhn
UNIT: Capital Investment Strategies

VISION:

New Jersey's MPOs will undertake regional planning that will provide significant benefits to New Jersey's transportation system, communities and environment.

MISSION:

To ensure New Jersey's MPOs regional planning efforts meet federal requirements and to reimburse MPOs for their work in a timely manner.

GOALS/ACTIVITIES:

1. Increase the capacity of MPOs to address climate change in transportation programs.
 - a. Identify and implement strategies for personal and freight transportation to reduce emissions that cause climate change and to minimize the impact of climate change on the transportation infrastructures.
 - i. Ensure that UPWP addresses these components.
 - b. Develop and implement performance measures to assess whether climate change adaptation and mitigation objectives are met and to evaluate the existing system, compare and select alternatives, and measure the progress.
 - i. Ensure that UPWP addresses these components.
2. Close out federal project agreements.
 - a. Close out 2004 – 2006 federal project agreements by March 31, 2011
 - i. Obtain final project invoices.
 - ii. Request acceptance of federal projects
3. Assist MPOs in implementing asset management in planning programming.
 - a. Include Asset Management policy in annual STIP
 - b. Ensure program is based upon agreed-to performance measures
 - i. Assist MPOs in developing and monitoring meaningful performance measures
 - ii. Assist MPOs in developing health indices for major assets on non-state systems.
4. Continue analysis of partial interchanges
 - a. Complete partial interchange analysis developing a systematic approach to evaluating these interchanges based on the priority and/or severity of deficiency.
 - i. Obtain final reports, review and forward to FHWA.
5. Update Memoranda of Understanding
 - a. Update existing Memoranda of Understanding among NJDOT, NJ Transit and the MPOs on procedures for amending and modifying the STIP

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

- No open federal agreements earlier than 2007.
- Asset management actions that will have a regional benefit.
- MPO work programs that move the region toward attainment of air quality standards for fine particulate matter and ground-level ozone mandated by the Clean Air Act Amendments of 1990.

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: MPO Liaison – 4510011 / 5690
MANAGER: David Kuhn
UNIT: Capital Investment Strategies

CONTRACTS:

None.

STAFFING:

<u>Name</u>	<u>Title</u>	<u>Person Years</u>
Susan Pigula	Supervising Research Analyst-Transportation	1.00
Srinivasa Gowda	Principal Engineer, Planning	1.00

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Concept Development – 4510011 / 5980
MANAGER: Lynn Rich - Director
UNIT: Project Development

VISION:

Develop solutions to transportation problem statements that result in a project that can proceed through the project delivery process in a timely manner and without delays.

MISSION:

Deliver well-defined and well-justified Purpose and Need Statements focusing on the primary transportation need to be addressed and culminates in the selection of a Preliminary Preferred Alternative (PPA) that addresses a problem while being cost effective, considerate of the environment and supported by the community.

GOALS/ACTIVITIES:

Building on problems, issues and strategies in the MPO's respective RTP's, Concept Development Studies are studies that assess the present and future transportation needs of a specified roadway segment or area and define recommended physical and/or operational concepts that should be pursued to satisfy those needs. The CD Phase will deliver a well-defined and well-justified Purpose and Need Statement focusing on the primary transportation need to be addressed and culminates in the selection of the Preliminary Preferred Alternative (PPA). This plan will be consistent with MPO plans, environmentally screened and supported by the community. The following major elements can be included in the CD Process: Tier II Screening, evaluation of needs, analysis of physical deficiencies, early and intensive public involvement, environmental screening using the FHWA planning and environmental linkages approach, fulfillment of Capital Management Process (CMP) requirements, analyses of multi-modal alternatives, definition of potential concepts and/or complementary strategies as well as staging and phasing opportunities, and order of magnitude construction cost estimate. Each MPO prioritizes and selects transportation strategies to be advanced by CD as the first phase within the Department's capital development pipeline. The MPO Policy Boards, on an annual basis, approve the CD work program of the Department.

In addition to the above, DPD performs screenings of bridge deck or superstructure proposed projects that are generated from the Bridge Management System and pavement rehabilitation proposed projects that are generated from the Pavement Management System. These screenings are done to determine any fatal flaws and uncover basic information so that fundamental decisions about a scope of work can be determined. Major elements of the screenings are data collection, field investigations, internal coordination with subject matter experts and development of the scope of work and cost estimate. Screenings can also be performed for other transportation needs such as drainage, safety, pedestrian, motorcycle, etc.

Community Impact Assessment (CIA) is an integral part of the Concept Development (CD) Studies that investigates Environmental Justice issues and helps define an inclusive public outreach plan.

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

- Assist in the coordination with MPO's to ensure program compatibility. Participate in coordination meetings with DVRPC, NJTPA, SJTPO and county staff during NJDOT's annual "project pool" process to provide input and guidance on Sub regional Studies sponsored by each MPO.
- Work with lead engineers and MPO's to support the refinement of corridor/sub-area plans

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Concept Development – 4510011 / 5980
MANAGER: Lynn Rich - Director
UNIT: Project Development

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011: (continued)

- Ensure that studies in CD developed by NJDOT and the MPO's have incorporated the CIA process before being advanced to Preliminary Engineering phase of work.
- Identify the appropriate assignment and preliminary scope of the problem. Tier 2 Screening identifies the potential path of a problem but will not necessarily identify any solutions to the problem(s) identified or encountered.
- Identify any fatal flaws and uncover any other items that should be included to develop a thorough and complete scope of work for the bridge deck, culvert, pavement rehabilitation or any other screenings.
- Conduct concept development studies, as programmed, that have adequately assessed the community impacts for consideration by NJDOT and the MPO's for advancement to preliminary engineering in CY 2011 and CY 2012.

CONTRACTS:

Transfer the balances for the following existing contracts supporting the activity.

<u>Consultant</u>	<u>Contract Number</u>	<u>Balance</u>
Parsons Brinckerhoff	2003PPD02	\$1,057
RBA Group	2003PPD07	\$58,239
Dewberry-Goodkind, Inc.	2004PPD482	\$196,157
Dewberry-Goodkind, Inc.	2006PPD565	\$257,795
McCormick Taylor	2006PPD605	\$252,004
Buchart-Horn Inc.	2007PPD606B	\$97,576
PB America	2007PPD622	\$2,852,128
Management Interventions, Inc.	2007PPD637	\$354,376

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Concept Development – 4510011 / 5980
MANAGER: Lynn Rich - Director
UNIT: Project Development

STAFFING:

K. Shah, Supervising Engr II	.70py	B. Shah, Principal Engineer	.70py
T. Carbone, Project Manager	.70py	A. Rezaeian, Project Engineer	.70py
A. Davis, Project Manager	.70py	K. Henry, Principal Engineer	.70py
A. Kennard, Project Engineer	.70py	R. Patel, Project Engineer	.70py
Z. Mejia-Aragona, Project Engineer	.70py	K. Giddens, Principal Engineer	.70py
J. Idowu, Project Manager	.70py	N. Maniar, Project Engineer	.70py
O. Ilonzo, Supervising Engineer II	.70py	W. Yousoufzai, Senior Engineer	.70py
W. Gobrial, Principal Engineer	.70py	V. Murphy, Senior Planner	.70py
J. Jeyamohan, Project Engineer	.70py	K. Patel, Principal Engineer	.70py
A. Tavares, Section Chief	.70py	L. Jolibois, Principal Engineer	.70py
S. Vijayakumar, Senior Planner	.70py	W. Colquitt, Project Engineer, Planning	.70py
S. Kumaresan, Principal Engineer	.70py	G. Leach, Project Engineer, Planning	.70py
T. Anzabi, Principal Engineer	.70py	S. Miller, Principal Engineer, Trans.	.70py
E. Marcellus, Project Engineer	.70py	S. Datta, Principal Engineer	.70py
N. Mortaja, Principal Engineer	.70py	J. Zim, Project Engineer	.70py
D. Brooks, Assistant Engineer	.70py	J. Mole, Suprv. Env. Specialist	.70py
G. Clerge, Assistant Engineer	.70py	Total Person Years:	23.1py

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Travel Projections – 4510011 / 5350
MANAGER: Lynn Rich - Director
UNIT: Project Development

VISION:

Provide technical expertise in travel projections and traffic analysis to various areas of NJDOT as it relates to traffic design data, pavement design data and future year travel projections.

