

Unified Planning Work Program

UPWP

FY2017

**Volume VI
Other Regional Transportation
Planning Initiatives**



**North Jersey
Transportation
Planning
Authority, Inc.**

FY 2017 UNIFIED PLANNING WORK PROGRAM

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 2017 UPWP.

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 of the FY 2017 UPWP 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 Transportation Management Associations (TMAs) activities funded through NJ TRANSIT, NJDOT and New Jersey Department of Law and Public Safety, including transit marketing/promotional initiatives and services to support the NJ Safe Routes to School Program. Part Three includes the TMA and County Project Handoffs that are funded on a yearly basis. Additionally, it should be noted that Volume IV of the FY 2017 UPWP includes the full Transportation Management Association (TMA) work programs. Part Four is a compilation of Local Subregional Initiatives. Section Two is the New Jersey Department of Transportation State Planning and Research Program for CY 2015-CY 2016, Year Two.

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

FY 2017

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VOLUME VI
OTHER REGIONAL TRANSPORTATION
PLANNING INITIATIVES**

SECTION I

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

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.

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 were made through the project website (www.scudderfallsbridge.com), a newsletter to project stakeholders, 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 Scudder Falls (I-95) Bridge Replacement project. All of the options were aired at open houses, municipal meetings and stakeholder group sessions.

On June 14, 2012, the FHWA issued a Finding of No Significant Impact (FONSI) for the project. The FHWA's determination validated the project's extensive environmental documentation compiled by the Commission.

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/Taylorsville 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
- Reconstruction and reconfiguration of 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
- A multi-use bicycle/pedestrian pathway on the southbound span
- Full inside and outside shoulders/breakdown lanes on both bridge spans, a current highway standard requirement; the inside shoulders will be 14-feet wide (two feet wider than the 12-foot width required under current highway design criteria) to allow for future bus-rapid transit routes in the region
- Noise-abatement walls along the approach roadways leading to and from the bridge

SCHEDULE: Completion of the project is tentatively scheduled for 2020.

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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.

DESCRIPTION:

The Central Jersey Transportation Forum serves a role unique in the state in bringing together a wide range of public, non-profit, and private organizations to facilitate a regional, cooperative approach to solving transportation problems. The geography is approximately 25 municipalities in three counties, generally focused around US 1 but also including US 206 and US 130. The area includes Trenton through New Brunswick. It is a shared project with NJTPA, though it has been staffed by DVRPC. The Forum has held steadily well-attended meetings for over 15 years.

The Forum moves toward its goal through an agreed-upon action plan. This involves work in east-west access; transit and alternative modes; land-use/transportation integration; and system-wide planning and coordination. Progress is reported on through a handout prepared for each meeting. Approximately every two years a survey is conducted to refine the future direction of the Forum. The 2014 survey showed long-term commitment by participants, with 66% of respondents engaged in this voluntary gathering for four or more years. Respondents largely felt the Forum has been effective and action-oriented for the last several years.

The Forum meets three times per year with meetings of its Steering Committee and two action teams in between. The Route 1 Regional Growth Strategy (Rt1RGS) Action Team focuses on policy matters and the Transit Action Team on advancing various ways of increasing transit use. The Rt1RGS Action Team developed a Smart Growth Road Show which had been presented for elected officials in eight municipalities and one county at the end of 2015. Each went on to adopt a resolution supporting coordinated Smart Growth planning with other Central Jersey municipalities. The Forum has been a long-term supporter of NJ Transit's Route 1 Bus Rapid Transit (BRT) project.

TASKS:

1. Support Forum, action team, and Road Show presentations – Arrange meetings, prepare materials, track progress on the action plan, and continue to improve effectiveness.
2. Transportation and land development project web maps – Maintain and refine interactive web maps depicting timing and status of transportation improvement projects as well as planned and potential land development projects for the purpose of increasing information sharing.
3. Coordinate with other projects – Communicate with Forum participants and serve as liaison to related projects.

PRODUCTS:

1. Presentations, meeting summaries, table tracking progress, other outreach material
2. Summaries of analysis, updated web maps, additional web material

Beneficiaries:

NJDOT, New Jersey Transit, New Jersey Office of Planning Advocacy, TMAs, study area counties (Mercer, Middlesex, and Somerset) and municipalities, and residents and employees in the region.

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AGENCY: INTER-MPO ACTIVITIES 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 issued a report in 2012 that updated demographic trends and pertinent issues for each of the MPOs within the Planning at the Edge boundaries.

Planning at the Edge Agencies:

Baltimore Metropolitan Council (BALTOMETRO)

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

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

Berks County Planning Commission (BCPC)

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

Executive Director- Shannon L. Rossman, AICP
County- Berks, PA

Delaware Valley Regional Planning Commission (DVRPC)

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

Counties – Bucks, Chester, Delaware, Montgomery and Philadelphia, PA
Burlington, Camden, Gloucester and Mercer, NJ

Lancaster County Planning Commission (LCPC)

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

County – Lancaster, PA

North Jersey Transportation Planning Authority (NJTPA)

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

Counties – Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren, NJ

South Jersey Transportation Planning Organization (SJTPO)

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

South Jersey Transportation Planning Organization
Counties- Atlantic, Cape May, Cumberland, and Salem, NJ

Lehigh Valley Planning Commission (LVPC)

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

Counties – Lehigh and Northampton, PA

Wilmington Area Planning Council (WILMAPCO)

<http://www.wilmapco.org>

Counties – Cecil, MD and New Castle County, DE

New York Metropolitan Transportation Council (NYMTC)

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

Counties- Nassau, Putnam, Rockland, Suffolk and Westchester, NY

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AGENCY: NEW JERSEY HIGHLANDS 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 (RMP) 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 RMP 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 RMP. The Act requires Preservation Area municipalities and counties to conform to the RMP. Municipalities in the Planning Area have incentives to voluntarily conform to the RMP. The RMP 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 Access to the Regions Core (ARC)/Trans Hudson Expansion (THE) Tunnel project (later cancelled), which would have 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. The study completed in April 2011 supported 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 at Rutgers University in support of Plan Conformance to evaluate potential transit strategies for the Highlands Region, supports the Regional Transportation Plan (RTP) 2035, 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, and with NJTPA regarding the Together North Jersey project.

During development of the RMP 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 as part of the ongoing RMP Monitoring Program to evaluate the need to refine the model for future transportation needs.

The long term goal of the Council identified in the RMP 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 is being evaluated by the Transportation and Air Quality technical advisory committee associated with the ongoing RMP Monitoring Program.

SCHEDULE: The Council expects during FY 2017 (July 1, 2016 to June 30, 2017) 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. The Council anticipates completion of its RMP Monitoring Program during FY 2017 and continue inter-agency coordination with NJDOT, NJTPA and NJ Transit in support of the RMP Monitoring Program and Plan Conformance. To date the Council has approved 49 of the 60 municipal Petitions pending for Plan Conformance representing 55% of the Highlands Region or 471,777 acres of the 860,000 acres in the Highlands Region. Particularly in support of transportation and transit enhancement, the Council will focus on Plan Conformance for the 12 municipalities that have approved Highlands Centers as well as, the 11 approved Highlands 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, RMP Monitoring Program Report, 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: NEW JERSEY MEADOWLANDS COMMISSION

SUBJECT: Meadowlands District Transportation Plan Update

DESCRIPTION: The task will fulfill the requirements of the Hackensack Meadowlands Transportation Planning Act and update the Meadowlands District Transportation Plan (the Plan), adopted on November 28, 2007. The Update will evaluate the District's transportation needs incorporating the recent growths and transportation improvement projects in the District within the past five years. The Update will re-confirm the candidate transportation improvements recommended in the previous Plan, and renew the project recommendations that are needed to address existing transportation needs and support the District's developments over a time frame that reaches to the year 2035. The Update will estimate the cost of the recommended transportation improvements and update the transportation mitigation assessment framework to assure fair and sustainable growth in the District.

SCHEDULE: Scoping is slated to begin in 2015.

PRODUCT: Updated Meadowlands District Transportation Plan.

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

SUBJECT: NJ Turnpike Interchange 14A Improvement Project

DESCRIPTION: This project involves the implementation of capacity and operational improvements at Interchange 14A located 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 the interchange and to accommodate significant traffic growth anticipated as a result of the expansion of adjacent commercial port operations. Construction is underway

SCHEDULE: Construction is anticipated to be completed by the end of 2018.

SUBJECT: NJ Turnpike Interchange 9 Improvement Project

DESCRIPTION: This project involves the implementation of capacity and operational 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.

SCHEDULE: Construction is underway and is expected to be completed in the summer of 2016

SUBJECT: NJ Turnpike Interchange 10 Improvement Project

DESCRIPTION: This project involves the implementation of capacity and operational improvements at Interchange 10 located in Edison Township, Middlesex County. The improvements are necessary to improve traffic operations throughout the interchange and will include the lengthening of the deceleration lane from Route 287 southbound to the interchange. The project is being coordinated with the New Jersey Department of Transportation.

SCHEDULE: Construction is underway and expected to be completed in late Spring 2016.

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. A third lane is being added in each direction to accommodate existing congestion and projected traffic growth.

SCHEDULE: Construction between milepost 63 and 80 was completed in May 2011. The construction between milepost 48 and 63 including the widening and rehabilitation of the Bass River bridge at milepost 51.9 and the rehabilitation of the Mullica River bridge at milepost 49.0

was completed and opened to traffic in May 2015. Construction on the southernmost section between milepost 35 and 48 began in September 2014 and is expected to be completed in 2018.