MISSION:

In support of various NJDOT units, project future travel volumes and develop related data for ensuring that proposed projects have adequate capacity and are economically designed. Also in support of those units, provide specific traffic analyses, e.g., regional vs. local travel characteristics determination, that may be required for project development/advancement. Likewise, provide review, consultation, and advice to those units when travel projections and/or traffic analyses are undertaken by their consultants. Finally, provide planning support/input during concept development by participating in scoping meetings and plan reviews.

GOALS/ACTIVITIES:

The Division of Project Development (DPD) relies on the Bureau of Transportation Data Development's (BTDD) Traffic Monitoring System-Traffic Volumes Data Collection Activity. DPD reviews BTDD's files for available data and requests counts if none are available to complete DPD's Travel Projections Activity. DPD worked with BTDD to develop an internal Data Warehousing project to make traffic counts (Phase I) and other traffic related information (Phase II) readily available to anyone in the Dept. This effort provides for immediate count access improving on the monthly updates located on the web site. Additionally, consultant agreements include a new provision in the standard articles requiring consultants to submit any traffic data to BTDD. This Activity-Traffic Monitoring System-Database Maintenance also provides the seasonal and axle correction factors necessary for calculating the projections under the DPD Travel Projections Activity. The DPD Activity also makes use of the BTDD activity of Weights and Speed Monitoring using WIM sites for classification. DPD also identifies locations of defunct WIM stations during Pavement screenings for consideration updating or repairing sites as related to the Infrastructure Renewal activity. DPD continually uses the Straight Line Diagrams, Road Inventory and Mileposting and the Functional Classification System and Federal Aid System Products in the Travel Projections Activity.

Through accepted procedures, and in a timely manner, provide future year travel projections and other requested traffic analyses or consultation in support of concept development, preliminary engineering and design for requesting NJDOT units. Provide planning support/input during concept development.

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

Complete 75-100 travel projections and other analyses/consultation requests.

CONTRACTS:

N/A

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Travel Projections – 4510011 / 5350
MANAGER: Lynn Rich - Director
UNIT: Project Development

STAFFING:

T. Carbone, Project Manager	.05py	A. Tavares, Section Chief	.05py
K. Shah, Supervising Engr II	.05py	A. Rezaeian, Project Engineer	.05py
J. Idowu, Project Manager	.05py	K. Henry, Principal Engineer	.05py
Z. Mejia-Aragona, Project Engineer	.05py	J. Zim, Project Engineer	.05py
W. Gobrial, Principal Engineer	.05py	R. Patel, Project Engineer	.05py
E. Marcellus, Project Engineer	.05py	K. Giddens, Senior Engineer	.05py
J. Jeyamohan, Project Engineer	.05py	N. Maniar, Project Engineer	.05py
J. Mole, Supervising Env. Specialist	.05py	G. Leach, Project Engineer, Planning	.05py
B. Shah, Principal Engineer	.05py	S. Miller, Principal Engineer, Trans.	.05py
L. Jolibois, Senior Engineer	.05py	V. Murphy, Senior Planner	.05py
T. Molavi, Senior Engineer	.05py	S. Kumaresan, Principal Engineer	.05py
W. Colquitt, Project Engineer	.05py	K. Patel, Principal Engineer	.05py
D. Brooks, Assistant Engineer	.05py	S. Vijayakumar, Senior Planner	.05py
W. Yousoufzai, Senior Engineer	.05py	T. Anzabi, Principal Engineer	.05py
G. Clerge, Assistant Engineer	.05py	N. Mortaja, Principal Engineer	.05py

Total Person years: 1.5

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Geodetic Survey Services – 4510011 / 5100
MANAGER: John Knapp, Supervising Engineer
UNIT: Geodetic Survey

VISION:

To ensure projects are developed avoiding and or minimizing impacts to the human, manmade, and natural environments by gathering data for base maps.

MISSION:

Gathering this mapping information during Concept Development will help ensure that projects minimize impacts and therefore are in compliance with provisions of federal and state environmental regulations. In areas where impacts do occur develop appropriate mitigation commensurate to the impacts generated. Gathering data for base mapping to identify these potential areas is a key function.

This process is done during the Concept Development phase as alternatives are investigated that meet project needs, yet also avoid and/or minimized environmental impacts. The culmination of this process leads to an approved environmental document demonstrating compliance with federal/state environmental regulations and is consistent with the FHWA planning and environment linkages approach. Use completed base map for the alternatives analysis.

GOALS/ACTIVITIES:

- Assist in the development of mapping and plans for project study area, including identification of environmental resources/constraints that must be considered in developing alternatives.
- Complete the appropriate level of documentation needed to establish what the formal individual project approvals will be required in the next phase of work (Preliminary Engineering) demonstrating compliance with the National Environmental Policy Act (NEPA).

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

- Establish and maintain survey network required for the base maps required for project study areas using Aerial Photogrammetry and related GPS tools.
- Establish photogrammetric control for each project base map.

CONTRACTS:

- N/A

STAFFING:

J. Knapp, Supervising Engineer II	.25py	E. Ogonowski, Engineering Tech 3	.25py
F. Czepiga, Principal Engineer	.25py	M. Iorio, Engineering Tech 3	.25py
R. Kuzma, Principal Engineer	.25py	S. Miller, Maintenance Worker 1	.25py

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: New Jersey Scenic Byways Program Management – 4510011 / 5600
MANAGER: Janet Fittipaldi
UNIT: Landscape Architecture

VISION:

A set of strategies will be developed for sustaining, refining, and increasing effectiveness of the program.

MISSION:

To provide support and technical assistance to the NJ Scenic Byway Program, the byway users, and the byway sponsors and to ensure compliance with the federal regulatory requirements of the Federal Highway Administration (FHWA) when administering the grants.

GOALS/ACTIVITIES:

- Advance the byway program through planning, design, development, marketing and implementation.
 - Develop, implement and manage the individual projects funded through the National Scenic Byway Grant Cycles and the Transportation Enhancement funding.
 - Provide program management support to all areas of the byway program funded through the National Scenic Byway Program and the Grant agreements.
- Prepare and initiate agreements with appropriate fiscal agents responsible for Scenic Byway Projects awarded through National Scenic Byway Grant Cycles.
 - Prepare or review the technical proposals and assist with hiring consultants for the following projects which were awarded grant money through National Scenic Byway Grant Cycles: New Jersey - Updating the Existing State Scenic Byways Program and Materials, Bayshore Heritage Byway CMP, Delaware River Scenic Byway-Access to Recreational Area, and Delaware River Scenic byway-Byway Facility: Restrooms.
 - Prepare, initiate, and monitor consultant agreements and assure federal compliance for the following projects that were awarded grant money through National Scenic Byway Grant Cycles: Bayshore Heritage Byway –CMP, New Jersey Scenic Byway Sign Manual, New Jersey – Updating the Existing State Scenic Byway Program, Delaware River Scenic Byway-Access to Recreational Area and Delaware River Scenic byway-Byway Facility: Restrooms.
- Educate the public and the sponsors about the New Jersey Scenic Byway Program.
 - Hold 1 to 2 scenic byway workshops for the NJ byway sponsors.
 - Develop program related educational material that will be used to inform the public about the program.
 - Develop “how to” CDs that can assist grassroots groups in assessing the possibility of developing NJ Scenic Byways and the process for applying to the New Jersey Department of Transportation for scenic byway designation.
 - Assist with creating an interactive NJ Scenic Byways Website for information on the NJ State Scenic Byways Program.
- Foster livable communities through place-based investments that increase transportation choices and access to transportation services along the scenic byways and increase the quality of life through having positive experiences along the scenic byways.
 - Evaluate the role of the NJ Scenic Byways Program with FHWA’s “livability” objective to use transportation investments to improve the standard of living, the environment, and the quality of life for all communities, rural, suburban, and urban and the objective of providing more transportation choices for families to include travel by walking, biking and transit.
 - Assist byway sponsors with implementing Universal Design within their byways.

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: New Jersey Scenic Byways Program Management – 4510011 / 5600
MANAGER: Janet Fittipaldi
UNIT: Landscape Architecture

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

- Hire and monitor a consultant for the following project which is funded by a National Scenic Byway Grant: the development of the Bayshore Heritage Byway CMP.
- Hire and monitor a consultant for the following project which is funded by a National Scenic Byway Grant: New Jersey - Updating the Existing State Scenic Byways Program and Materials.
- Assist with creating an interactive NJ Scenic Byways Website for information on the NJ State Scenic Byways Program.
- Hold 1 to 2 Scenic Byway Workshops.

CONTRACTS:

None.

STAFFING:

Cindy Bloom-Cronin	Project Engineer Landscape	.4 PY
Rich Attenello	Landscape Designer 1	.5 PY
Lois Johann	Landscape Designer 2	.5 PY
Steve Foss	Landscape Designer 3	.5 PY
Robin Hunt	Engineer Technician 2	.5 PY

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Transportation Emergency Response Planning – 4510011 / 5500
MANAGER: Lisa Webber
UNIT: Office of Emergency Management, Operations

VISION:

NJDOT will ensure the safety and security of the citizens on the State transportation system.

MISSION:

To plan for emergency preparedness as it relates to the State transportation system.

GOALS/ACTIVITIES:

1. Ensure Traffic evacuation of state highways.
 - a. Develop plans for rapid evacuation.
2. Ensure NJDOT completes federally required State Hazard Mitigation Plan.
 - a. Develop NJDOT portion of statewide mitigation plan.
3. Integrate security into transportation activities.
 - a. Establish an Office of Homeland Security working group for each of the five transportation functions (Freight Rail, Motor Trucks, Aviation, Maritime, Highways) within NJDOT.
4. Improve the FHWA Title 23 Emergency Relief Reimbursement Process with Local Communities.
 - a. Establish written procedures for the Local Communities which has FHWA approval which can be posted on the Internet.

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

- Complete Annual Contra Flow Plans for State Highways Route 47/347, Route 195, Route 72, Atlantic City Expressway and Garden State Parkway by July 2011 and release to public
- Complete NJDOT's input into the 2011 State Hazard Mitigation Plan by April 2011
- Implement transportation security working groups within NJDOT and ensure the groups produce valid recommendations
- Complete draft Title 23 procedures for Local Communities by December 2011

CONTRACTS:

None.

STAFFING:

Primary NJDOT staff for the Office of Emergency Management

Robert Sudol	1.00	Principal Transportation Analyst, EM
Teresa Goslin	1.00	Principal Engineer
Edward Rogacki	1.00	Principal Engineer
Noreen Cardinali	1.00	Project Manager
Mike Reina	1.00	Project Manager
David Bowlby	0.50	Administrative Supervisor

May 2011

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Transportation Safety Resource Center (TSRC) 2011 – 4510011 / 5300
MANAGER: David Martin
UNIT: Division of Traffic Engineering and Safety

VISION:

The Transportation Safety Resource Center will be recognized as a safety resource center national model for comprehensive programs that bridge political and geographical boundaries across the state by extending safety resources to local agencies through education, technical assistance, and support.

MISSION:

The primary mission of the Transportation Safety Resource Center (TSRC) is to provide ongoing safety analysis support and safety concept development services to the New Jersey Department of Transportation (NJDOT)'s Division of Traffic Engineering and Safety. In the 2011 program, the TSRC will concentrate on enhancing safety thru planning, implementation, and evaluation.

GOALS/PERFORMANCE MEASURES/ACTIVITIES (activities to be performed in CY 2011):

The goal of this program is to develop and utilize tools and resources of the TSRC to optimize the funds available through the NJDOT's capital program to improve the safety of New Jersey's roadway network.

1. Planning

- a. Provide technical services to the NJDOT Division of Traffic Engineering and Safety to support safety and traffic concept development through program optimization and data-driven decision-making;
 - i. Support the Safety Tactical Asset Management Plan of New Jersey by providing (optimal) strategies to address network deficiencies to reduce traffic related fatalities;
 - ii. Increase traffic concept development support (Baseline: 61 projects supported);
 - iii. Continued development and enhancement of *Plan4Safety* including GIS mapping capabilities, decision support tools, benefit/cost tools, and integration of additional DOT management systems. Increase user base (Baseline: 350 active users, 775 user accounts requested)
- b. Provide traffic and safety concept development services that include technical assistance for safety related requests and traffic concept development support to agencies in implementing low-cost, quick-fix counter-measures to reduce crash frequency and severity;
 - i. Increase number of RSAs that TSRC staff conduct or participate in by twenty percent (Baseline: 5 RSAs conducted/participated)
 - ii. Increase number of crash analysis requests fulfilled (Baseline: 142 requests done)
- c. Provide reciprocal support to the adjoining safety programs named in the NJ Asset Management Plan, namely Intersection Improvement Program, Accident Reduction Program, Safe Corridor Program, Safety Management System, Median Crossover Prevention Program, and the Pedestrian Program;
- d. Improve the New Jersey crash data completeness, accuracy, and timeliness via a comprehensive NJTR-1 training and awareness program;
 - i. Update the NJTR-1 guidebook for the law enforcement community in the use of the NJTR-1 crash report, delivered by September 2011;
 - ii. Implement NJTR-1 training classes – 10 classes by September 2011;
 - iii. Enhance the process for police crash data submission into the accident records database (ARD) through increased awareness and education about the electronic data transfer program (EDT brochures distributed by September 2011)
- e. Update the 12 Months of Safety program to incorporate new media methodologies and data-driven approaches for maximum effectiveness in targeted distribution and behavior modification;
 - i. Distribute updated 12 Months of Safety materials and evaluate effectiveness

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Transportation Safety Resource Center (TSRC) 2011 – 4510011 / 5300
MANAGER: David Martin
UNIT: Division of Traffic Engineering and Safety

GOALS/PERFORMANCE MEASURES/ACTIVITIES (activities to be performed in CY 2011): *(continued)*

2. Implementation

- a. Provide reciprocal support to the adjoining safety programs named in the NJ Asset Management Plan and collaborate closely with the MPOs in providing traffic and safety concept development services to assist agencies in developing and implementing safety improvements;
 - i. Reduce crashes on high risk rural roads by providing segments at risk to MPOs for implementation of HRRR programs (Baseline: 3 segments reduced crashes 57%)
 - ii. Provide technical support and training to the three MPOs that service the counties and municipalities of NJ on the use of *Plan4Safety*
- b. Enhance safety awareness and education of general public through Safety and Traffic Engineering Program (STEP) implementation at area elementary schools;
 - i. Increase the number of children educated about safety (Baseline: 100 children educated)
- c. Enhance safety awareness, education and technical assistance of NJ safety stakeholders through promotion of safety best practices and methodologies at annual safety forum;
 - i. Increase the number of safety stakeholders/partners attending forum (Baseline: 139 attended)

3. Evaluation

- a. Partner with the NJDOT to develop and deliver training programs and technical assistance programs to agencies in the use of the developed software, *Plan4Safety*, and traffic and safety related training as warranted through discussions and recommendations of the customers;
 - i. Increase the number of users trained in *Plan4Safety* to encourage data-driven decision-making (Baseline: 75 users trained)
 - ii. Increase development and implementation of traffic and safety related training courses, seminars or forums (Baseline: 9 workshops held; 149 people trained)
- b. Evaluate effectiveness of new/electronic/printed media for education and enhance targeted public/safety outreach campaigns;
 - i. Increase visits/pageloads to TSRC website (Baseline: 18,000 visits)
 - ii. Evaluate distribution of educational brochures to offending drivers in Safe Corridors to determine effectiveness (Baseline: 550 brochures distributed)

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

Red Light Camera Pilot Program

The following summarizes the support provided by TSRC to red light running applicants:

- 41 municipalities were provided with crash data and application support.
- 23 of the 32 applications received by NJDOT were supported by TSRC.
- 15 of the 24 assisted were approved for red light camera programs.
- 2 of the 15 approved have been built to date.