SUBJECT: GSP Shoulder Restoration and Improvements Program, MP 83 to 100

DESCRIPTION: This project provides for the reconstruction of the Garden State Parkway between Mileposts 83 and 100 to restore full width left and right shoulders. The purpose of the project is to improve safety along this priority highway corridor and improve the roadway to conform to current design standards.

SCHEDULE: The project was substantially complete in October 2015. Punch list work to be performed the spring of 2016.

SUBJECT: GSP Interchange 88/89 Improvements

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 Garden State Parkway Interchanges 88 and 89. Improvements being constructed include service roads connecting the existing Interchange 89 ramps to a full interchange at Interchange 88 with new southbound entrance and exit ramps located within the southeast and southwest quadrants of the N.J. Route 70 and Garden State Parkway crossing; and new ramp connections to the service roads. Access to Route 70 will from the service road.

SCHEDULE: Construction was completed in July 2015. Interchange 89 A/B is former Interchange 88.

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, permitting, final design and construction for the proposed construction of a new southbound Parkway entrance ramp and northbound Parkway exit ramp.

SCHEDULE: Construction began in the fall of 2014 and is anticipated to be completed by the end of 2016.

SUBJECT: GSP Interchange 105

DESCRIPTION: The purpose of this project is to improve access to and from the Garden State Parkway at Interchange 105 as well as safety and operations at the Hope Road/NJ Route 36 intersection in the Boroughs of Tinton Falls and Eatontown, Monmouth County. The proposed interchange improvements include the reconstruction of the Hope Road/NJ Route 36 intersection, construction of a new southbound connection from the GSP local (outer) roadway to Wayside Road, and the addition of a second northbound deceleration lane from the Garden State Parkway local (outer) roadway to Interchange 105. Improvements will be constructed under two separate construction contracts. The first construction contract constructed the improvements at the Hope Road/NJ Route 36 intersection. The second construction contract will construct the southbound connection to Wayside Road and the second northbound deceleration lane.

SCHEDULE: The first construction contract was completed in June 2015. The second contract started construction in the summer of 2015 and is anticipated to be completed in May 2017.

SUBJECT: GSP Interchange 109

DESCRIPTION: The purpose of this project is to improve the safety and operations of Interchange 109 in Middletown Township, Monmouth County. Proposed improvements will eliminate vehicular traffic queues extending onto the Garden State Parkway northbound mainline local roadway from the northbound exit ramp at Interchange 109; and improve traffic flow of traffic destined to/from the Garden State Parkway by mitigating peak hour traffic congestion along Newman Springs Road within the vicinity of the interchange.

SCHEDULE: Final design is anticipated to be complete in December 2016. The project is anticipated to start construction in the spring of 2017 and be completed in the spring of 2019.

SUBJECT: GSP Interchange 125

DESCRIPTION: The purpose of this project is to improve access to and from the Garden State Parkway at Interchange 125, located in the Borough of Sayreville, Middlesex County. Interchange 125 is a partial interchange that provides limited access to and from the south via a southbound entrance ramp and a northbound exit ramp onto Chevalier Avenue. The interchange will be reconfigured for new ramps from the Parkway southbound and to the Parkway northbound and will provide full access to Chevalier Avenue and the adjacent waterfront development. The project also includes local roadway improvements along Chevalier Avenue and Main Street Extension which will result in capacity and safety improvements at the Interchange.

The project is being coordinated with the NJDOT, Sayreville Economic Redevelopment Agency (SERA), SERA's selected redeveloper of the waterfront (Sayreville Seaport Associates, LP), the Borough of Sayreville and Middlesex County.

SCHEDULE: Construction is anticipated to start in the summer of 2016 and be completed in the summer of 2019.

SUBJECT: GSP Interchange 145

DESCRIPTION: The purpose of this project is to improve the safety and operations of Interchange 145 within the City of East Orange, Essex County to accommodate the high travel volume at this interchange between I-280, the Garden State Parkway and the local road network. The proposed improvements will include the replacement of the Central Avenue bridge over the Garden State Parkway including relocation of the bridge abutments to allow the widening of the Parkway. The widening will allow for two standard width deceleration lanes to the Interchange 145 toll plaza in the northbound direction and two standard width acceleration lanes from the Interchange 145 toll plaza to the southbound Garden State Parkway to be constructed.

SCHEDULE: The project is expected to start construction in the spring of 2017 and be completed in the spring of 2020.

SUBJECT: GSP Interchange 163

DESCRIPTION: This project will result in safety improvements at Interchange 163 located in the Borough of Paramus, Bergen County. Interchange 163 exiting ramps to Route 17 have accident rates in excess of 2 times the statewide average. This is due in part to the existing left side location of the exits. This project involves the relocation of the Route 17 exits from the left side of the Parkway to the right side. This will be accomplished by relocating the Garden State Parkway into the median area. Six new structures will be constructed over Route 17 and four existing structures will be rehabilitated.