Traffic Engineering Design Projects

- Five (5) Improvements Constructed/Implemented
- Thirty (30) Improvements designed pending construction:
- Six (6) Signed Signal Plans Generated in NJDOT CADD system
- Twenty (20) Field Safety Investigations with other NJDOT Engineers

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Transportation Safety Resource Center (TSRC) 2011 – 4510011 / 5300
MANAGER: David Martin
UNIT: Division of Traffic Engineering and Safety

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011: (continued)

High Risk Rural Roads

Update of the High Risk Rural Roads methodology for screening rural network; network screened and full lists of segments distributed to each MPO for implementation and evaluation.

Crash Analysis Requests Performed

The following is a summary of the support provided by TSRC to communities performing data-driven activities:

- 53 requests were performed for Division of Highway Traffic Safety grantees at all levels
- 43 requests were performed for police/police departments (municipal or state)
- 24 requests were performed for engineers/engineering departments (municipal, county, or state)
- 22 requests were performed for other agencies/groups at all levels

CONTRACTS:

Consultant Activities—\$1.3 million Year 1 and \$1.3 million Year 2

STAFFING:

No in house staff.

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: I-95 Corridor Coalition – 4510011 / 5200
MANAGER: Dennis Motiani, Director
UNIT: Statewide Traffic Operations

VISION:

Add value for our members by leveraging resources, sharing information, and coordinating programs.

MISSION:

Cooperatively improve the mobility and efficiency of interstate travel in the northeast through real time communication and operational management of the transportation system, namely Intelligent Transportation Systems (ITS).

GOALS/ACTIVITIES:

1. Build on the activities and accomplishments of the last four years
 - a. Attend and participate in the I-95 Corridor Coalition Working Groups and Technical Committee meetings as necessary to provide leadership and guidance.
2. Focus on customers, be needs-driven, and produce demonstrable results.
 - a. Work with I95CC on travel time data collection through INRIX agreement
3. Contribute to national efforts, with priority on corridor needs and conditions
 - a. Provide New Jersey's experience and insights as a member of the I-95 Steering Committee.
4. Serve the mobility, safety, economic and environmental goals of the northeast
 - a. Provide real time traffic information via webpage and the 511 system.

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

- Continual support and assist I-95 Coalition members in advising public of major incidents in the corridor through VMS and 511
- Assist with the Corridor Wide TMC Map, complete with phone number contacts
- Intranet link : <http://www.state.nj.us/transportation/eng/elec/ITS/>
- Real Time Traffic Information Internet link: www.nj511.info
- Develop a coordinated ITS Master Plan to cover all of South Jersey including SJTPA counties, and the adjacent State coverage

CONTRACTS:

None

STAFFING:

<u>Name</u>	<u>Title</u>	<u>Person Year</u>
Jim Hogan	Executive Director	.05
Dennis Motiani	Director	.08
Vincent Cortese	Manager	.08

May 2011

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Straight Line Diagrams – 2205184 / 5140
MANAGER: Douglas Bartlett
UNIT: Bureau of Transportation Data Development

VISION:

Provide easily accessible roadway inventory characteristic data for engineering tasks and decision making support.

MISSION:

To maintain and continue the availability of the Straight Line Diagrams as a platform to access data elements describing the physical and network characteristics of all public roadways in the state. Included in this activity are tasks associated with maintaining the current application, adding new features to the application, user education, and providing user access to the database for analytic purposes and maintaining a geographic index for referencing this data.

GOALS/ACTIVITIES:

1. Provide convenient access to roadway characteristic data stored in the Straight Line Diagrams database.
 - a. Deploy the Automated Straight Line Diagrams application to the NJDOT and the FHWA.
 - i. Provide training
 - ii. Provide technical support
 - iii. Provide application updates
2. Provide convenient access to the NJDOT VideoLog to view digital roadway images.
 - a. Deploy the NJDOT VideoLog application to the NJDOT and the FHWA.
 - i. Provide training
 - ii. Provide technical support
 - iii. Provide application updates
3. Provide an annual CD-ROM containing Straight Line Diagrams in PDF format for all Surface Transportation Program and National Highway System routes.
 - a. Produce Straight Line Diagram documents using the Automated Straight Line Diagrams application.
 - i. Assemble and index PDF documents
 - ii. Create a master Straight Line Diagrams CD-ROM
 - iii. Reproduce the Straight Line Diagram CD-ROM
 - iv. Distribute the Straight Line Diagrams CD-ROM to requesting customers
4. Provide access to the Maintenance Management System features inventory through the Automated Straight Line Diagrams application.
 - a. Develop symbology to display MMS features on the Straight Line Diagrams
 - b. Maintain point-and-click technology to retrieve MMS features data
 - i. Link MMS feature symbology to the Straight Line Diagrams database
 - ii. Link MMS feature symbology to digital imagery
5. Maintain a reference and indexing system for all roadways in New Jersey. ([Straight Line Diagrams](#))
 - a. Implement the Standard Route Identifier (SRI) system for all public roads in NJ.
 - i. Identify route hierarchy
 - ii. Assign logical SRI's to the routes
 - iii. Promote the SRI to be the department wide-standard for indexing public roadways
6. Provide coordination with internal and external agencies that request information from the Straight Line Diagrams database.
 - a. Perform ad-hoc queries for data as requested by customers
 - b. Educate customers on how to best utilize the Straight Line Diagrams
 - i. Perform demonstrations
 - ii. Provide training

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Straight Line Diagrams – 2205184 / 5140
MANAGER: Douglas Bartlett
UNIT: Bureau of Transportation Data Development

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

- Initiate a project that will web-enable the Automated Straight Line Diagrams Program and NJ VideoLog application for public use.
- Provide maintenance of the Straight Line Diagrams application.
- Provide maintenance of the NJDOT VideoLog application.
- Provide customer support and training for the Straight Line Diagrams and VideoLog applications.
- Provide an efficient method to integrate user comments and suggestions into the SLD program.
- Continue to provide roadway mileage statistics and ad-hoc queries for SLD data as requested by our customers.

CONTRACTS:

PROPOSED CONTRACT – New Jersey Automated Straight Line Diagrams and NJ VideoLog Web Deployment
PROPOSED BUDGET - **\$950,000.00**

STAFFING:

Castaldo, M.	0.10
Conti, B.	0.40
Haji, S.	0.05
Karney, J.	0.10
Perry, D.	0.97
Smetanka, M.	0.90
Stanley, D.	0.70
Varone, A.	0.10
Total Staff Time:	3.32 years

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Digital Roadway Imaging and Video Data – 2205184/ 5150
MANAGER: Douglas. Bartlett
UNIT: Bureau of Transportation Data Development

VISION:

To maintain a pictorial inventory and obtain data on State Highways and other principal roadways in New Jersey.

MISSION:

This activity uses digital imaging technology and includes photographic archives recorded on both videotape and 35mm-film technology to provide for the needs of users throughout the NJDOT. To collect videotape documentation for special / ad-hoc projects.