SCHEDULE: Construction is expected to be completed in May 2017.

SUBJECT: Deck Reconstruction of the Newark Bay – Hudson County Bridge

DESCRIPTION: This project will replace the bridge deck and re-paint the structure.

SCHEDULE: Construction started in 2010 and is expected to be completed in 2020.

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AGENCY: NJ TRANSIT

NJ TRANSIT has over the last decade established a series of ongoing programmatic planning efforts involving both the use of in-house staff; and using NJT's on-call consultants, selected through a competitive process, to augment NJT's staff capabilities to undertake specific analyses of proposals, issues and specific needs. In addition, depending on the scale of the proposed work effort and the skills and experience needed to successfully undertake that body of work, NJT will issue RFP's and select consultants this way through a competitive process. All work within these programs is regulated by the availability of funding whether within NJT's budget or through partnerships with other agencies.

SUBJECT: Community Services Planning and Support

DESCRIPTION: This program focuses on planning, analysis, and support relating to human services transportation programs. Among NJT's responsibilities is administering the distribution and use of Federal funding intended for providing vehicles and operating assistance for community centered paratransit and other related services. Planning efforts include support for the development of local human services transportation plans, analysis of the performance, effectiveness, coordination with and demand for human services transportation programs/efforts, analysis of funding sources and mechanisms, program oversight, and other planning and analyses relating to community transportation services.

SCHEDULE: Ongoing, as required

PRODUCT: Plans/reports and other services, as required

SUBJECT: Corridor Planning and Analysis

DESCRIPTION: NJ TRANSIT maintains this program area to determine the suitability of transit in a variety of local or regional "corridors". It provides for development and analysis of preliminary implementation concepts for transit capital improvements, transit alternatives, operating schemes, and assessment of conceptual level environmental impacts. Work will be undertaken in select corridors to work with groups of communities where opportunities exist to leverage existing public transit services in support of redevelopment projects or more development because of the existence of underutilized, poorly functioning or vacant parcels of land. Assessments consider a wide range of issues including land use, demographics, existing travel patterns, local planning and zoning, transit modes and environmental impacts. At times within this program, NJT has teamed with MPOs, counties and other agencies in joint planning efforts. NJ TRANSIT has historically engaged in such assessments for commuter rail,

light rail, and bus/BRT.

SCHEDULE: Ongoing, as required

PRODUCT: Analyses and reports as required

SUBJECT: Qualitative & Quantitative Research

DESCRIPTION: Through this program, NJ TRANSIT updates knowledge of customer travel characteristics by conducting origin and destination surveys of rail, bus, light rail and Access Link passengers. This information is used to support updating of forecasting models, to conduct Title VI analyses, support Transit Oriented Development, and for other business purposes. Research is conducted to define existing and potential markets through various techniques such as stated preference, public opinion studies and conjoint surveys. Databases are updated and merged in support of corridor planning, air quality initiatives and other planning efforts throughout the state. In addition, customer satisfaction studies are conducted on a quarterly basis and the key driver analysis helps to inform planning and decision making affecting several aspects of NJ TRANSIT.

SCHEDULE: Ongoing, as required

PRODUCT: Analyses and reports as required

SUBJECT: Rail Operations and Infrastructure Planning

DESCRIPTION: This program area provides for planning support for rail-related initiatives and associated infrastructure needs and issues. This work primarily defines the infrastructure needs based on proposed operating plans which address projected ridership on rail transit services and/or to address safety, storm and related forms of resiliency and reliability concerns. It includes basic operations planning support (schedule development, crew and equipment plans, and train performance analysis), as well as development of network performance simulations and interpretation/reporting. The program also provides for rail infrastructure planning and conceptual design for rail transit projects. Among the continuing activities under this program is cooperating and partnering with Amtrak and FRA as they progress their plans for improving the Northeast Corridor and to address trans-Hudson and Midtown Manhattan rail capacity.

SCHEDULE: Ongoing, as required

PRODUCT: Analyses and reports as required

SUBJECT: Ridership Forecasting

DESCRIPTION: This program area involves development of ridership and revenue forecasts, as well as development and updating of forecasting models, in support of major capital projects, transit service planning, major service initiatives, and various other efforts. Much of the work is undertaken to comply with Federal Transit Administration (FTA) requirements and guidelines regarding preparation of travel demand forecasts for use in seeking FTA funding. In addition, this program provides support for MPO travel and air quality model development and training, Census, demographic and other travel data preparation and analyses, and other forecasting work. A continued focus of this work is to complete travel demand forecasts for the Regional Transportation Plan, as required for FTA's and NJT's longer term planning. Also, NJT will be intensely focusing on short term travel demand as the NY-NJ-PA region economy grows. With large blocks of new office space being built and leased in downtown around the WTC and on Midtown Manhattan's West Side, it is expected that trans-Hudson transit demand will grow placing more stress on the trans-Hudson rail and bus facilities which are today operating at capacity in key time periods.