GOALS/ACTIVITIES:

1. Ensure that all roadway imaging data on highways under State jurisdiction is no older than three (3) years.
2. Ensure that video archives are copied and that this redundant set of images is stored at a remote location.
3. Provide convenient and responsive access to users of roadway imaging data.
4. Provide timely and flexible response to customer requests for specialized video needs.

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

- Update the SLD videolog directory with new digital data collected during the duration of this work program.
- Provide video services for 150 requests made by NJDOT units.
- Maintain an updated Roadway Image Library of all State Highways. This library consists of roadway images portraying current and historical conditions.
- Maintain a redundant set of the Roadway Image Library of all State Highways (mainly for any future disaster recovery effort).
- Provide video and/or photographic submittals to the DAG's Office (or other requesters) requiring special services.

CONTRACTS:

None

STAFFING:

Castaldo, M.	0.10
Conti, B.	0.20
Habel, R.	0.70
Total Staff Time:	1.00 years

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Transportation Data Warehouse and Maintenance – 2205184 / 5160
MANAGER: Douglas Bartlett
UNIT: Bureau of Transportation Data Development

VISION:

Develop and maintain a one stop shop for all Transportation related data.

MISSION:

Provide a data warehouse which contains accurate, complete and up-to-date transportation data for user groups, FHWA and other related agencies.

GOALS/ACTIVITIES:

1. Develop and maintain inventory and data collection programs to keep data current.
2. Make available all current and archived data to department decision makers, i.e.: roadway, digital images, MMS and asset management data.
3. Develop and maintain NJDOT's GIS LRS system.
4. Develop and maintain NJDOT's Roadway Network GIS file.
5. Develop and maintain NJDOT's mile posting program.
6. Update and maintain New Jersey's Functional Classification and Federal Aid system.

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

- Publish the 2011 version of the NJDOT's Roadway Network GIS file by June, 2011.
- Provide convenient access to data related to roadway characteristics for interested users of the data.
- Data attributes related to roadways included as part of the National Highway System (NHS) will be no older than three (3) years.
- Data assets related to roadways included as part of the Highway Maintenance Management System program (HMMS) will be no older than five (5) years.
- Data assets related to bridges included as part of the Highway Maintenance Management System program (HMMS) will be no older than five (5) years.
- Data attributes related to roadways included as part of the STP Federal-aid roadway system will be no older than five (5) years.
- Additions of and revisions to roadways that are part of the Local System (non-Federal Aid category) will be indexed and updated using the Standard Route Identification (SRI) and data attributes related to these roadways will be no older than ten (10) years.
- Maintain a reference and indexing system for all roadways in New Jersey. ([Straight Line Diagrams](#))
- Maintain updated digital images of all State jurisdiction roadways for the Department's user groups and others on a three year cycle.

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Transportation Data Warehouse and Maintenance – 2205184 / 5160
MANAGER: Douglas Bartlett
UNIT: Bureau of Transportation Data Development

CONTRACTS:

PROPOSED CONTRACT: Monitor the current Data Maintenance and Warehouse Contract that maintains all Public Road Inventories. Updates to the standard SLD data will be collected and processed. Non-standard SLD data, specifically portions of the Maintenance Management Systems Feature inventory data, will be updated as well in order to aid in the development and support of the NJDOT's Asset Management Program. Develop innovative concepts and programs to achieve the above in the most cost effective manner.

PROPOSED BUDGET: **\$800,000.00**

STAFFING:

Castaldo, M.	0.65
Habel, R.	0.15
Perry, D.	0.01

Total Staff Time: 0.81 years

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Traffic Monitoring System (TMS) – Traffic Volumes Data Collection – 2205184 / 5310
MANAGER: Douglas Bartlett
UNIT: Bureau of Transportation Data Collection

VISION:

Traffic data collected under New Jersey's Traffic Monitoring System for Highways will have a 95% confidence level of accuracy as we continue to install more sites, maintain existing sites and collect more samples.

MISSION:

Provide traffic volumes and vehicle classification data to customers, FHWA and various units of the Department. Submit report related to traffic volume and vehicle-type classification data to FHWA as required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act, a Legacy for Users (SAFETEA-LU).

GOALS/ACTIVITIES:

1. To complete the second year (2011) of Traffic Monitoring System Data Collection of the three-year cycle that includes 2010 through 2012. This Traffic Monitoring System is required by the Federal Highway Administration and is intended to monitor approximately 2000 sites throughout Northern, Central, and Southern New Jersey for calendar year 2011. These sites will be collected as a short term coverage sites, and will monitor travel trends over the short – term (minimum 48 hours). The spread of these counts and the type of activities are as follows:
 - a. The assigned Traffic Monitoring System (TMS) locations are Automated Traffic Recorders, (ATR's)
 - b. The assigned Automatic Vehicle Classification sites (AVC's)
 - c. The new HPMS sample sections on mainlines and on the ramps (ATR's)
 - d. The performance of special counting program to support NJDOT operations and other management Systems, this program includes:
 - i. Special Manual (visual) turning movement counts
 - ii. Special Automatic Traffic Recorders (ATR's) and other special counts
 - iii. Special Pedestrian counts
 - e. Major Stations will be counted for one week every month using ATR's
2. Raw data will be retrieved and processed from continuous and major stations
3. Innovative concepts will include an application of new technology; communications, relational database design, development and management automation of processes; statistical analysis; data presentation and dissemination.
 - a. TMS Website Maintenance,
 - b. Database Update and Maintenance,
 - c. Application Update and Maintenance,
 - d. Live WIM Data Capture, Visualization and Dissemination of Mobile Data and
 - e. Exploration of new traffic data collection equipment.
4. Roadway Inventory Data Collection
 - a. GeoLink based data collection - GeoLink will be used to collect standard roadway inventory attributes of about 3,270 miles statewide. The Road way inventory will be conducted in accordance with the BTDD's *Instruction Manual of Roadway Inventory Procedures*.
 - b. Video-based image collection - Video based images will be collected on about 2,430 miles statewide. Video-based images will be collected in accordance with the BTDD's *Instruction Manual of Roadway Inventory Procedures*.
5. Traffic Sign Application
 - a. This Traffic Engineering Directive is intended to support the Maintenance Management System Database.

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Traffic Monitoring System (TMS) – Traffic Volumes Data Collection – 2205184 / 5310
MANAGER: Douglas Bartlett
UNIT: Bureau of Transportation Data Collection

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

- Approximately 2000 Short coverage counts including the TMS sites, the new HPMS sample sections, and all special counts will be collected, processed, and delivered to BTDD from our consultants throughout the state in the Northern, Central, and Southern Regions.
- Continue to support all units of the Department with the traffic data as needed
- Continue to operate, maintain, retrieve, and process all permanent traffic counting stations statewide.

CONTRACTS:

PROPOSED CONTRACTS:

	<u>Year 1</u>
Traffic Monitoring System Data Collection-(2010-2012) Cycle- Northern New Jersey-	\$ 1,350,000.00
Traffic monitoring System Data Collection- (2010-2012) Cycle- Central New Jersey-	\$ 1,870,000.00
Traffic Monitoring System Data Collection-(2010-2012) Cycle- Southern New Jersey-	<u>\$ 1,680,000.00</u>
PROPOSED BUDGET: \$4,900,000.00	\$ 4,900,000.00

STAFFING:

Abraham, A	1.00
Ambrosio, T.	0.10
Bartlett, D.	0.05
Datu, E	0.20
Jankowicz, R.	0.85
Karney, J.	0.05
Khandakar, M.	0.10
Mordenti, M.	0.85
Stanley, D.	0.20
Zajac, K.	0.15
Total Staff Time:	3.55 years

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Traffic Monitoring System (TMS) - Database Maintenance – 2205184 / 5320
MANAGER: Douglas Bartlett
UNIT: Bureau of Transportation Data Collection

VISION:

Traffic data collected under New Jersey's Traffic Monitoring System for Highways will have a 95% confidence level of accuracy and user friendly electronic internet access.