SCHEDULE: Ongoing, as required

PRODUCT: Analyses, data and reports as required

SUBJECT: Stations, Access & Site Planning

DESCRIPTION: This program focuses on planning for transit facility needs and prioritization for future capital investment, including specialized facility design, bike/pedestrian/ shuttle access, and potential ADA station improvement phasing. It includes analysis related to existing physical conditions of stations and facilities, access to transit facilities, and parking issues including parking lot inventories, parking management and accommodating projected growth. Within this program, NJT broadly monitors station access by all modes as well as parking needs on its transit system, and formulates proposed actions and projects to address those needs. Bicycle and pedestrian access and facilities are given special attention within this body of work.

SCHEDULE: Ongoing, as required

PRODUCT: Analyses and reports as required

SUBJECT: Transit-Friendly Planning, Land Use & Development

DESCRIPTION: Through this program, NJ TRANSIT provides technical planning assistance to interested municipalities to create and implement sensitive, community-based “vision” plans to guide local growth in a comprehensive manner, especially in areas where transit could stimulate new development opportunities and create strong community centers for people to live, work and socialize. Critical components of this work include community outreach, engagement, consensus building and partnerships. Many accomplished projects successfully brought NJ TRANSIT and the targeted community together with state agencies, counties, MPOs, advocacy groups and not-for-profit organizations so that resources could be leveraged and common goals and objectives achieved. In many communities, successful vision plans have been incorporated into Master Plans and/or adopted as enhanced zoning or new redevelopment plans designed to specifically implement mixed-use Transit Oriented Development (TOD). Within this program, a primary activity has been NJT’s continued support for efforts and initiatives spawned by the HUD-funded Regional Plan for Sustainable Development, known locally as *Together North Jersey*.

SCHEDULE: Ongoing, as required

PRODUCT: Plans/reports as required

SUBJECT: Light Rail Planning

DESCRIPTION: Consistent with a multimodal approach, work will continue focused on accommodating future demand on our light rail services, especially the Hudson Bergen Light Rail Line, and extensions of that service which can be accommodated within the limits of the trunk line portion of that line.

SCHEDULE: Ongoing, as required

PRODUCT: Plans/reports as required

SUBJECT: Bus Planning

DESCRIPTION: Work will continue to progress both by singularly by NJT and in partnership with municipalities and counties to plan for future BRT projects, and to otherwise improve bus services so they operate faster, more reliably and address changing customer needs. Particular attention will be given to the phasing and scalability of bus improvements to effectively use available capital funding and fit within tight operating funding constraints. Regarding trans-Hudson bus needs, NJT will continue to cooperate and work with the Port Authority of NY & NJ in

their efforts to identify and progress remedies to address the capacity issues which exist and are expected to increase in the future.

SCHEDULE: Ongoing, as required

PRODUCT: Plans/reports as required

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AGENCY: NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT)

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: Cross Harbor Freight Movement Program 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 (FHWA) 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 conducted analyses of potential freight markets and alternative modes and alignments through 2011. The project team presented findings and results of alternative screening to the EIS Stakeholder team in January 2012 and continued its analysis. PANYNJ and FHWA released the Tier I Draft Environmental Impact Statement in November 2014, initiating an extended period for interagency and public review and comment. FHWA released the FEIS or comment in September 2015. On January 22 2016, FHWA published a Record of Decision based on the Tier I FEIS.

PRODUCT: Tier I FEIS and FHWA Record of Decision

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SUBJECT: Comprehensive Regional Goods Movement Action Program (G-MAP)

DESCRIPTION: PANYNJ, in cooperation with the New Jersey and New York State departments of transportation, has developed a Comprehensive Long-Term Regional Goods Movement Action Program (G-MAP). The Program provides the region with a recommended vision and strategy, and the project concepts required to create an effective and expeditious regional goods movement network through phased improvements by 2040. Additionally, the program reflects documentation of current conditions and pertinent transportation plans, describes innovative goods-movement practices, and incorporates visioning and needs assessment in order to identify and prioritize recommended long-term regional goods movement goals and strategies. Complementing state-level and metropolitan planning processes, the program provides a regional framework and includes early-action improvements and approaches for coordinating implementation of priority projects. The interagency effort anticipated inclusion of freight policy and funding initiatives in the recently re-authorized FAST Act.

SCHEDULE: Beginning in 2009, the G-MAP partners undertook extensive technical work and targeted stakeholder outreach initiated. In 2015, the agencies presented highlights of the draft plan to NJTPA and to the New York Metropolitan Transportation Council (NYMTC). NJDOT, NYSDOT, and PANYNJ have endorsed a G-MAP program document and initiated work on early actions and longer-term initiatives. G-MAP is underway as an ongoing cooperative

platform for the partner agencies on regional freight-related planning, operational, and regulatory concerns and opportunities.

PRODUCT: Report and Recommendations

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SUBJECT: PATH Extension to Newark Liberty International Airport/NEC Rail Link Station

DESCRIPTION: In September, 2012, PANYNJ's Board of Commissioners directed staff to explore the extension of the current Newark Penn Station terminus of the World Trade Center-Newark PATH line to the Northeast Corridor Rail Link Station, where travelers could pick up AirTrain/Newark for connection to the airport's terminals and parking lots.

The renewed examination of this long-proposed link also includes evaluation of the potential to include park and ride capacity at the terminus of the PATH system extension to accommodate commuters and others traveling to and from Lower Manhattan and other points served by the PATH system. This engineering and planning assessment includes updates of project cost estimates and ridership projections for the extension, as well as time frames for planning, intergovernmental coordination and approval, and construction.

SCHEDULE: PANYNJ team mobilized September 2012; technical work and interagency planning consultation are ongoing.

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SUBJECT: West-of-Hudson Regional Transit Access Alternatives Analysis (WHRTAS)

DESCRIPTION: MTA and its affiliate agency Metro-North Railroad (MNR) are conducting the West of Hudson Regional Transit Access Study (WHRTAS) Alternatives Analysis (AA). The study is looking at various transit alternatives to provide improved and more cost-effective commuter service between central Orange County and New York City and improved transit access to/from Stewart International Airport. The AA study is being conducted in two Phases. PANY&NJ jointly funded Phase 1 of the AA initiative with MNR, in close consultation with NJ Transit and other partner agencies.

SCHEDULE: The AA commenced in June 2008. MNR released a long-list of alternatives in December 2008. Analysis and public outreach continued through 2009-10. Metro North led interagency and public outreach in 2010, presenting a comparative analysis of a screened list of alternatives, and recommending continued development of both commuter rail and regional bus alternatives. In May 2012, MNR released a Phase I AA Screening Report which identified a short list of alternatives for further study. Metro-North initiated the second and final phase of the

WHRTAS AA in 2012. During this phase, Metro-North will be narrowing the short list of alternatives to a Locally Preferred Alternative. The study is being advanced to, at a minimum, determine the most viable mode and alignment for future implementation.

As part of Phase 2, Metro-North is evaluating options to increase capacity on the Port Jervis Line (PJL). This would be achieved through constructing a new train yard mid-way along the Line to store additional trains and restoring short sections of a second track at select locations to allow trains to pass each other. Capacity restrictions on the line, mostly single-track, with one yard located 95 miles away from Hoboken terminal, limit the extent of service improvements that can be provided to Orange County residents. The proposed PJL improvements would allow Metro-North to provide more frequent peak and off-peak services, and to introduce zonal, express and reverse peak services. The project would also allow Orange County residents to attain the full benefits of any potential future trans-Hudson connection. These improvements would also form the basis of the WHRTAS No Build alternative. The anticipated completion date for Phase 2 is in late 2016.

PRODUCT: West of Hudson Regional Transit Access Study

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SUBJECT: Port Authority Bus Terminal Replacement Planning

DESCRIPTION: In 2013, the Port Authority initiated a Midtown Bus Master Plan process to evaluate options for redevelopment of the Port Authority Bus Terminal (PABT). Opened in 1950 and expanded in 1979, the PABT accommodates approximately 220,000 passengers and more than 7,000 bus movements on an average weekday. The planning initiative addressed a range of considerations, including life-cycle issues for the existing facility, constraints in accommodating larger and heavier modern buses, operational limitations, anticipated future growth in the market served by interstate commuter and intercity bus services, and development in West Midtown.

In March 2015, staff presented the agency's Board of Commissioners with findings that included the recommendation to replace the outmoded existing terminal and a range of project concepts. Subsequently the Board authorized a "Design and Deliverability" competition, launched in March 2016, soliciting conceptual designs for a new facility. The agency also initiated a Trans-Hudson Commuting Capacity Study to examine in greater depth factors likely to affect long-term demand on the interstate bus network and multi-modal approaches for addressing the region's trans-Hudson commutation needs.

SCHEDULE: In October 2015, the Board of Commissioners set forth a goal of identifying a preferred PABT replacement concept by the fall of 2016.

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AGENCY: REGIONAL CATASTROPHIC PLANNING TEAM (“RCPT”)

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 urban 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 area is home to nearly 1 in every 14 Americans.

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 in their region. RCPT members represent the interests of many stakeholders in their communities, including counties, cities, businesses, non-profit groups and volunteer efforts. In 2009 a program office (the Regional Integration Center) was established with dedicated planners to work with the public agency partners and other stakeholders in the region to strengthen collaboration and preparedness.

SCHEDULE: The RCPT received four rounds of RCPGP funding (FY08-FY11), which terminate in August 31, 2015. The Planning Team has been dissolved.