MISSION:

Provide traffic volume and classification data to FHWA and various units of the Department to support various studies and for the maintenance of NJ's infrastructure. Support the Highway Performance Monitoring System (HPMS).

GOALS/ACTIVITIES:

1. Submit volume and classification data from continuous monitoring stations on a monthly basis to the Federal Highway Authority.
2. Process, summarize, and archive the continuous, major station, and short-term traffic volume and AVC data described under Traffic Data Collection (2204XXX-5310).
3. Compile traffic volume data from bridge authorities and commissions if available.
4. Update and maintain a traffic database, including summary reports, that is accessible throughout the Department and by the general public.
5. Develop annual seasonal adjustment and axle correction factors.
6. Develop annual average growth rates by averaging the growth rates from full monitoring cycles over three years.
7. Continue to improve different ways to analyze and publish traffic monitoring data.

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

- Provide a summary of classification data for the HPMS table, Travel Activity by Vehicle Type.
- Develop an application to support new HPMS requirements in regards to vehicle classification.
- Update TMS web site application. Include stations images in the station overview window. Initially thumbnail image displays (navigational if multiple images exist), and full-size image can display once clicked upon.
- WIM Data Visualization and Dissemination via the Internet.
 - Visualization: Users can view the vehicle classification data by ranged dates such as monthly, and by direction through charts
 - Dissemination: WIM data can be exported to Excel spreadsheet within a date range such as quarterly.
- Update TMS2Go application with 2010 data.
- Develop a Traffic Sign Application.
 - Oversee, under 5310 job scope, the development of a traffic sign application to capture the process of issuing traffic sign directives. The new system will support the Maintenance Management System (MMS) to keep to the sign inventory up to date.

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Traffic Monitoring System (TMS) - Database Maintenance – 2205184 / 5320
MANAGER: Douglas Bartlett
UNIT: Bureau of Transportation Data Collection

CONTRACTS:

None

STAFFING:

Zajac K.	0.80
Total Staff Time:	0.80 years

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Traffic Monitoring System (TMS) – Truck Weights – 2205184 / 5330
MANAGER: Douglas Bartlett
UNIT: Bureau of Transportation Data Development

VISION:

Traffic data collected under New Jersey's Traffic Monitoring System for Highways will have a 95% confidence level of accuracy as we continue to install more sites, maintain existing sites and collect more samples.

MISSION:

Provide bridge design and inspection with current truck weight data. Provide pavement designers and engineers with level 1 and level 2 truck weight data for the Mechanistic Empirical Pavement Design Guide (MEPDG). Submit annual report related to vehicle-type classification and truck weights to FHWA as required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act, a Legacy for Users (SAFETEA-LU).

GOALS/ACTIVITIES:

1. Support transportation infrastructure maintenance and renewal by providing truck weight and classification data for pavement and bridge design. Develop and provide 18 kip equivalency factors, evaluate the applicability of these factors for other state highway segments, and update the Table of Equivalent Single Axle Load (ESAL) Factors for the state highway system.
2. Prepare and submit New Jersey's calendar year Vehicle Travel Information System (VTRIS) data package to the FHWA by June 15 of the following year.
3. Provide FHWA contractor, monthly submissions (via website), volume, classification and weight data at ten (10) Strategic Highway Research Program (SHRP) /Long Term Pavement Performance (LTPP) program sites.
4. Re-calibrate thirty (30) WIM sites by December 31 of each year for this Work Program.
5. Collect and analyze WIM data daily and generate classification, speed and summary reports monthly.
6. Collect and provide traffic data to support requirements of the Highway Performance Monitoring System (HPMS).

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

- Process the 2010 collected data into the Vehicle Travel Information System (VTRIS) database and submit to FHWA by June 15, 2011.
- Update the <http://www.state.nj.us/transportation/refdata/roadway/truckwt.shtml> web site with 2010 annual reports of:
 - Monthly Average Weekday Traffic (MAWDT)
 - Monthly Average Weekend Traffic (MAWET)
 - Monthly Average Daily Traffic (MADT)
 - Monthly Average Weekday Speed
- Update to the Flowed Network table of 18-kip Equivalent Single Axle Load (ESAL) values for flexible and rigid pavement for three hundred fifty (350) roadway sections.
http://www.state.nj.us/transportation/refdata/roadway/wim_files/ESAL_Design_Factors.pdf
- Provide FHWA/LTPP consultant monthly Classification and Weight Data from the ten (10) WIM systems located at Strategic Highway Research Program (SHRP) sites.
- Re-calibrate 30 WIM stations ending December 31, 2011.
- Provide various units with truck data.
 - The NJDOT Trucking Services Unit for the implementation of Heavy Truck regulations.
 - The Statewide Traffic Operations Unit direct access to the WIM systems throughout the state.
 - Design Services' Bridge and Pavement Management Sections and Rutgers University, truck weight data for the implementation of the MEPDG.

STATE PLANNING AND RESEARCH PROGRAM, 2010 - 2012

ACTIVITY: Traffic Monitoring System (TMS) – Truck Weights – 2205184 / 5330
MANAGER: Douglas Bartlett
UNIT: Bureau of Transportation Data Development

CONTRACTS:

None

STAFFING:

Ambrosio, T.	0.80
Britton, B.	0.30
Datu, E.	0.50
Griffis, R.	0.80
Jankowicz, R.	0.15
Karney, J.	0.05
Khandakar, M.	0.90
Mordenti, M.	0.15
Zajac, K.	0.05

Total Staff Time: 3.70 years

STATE PLANNING AND RESEARCH PROGRAM, 2010 - 2011

ACTIVITY: Traffic Monitoring System (TMS) – Infrastructure Renewal – 2205184 / 5510
MANAGER: Douglas Bartlett
UNIT: Bureau of Transportation Data Development

VISION:

Traffic data collected under New Jersey's Traffic Monitoring System for Highways will have a 95% confidence level of accuracy as we continue to install more sites, maintain existing sites and collect more samples.

MISSION:

To maintain the infrastructure of the New Jersey's Traffic Monitoring System for Highways in good operating condition. Set a stage for NJDOT to better advance the department goals for integrating data and sharing Intelligent Transportation System (ITS) traffic management center information, and improve the information and reports that the department submits to the FHWA.

GOALS/ACTIVITIES:

1. Support the continuous monitoring element of New Jersey's Traffic Monitoring System. This activity sustains operation of weigh-in-motion and other traffic monitoring stations throughout New Jersey as required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
2. Set a stage for NJDOT to better advance the department goals for integrating data and sharing Intelligent Transportation System (ITS) traffic management center information, and improve the information and reports that the department submits to the FHWA.
3. In-pavement sensors and electronic equipment are replaced as necessary to provide continuous recording of data.
4. Expand and enhance the Traffic Monitoring System and accelerate the restoration of sensors and electronics at the existing network of weigh-in-motion and traffic volume system sites.
5. Develop Plans, Specifications and Estimates for a new contract to construct and restore weigh-in-motion stations that are necessary to monitor the effects of new Large Truck Network regulations.

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

- Continue with the management of the TMS Infrastructure Renewal Project to replace failed loop detectors and axle weight sensors.
- Install new TMS stations; upgrade select traffic volume stations (TVS) to automatic vehicle classification (AVC) sites and /or WIM stations.
- Manage a construction project to connect existing TVS and WIM site data collection devices and communication technologies to provide real time sharing of information between the Bureau of Transportation Data Development and the Division of Statewide Traffic Operations.
- Upgrade eleven (11) WIM sites to Virtual Weigh Stations to support the NJ State Police with truck weight and safety enforcement program.