PRODUCT: A variety of projects were undertaken to 1) assess the state of regional emergency planning, 2) review existing protocols for regional operations, and 3) describe beneficial opportunities for collaboration, resulting in dozens of plans and tools. The table below lists the RCPT projects completed in 2014-2015.

PROJECT	GOALS
ACCESS AND FUNCTIONAL NEEDS GUIDANCE AND PLANNING ASSISTANCE PROJECT	Provides planning considerations and guidance documents to assist emergency managers with meeting the Americans with Disabilities Act (ADA) guidance and accommodations for people with disabilities and others with access and functional needs in four specific areas: 1) Evacuation, 2) Public Information and Notification, 3) Sheltering and 4) Transportation.
CATEX 2014 PUBLIC-PRIVATE INFORMATION SHARING DRILL	CATEX 2014 is the continuation of a regional public-private exercise series begun in the National Capitol Region and builds on the public-private “regional integrated planning” underway with the East Coast Corridor Coalition and the Multi-State Fleet Response Working Group. Bringing together public agencies and the lifeline sectors of electric, food and fuel, these public-private dialogues are developing solutions for private sector response challenges in

	<p>large scale disasters. The CATEX 2014 drill tested communication protocols for essential elements of information for those lifeline sectors.</p> <p>As a prelude to CATEX 2014, the Lifeline Sectors Response Coordination Workshop brought together representatives of the electric, food and fuel sectors, along with public agencies, to compare practices in disaster preparations and response, to identify operational chokepoints, and to identify essential elements of information. Sector working groups were formed to explore potential solutions to operational challenges and information sharing strategies to expedite private sector response and recovery across the Northeast.</p>
CORPORATE EMERGENCY ACCESS SYSTEM REGIONALIZATION & MOBILE APP	The Corporate Emergency Access System (CEAS) pre-authorization database system is used to facilitate businesses rapid entry for critical employees to restricted areas following a disaster to help them mitigate damage and loss. The RCPT built-system spans jurisdictional boundaries by developing a commonly accessible web-based portal to authenticate credentials, along with an application for use in the field.
CRITICAL INFRASTRUCTURE RESILIENCY PROJECT AND LIFELINE SECTOR RESPONSE COORDINATION WORKSHOP	<p>Focused on improving planning and preparedness for large scale power outage incidents through collaborative engagement with utility operators and emergency service agencies. Initially focusing on electric power restoration support, next on critical system dependencies, and lastly on facility resiliency.</p> <p><u>Phase Three (2013-2015)</u> leveraged previous area studies and partner agency technology to provide infrastructure vulnerability assessments at thirty facilities representing five critical sectors. Information on facility “external critical needs” and “restoration time objectives” was compiled in a data-driven decision support tool to provide scenario-based regional impact reports with recommendations for how public agencies can better prepare to support restoration of critical systems.</p>
DOZER DEBRIS MANAGEMENT ELECTRONIC PLANNING TOOL UPGRADE	This tool newly enhanced Dozer tool guides users through the compilation and organization of essential information to produce a debris response action document. The tool is a stand-alone software application designed for use either prior to or during a debris mission, and containing guidance for new users along with references to more comprehensive sources of information and assistance.
EMERGENCY MANAGEMENT CATASTROPHIC EXERCISE PROGRAM & EXERCISE-IN-A-BOX	The Exercise-in-a-Box contains three exercise modules with three exercise scenarios for a total combination of nine possible exercise-in-a-box deliverables. Exercise modules are at the strategic, operational and tactical levels. Exercise scenarios include an IND detonation, major hurricane and cyber attack.

	<p>Exercise goals are focused around regional coordination and communication.</p> <p>The RCPT hosted three local pilots to test the concepts and injects in the EMCEP Exercise-in-a-Box product and then conducted a region-wide Trinity Regional Functional Exercise based on the IND scenario and strategic level combination.</p>
EMERGENCY MANAGEMENT COLLOQUIUM TRAINING PACKAGE	<p>A series of five courses that integrate the core principles of emergency management and the plans and tools developed by the RCPT. These courses help to build specific skill sets for emergency managers, executives and agency representatives that will support a catastrophic response:</p> <ol style="list-style-type: none"> 1. RCPT Primer - online 2. EOC and Catastrophic Emergencies - online 3. Just-in-Time EOC - online 4. EOC and Catastrophic Emergencies - classroom 5. EOC Leadership Development Lab - classroom <p>Seven pilot sessions hosted around the region were used to hone the learning objectives and activities for these trainings.</p>
ESF JOB AIDS	<p>This set of job aids for Emergency Operations Center staff includes mission, first steps, key and supporting agencies, plans, and tools for each of the 15 federal Emergency Support Functions (ESFs). Tips for success in performing the EOC's three missions of information management, resource management and consequence management are also included.</p>
HOUSING RECOVERY & RAPID REPAIR (H3R)	<p>Provides an actionable plan for rapid housing repair to get residents back into their homes as quickly as possible following a catastrophic incident. The Program Plan outlines how to enable rapid mobilization of coordinated construction efforts across the region and the Bid Specification helps in procuring appropriately qualified contractors quickly.</p>
LIGHTNING BOLT EOC GAME	<p>A total immersion exercise that puts emergency managers in the center of a catastrophic response, challenging their EOC skills. The simulation focuses on breaking down silos, managing resource requests, and processing information. Players are also challenged to identify and solve emerging and cascading problems.</p> <p>Following the successful implementation of three Lightning Bolt Pilot tests, the RCPT is supporting stakeholders as they bring this EOC simulation to their jurisdictions. Support includes providing planning milestones, advice on customizing the MSEL, SimCell training, and day of logistics.</p>
MASS FATALITY FIELD OPERATIONS GUIDES	<p>Focuses on three specific operations established in the Mass Fatality Response System: Scene, Postmortem (Morgue), and Antemortem (Victim Information Centers) operations. Serve as tools to assist medicolegal jurisdictions in the establishment</p>