CONTRACTS:

PROPOSED CONTRACT: TMS- Infrastructure Renewal Statewide 2011

PROPOSED BUDGET: \$1,500,000.00

STATE PLANNING AND RESEARCH PROGRAM, 2010 - 2011

ACTIVITY: Traffic Monitoring System (TMS) – Infrastructure Renewal – 2205184 / 5510
MANAGER: Douglas Bartlett
UNIT: Bureau of Transportation Data Development

STAFFING:

Ambrosio, T.	0.10
Bartlett, D.	0.10
Britton, B.	0.70
Datu, E.	0.30
Griffis, R	0.20
Olanipekun, O.	1.00
Total Staff Time:	2.40 years

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Functional Classification System and Federal Aid System – 2205184/ 5650
MANAGER: Douglas Bartlett
UNIT: Bureau of Transportation Data Development

VISION:

To provide and define New Jersey's Urban Boundary and Functional Classification System; performing modifications to these systems; and, maintaining / updating the data in associated databases.

MISSION:

The designating and maintaining of the Federal Aid System and to provide the most current and accurate Urban Boundary and Functional Classification System for the state of New Jersey.

GOALS/ACTIVITIES:

1. Census Data Collected for 2010
 - a. Analyze any data or mapping that is made available through the 2010 Census.

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

Analyze any data that may become available.

CONTRACTS:

Reference - Data Warehouse and Maintenance Contract - 5160

STAFFING:

Bartlett, D.	0.05
Castaldo, M.	0.05
Shahid, H.	0.05
Perry, D.	0.01
Smetanka, M.	0.05
Varone, A.	0.20

Total Staff Time: **0.41 years**

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Highway Performance Monitoring System – 2205184/ 5930
MANAGER: Douglas Bartlett
UNIT: Bureau of Transportation Data Development

VISION:

To continue in providing the most current HPMS data and its submittal; to ensure federal decisions are based on the best available and most accurate data for New Jersey.

MISSION:

To maintain and monitor an integrated database, using random selection of road sections with predetermined functional classification system and volume groups, in accordance with procedures outlined in FHWA's "HPMS Field Manual." A submittal of HPMS will be done on a yearly basis as required by FHWA representing the New Jersey Department of Transportation and the state of New Jersey.

GOALS/ACTIVITIES:

1. Numerous changes and enhancements need to be made to the NJDOT Highway Performance Monitoring System (HPMS) field and office version software.
 - a. Michael Baker Jr., Inc (MBJ) will review and make the needed updates/changes to both versions.
2. Staff will inventory seven of the twenty-one counties for the 2010 data year.
 - a. All of the HPMS sample sections for the seven counties will be field inventoried by in house staff.
 - i. Sections will be checked for both consistency and accurate data elements.
3. Staff will begin to identify, investigate, and if suitable, inventory new sample sections throughout the State.
 - a. All sections will be field inventoried for data and roadway features/elements to be homogeneous.
4. Staff will provide a list of all and or any new HPMS sample sections to our Traffic Counting Section for current AADT volumes.
 - a. The new HPMS sections list will include mile-posting, SRI number and the county of that route.
5. Staff will participate in several HPMS webinars regarding the HPMS Reassessment 2010 and the new HPMS Software. These Webinars will take place at the FHWA headquarters in Washington D.C.
 - a. Webinars will inform the states of what procedures and steps should be followed in order to meet all of FHWA's requirements.
6. Complete the 2010 Certification of Public Road Mileage and the 2011 HPMS submittal, 2010 data year.
 - a. Submittal is to be forwarded to the FHWA headquarters in Washington D.C.
 - i. Copies of the certification and the HPMS submittal package will also be hand delivered to the local FHWA West Trenton Division office.
7. Update the Department's website with the 2010 Mileage and Vehicle Miles Traveled (VMT) statistics reports.
 - a. After approval from FHWA of the 2011 HPMS submittal NJDOT's website will be updated. This will be completed before December 31st.
8. Update the HPMS dataset with new local road mileage for 2010.
 - a. Any new inventoried local road mileage will be checked and reviewed before being updated to the HPMS dataset.
9. Provide feedback concerning the new software and submittal procedures to the FHWA headquarters in Washington D.C.
 - a. Concerns and questions will be directed to FHWA for guidance and direction.

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Highway Performance Monitoring System – 2205184 / 5930
MANAGER: Douglas Bartlett
UNIT: Bureau of Transportation Data Development

GOALS/ACTIVITIES: (continued)

10. Update the HPMS dataset to include the correction of anomalies between NHS and the Functional Classification in the FHWA/HPMS application.
 - a. Run a validity check between the HPMS dataset and the SLD NHS tables to ensure accuracy exists between both datasets.
 - i. Provide details and documentation for any changes or updates to both datasets.
11. Complete the updating of all twenty-one county sample section maps.
 - a. Show all existing HPMS sample sections on maps that are to be inventoried.
12. Identify and investigate all HPMS universe sections that need updated or current AADT's.
 - a. Updates will be applied to the HPMS dataset after each AADT is validated.
 - i. All state and county 500 routes have been completed; all 600 and 700 county routes need to be completed.
13. Begin analyzing all HPMS volume groups that are oversampled.
 - a. Delete sample sections that are oversampled per each volume group.
 - i. Review clustering of too many sample sections when mapping samples on county maps.
14. Field inspect random HPMS sample sections.
 - a. Review and field inspect random sample sections through out the twenty-one counties.
 - i. As per FHWA guidelines for HPMS, all sections need to be reviewed and checked for both the accuracy and consistency of each data element.

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

- New Jersey's Annual HPMS submittal to the FHWA.
- New Jersey's Annual Certification of Public Roadway Miles.
- VMT estimates by Urbanized Area and County.
- Mileage statistics by Urbanized Area and County.

CONTRACTS:

Reference - Data Warehouse and Maintenance Contract XXXX

STAFFING:

Castaldo, M.	0.10
Conti, B..	0.40
Habel, R..	0.15
Haji, S.	0.90
Perry, D.	0.01
Smetanka, M.	0.05
Varone, A.	0.70

Total Staff Time: 2.31 years

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Transportation Statistics - Data Dissemination – 2205184 / 5420
MANAGER: Michael MacFeeters
UNIT: Division of Accounting and Auditing

VISION/MISSION:

To compile and report to FHWA statistical data prescribed by the FHWA publication: "A Guide to Reporting Highway Statistics (issued March 21, 1997).

GOALS/ACTIVITIES:

- 500 series forms that contain NJ fiscal year (ending June 30) data will be submitted timely. The reports due on a fiscal year basis are 531, 532, 534, 541, 542, 556, 561,562 and 566.
- Fuel statistics submitted on a monthly basis will be submitted within 60 days after the close of the month for which the data is being reported.
- Respond to periodic inquiries from FHWA to verify reports produced by the FHWA.

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

- The timely submission of the reports to the FHWA for each category cited in the above Tasks section. The FHWA utilizes the data to compile various reports comparing data from all States.
- Compile the monthly fuel statistics from which the FHWA compiles the annual motor fuel usage tables.
- Review annual motor fuel data for final publication by the FHWA.

CONTRACTS:

None

STAFFING:

Michael MacFeeters .25 person year

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Transportation Geographic Information Systems – 2205184 / 5210
MANAGER: Cynthia Dey
UNIT: Bureau of Information Management & Technology Planning/GIS

VISION:

To provide NJDOT with the most accurate, reliable and productive geo-spatial data.

MISSION:

To develop, manage, maintain and provide GIS applications and support to the New Jersey Department of Transportation (NJDOT) to support department-wide activities.

GOALS/ACTIVITIES:

1. Coordinate efforts with federal, regional, county and local agencies in GIS development to avoid data redundancy and increase GIS presence.
2. The unit will continue to support a standard GIS software interface and maintain GIS databases in the Enterprise Shared Server Infrastructure.
3. Assess technological advances in GIS hardware and software and to plan implementation when appropriate.
4. Training of Department staff to support the GIS environment.
5. Collect, organize, retrieve and manage attribution and link to the GIS land base.
6. Maintain the State Transportation Data Model.
7. Using the APOS Integration Kit created by the vendor APOS Systems create and install a two way bridge environment between ESRI and Business Objects allowing mapping of Business Objects reports as well as creating Business Objects reports from ESRI mapping.
 - a) The vendor for this project is Decision First Technologies.
 - b) Anticipated completion of this project is January 2011
8. Update the following database table information to reflect current conditions:
 - a) Accident/Crash
 - b) Average Vehicle Occupancy
 - c) Aviation
 - d) Bridge Data
 - e) Capital Plan
 - f) Congressional Districts
 - g) Congressional Data
 - h) County Data
 - i) Environmental Data (DEP)
 - j) Geotechnical Database
 - k) Highway Inventory/SLD
 - l) Legislative Districts
 - m) Municipal Data
 - n) Park and Rides
 - o) Pavement data
 - p) Study and Development
 - q) Traffic Counts
 - r) Additional database tables will be created as needed.

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Transportation Geographic Information Systems – 2205184 / 5210
MANAGER: Cynthia Dey
UNIT: Bureau of Information Management & Technology Planning/GIS

GOALS/ACTIVITIES: (continued)

9. Develop and complete a Rail GIS application to enhance rail analysis.
 - a) This project will be funded through the Bureau of Multimodal Grants and Programs.
 - b) Michael Baker was selected as the vendor.
 - c) Anticipated project start date is September 2010.
 - d) Anticipated project completion is January 2011.
10. Develop and complete a Dredged Materials Management System (DMMS) to enhance use of dredged materials throughout the state.
 - a) This project will be funded through the Office of Maritime Resources.
 - b) The project has been awarded to Applied Geographics, Inc.
 - c) Anticipated start date of September 2010.
 - d) Anticipated completion date of January 2011.

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

- Continued updates to GIS database.
- Respond to GIS Help Desk requests.
- Test and install software updates as they become available.
- Using data from NJDOT Data Development update the roadway network file.
- Completion of Rail GIS application.
- Completion of DMMS application.

CONTRACTS:

None.

STAFFING:

Tim Stewart	.10	Len Chetti	.25
Mark Gulbinsky	.50	Kevin Hall	.25
Cindy Dey	.65	Ellis K. Williams	.20
Deb Mesday	.80	Dana Ioseb	<u>.10</u>
Carla Calderone	.60		
		Total	3.45

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Automated Mapping - Graphics – 2205184 / 5220
MANAGER: Cynthia Dey
UNIT: Bureau of Information Management & Technology Planning/GIS

VISION:

To provide NJDOT with the most accurate, reliable and productive geo-spatial data.

MISSION:

To develop, manage, maintain and provide GIS applications and support to the New Jersey Department of Transportation (NJDOT) to support department-wide activities.

GOALS/ACTIVITIES:

1. Rapidly respond to NJDOT's special GIS mapping requests, by providing digital and hard copy graphic and cartographic materials.
 - a) Custom map requests will be turned around in 5 business days
 - b) Standard plots will be turned around in 2 business days.
2. Update county digital landbase using digital orthophotography to add new local roads and realign the existing hydrography, as well as cultural and environmental features.
3. Provide support for Department plotting.
4. Incorporate GPS technology.

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

- Continue updates to county and municipal base maps.
- Generate plots for NJDOT users
- Provide custom mapping to NJDOT users.

CONTRACTS:

None.

STAFFING:

Tim Stewart	.10
Len Chetti	.25
Kevin Hall	.65
Ellis K. Williams	.50
Mark Gulbinsky	.10
Carla Calderone	<u>.10</u>
Total	1.70

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: New Jersey State Transportation Map – 2205184 / 5230
MANAGER: Cynthia Dey
UNIT: Bureau of Information Management & Technology Planning/GIS

VISION:

To provide NJDOT with the most accurate, reliable and productive geo-spatial data.

MISSION:

To develop, manage, maintain and provide GIS applications and support to the New Jersey Department of Transportation (NJDOT) to support department-wide activities.

GOALS/ACTIVITIES:

1. Manage the cartographic and digital production of the New Jersey Transportation Map for free distribution to the public. This map is also available in a pdf file format:
<http://www.state.nj.us/transportation/gis/map.shtm> .
2. Maintain the New Jersey State Transportation base maps to reflect current information.
3. Selection of covers and artwork and the inclusion of Travel and Tourism information.
4. Assist in the state procurement process to select a vendor for printing.
5. Press proof color separations prior to printing.
 - a) Ensure that color accuracy and map registration is perfect prior to going to press.

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

- Continue to update the base maps to reflect current information.
- Continue to develop a new layout for an anticipate 2011 map printing.

CONTRACTS:

None.

STAFFING:

Mark Gulbinsky	.10
Tim Stewart	.30
Len Chetti	.25
Cindy Dey	.10
Kevin Williams	<u>.10</u>
Total	.85

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Digital Data Distribution – 2205184 / 5240
MANAGER: Cynthia Dey
UNIT: Bureau of Information Management & Technology Planning/GIS

VISION:

To provide NJDOT with the most accurate, reliable and productive geo-spatial data.

MISSION:

To develop, manage, maintain and provide GIS applications and support to the New Jersey Department of Transportation (NJDOT) to support department-wide activities.

GOALS/ACTIVITIES:

1. Maintain the New Jersey Transportation GIS web home page <http://www.state.nj.us/transportation/gis/> to provide county and state base information and maps in digital format.
2. Distribute data via various storage media including cd's, dvd's, mounted boards, ArcGIS Server web pages, etc. as well as pdf, .jpg and other images.
3. Provide users access to a web presence that includes Department-wide data <http://gis/geotrans/>
4. Maintain the GIS portion of the NJDOT Internet web page www.state.nj.us/transportation/gis
5. Developing and enhancing GeoTrans, an interactive web based mapping system, which will use data from every major area of NJDOT to allow analysis, display, map and plot data.
 - a) Conduct interviews with key NJDOT users to document existing databases and discuss their business needs for spatial information.
 - b) Customize and design the web interface.
 - c) Customize and design the map interface to include map tools to further enhance GeoTrans analysis. Anticipate using contractual funding to support this endeavor.
 - i. Map tips, transparency, buffers, plot template, export template, sql queries, clip, conversion tools, select tools,
6. Development of a GeoJSON data object toolkit connector to be used by GIS applications to feed information to be populated on base maps.

ANTICIPATED ACCOMPLISHMENTS FOR CALENDAR YEAR 2011:

- Continued development/enhancement of GeoTrans to include additional functionality and data.
- Maintain the New Jersey Department of Transportation GIS Intranet page.
- Maintain the New Jersey Department of Transportation GIS Internet page
- Distribute data via pdfs and other storage media.
- Continue to provide a web presence for GIS through GeoTrans and posting GIS files on the Internet/Intranet.
- Develop special web applications as needed.

STATE PLANNING AND RESEARCH PROGRAM, 2011 - 2012

ACTIVITY: Digital Data Distribution – 2205184 / 5240
MANAGER: Cynthia Dey
UNIT: Bureau of Information Management & Technology Planning/GIS

CONTRACTS:

\$100,000 year one and \$100,000 year two. The funding will provide for a consultant to assist the GIS Unit in the development of ArcGIS programming solutions.

STAFFING:

Mark Gulbinsky	.30
Kevin Hall	.10
Cindy Dey	.25
Carla Calderone	.30
Ellis K. Williams	.20
Dana Ioseb	.10
Tim Stewart	.50
Deb Mesday	.20
Len Chetti	<u>.25</u>
Total	1.25