	and management of mass fatality operations by utilizing checklists, flowcharts, and Job Action Sheets.
MASS FATALITY RESPONSE SYSTEM TRAINING & EXERCISE	Hosted annually since 2010, the week-long program assembles representatives from a number of regional medical examiner/coroner offices and emergency management offices, and representatives from state, federal, private and military entities. Attendees participate in didactic training, facilitated discussions and field training related to command and control, scene investigation and recovery, as well as disaster morgue operations.
NUCLEAR RESPONSE PLAN	Regional plan that focuses on the tools used to handle chaos: coordination, communication and effective management. Gives emergency managers a framework to handle the complexity of an improvised nuclear device response by defining seven key actions for the response and developing procedures and objectives to execute each of these actions to bring order from chaos.
PARTICIPATORY URBAN PLANNING	<p>This Whole Community toolkit addresses long-term planning and recovery challenges by promoting effective coordination between the government, non-governmental organizations (NGOs), community-based organizations (CBOs), faith-based organizations (FBOs) and the public at large. Includes five steps for the government and the community to work together following a disaster: activate, assess, envision, plan and implement.</p> <p>The RCPT hosted three PUP sessions in the region, which brought together 30-40 representatives from all levels of government, local NGOs, academia, and the private sector to strategize interim housing for the gap between short-term emergency shelters closing and the return home after a disaster.</p>
QUICK TOUCH EOC PLAN APP	Provides a one-stop-EOC-shop for users to access and navigate RCPT developed plans and tools. Through a mobile device application, users can easily access plans and quick sheets.
STRATEGIC RISK REVIEW	Identifies inherent and emergent risks facing the region, overarching challenges to effective risk management, specific barriers faced by the region and methods to increase risk capacity. Research findings provide a framework for leaders to learn from “near misses” and prioritize risk reduction. The Playbook and Risk Card Deck detail a process for local risk review and tie risk management concepts to national planning scenarios.
SYNDROMIC SURVEILLANCE SYSTEM	The system provides templates and protocols that state and local health departments can use to share information in real-time to detect disease outbreaks, gather data on disease oc-

	<p>currence and communicate situational awareness during a catastrophic health event. A syndromic model that provides synthesized data analyses and visualization to decision makers is also included.</p>
<p>TRINITY REGIONAL FUNCTIONAL EXERCISE</p>	<p>The RCPT conducted a Regional Functional Exercise (Trinity) on October 22, 2014. Using the EMCEP Toolkit, the exercise focused on the emergency management mission of bringing resources from a variety of sources into a common management structure to provide logistical and information support to a catastrophic response. The exercise validated regional coordination, communication, and information sharing among regional organizations during a one day, IND event scenario. Five EOCs were activated, along with a FOB location and the UACG for exercise play.</p>
<p>VIDEO SERIES</p>	<p>Contains five short videos that answer key questions about the role of emergency managers and preparedness in a catastrophic response. Videos include:</p> <ul style="list-style-type: none"> • The Essential Emergency Manager: What They Do and How They Do It • Stronger Community, Better Response: Connecting Community Organizations During Disaster • Managing Consequences During a Disaster: Solving Problems Together • Business Preparedness for Community Resiliency • Strategic Risk in Disaster Planning

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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 first quarter of 2013 with the work completed mid-2014.

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 Enhancements and Data Interfaces

DESCRIPTION: The original Regional Architecture (RA) system provided 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 (OR) Project transformed 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 uses the Google map system to improve the user friendliness of the system. Additionally, TRANSCOM OR provides 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 have been developed between the TRANSCOM OR system and ConnDOT's Crescent and NYSDOT Region 10 transportation management systems. Data interfaces will also be developed between the OR system and other member agencies' Transportation Management systems, such as the NYS Thruway Authority's CARS system. These DIs will ensure the reliable transfer of information between these systems without the double entry currently required by the various operations center staffs.

Also, the video layer will be enhanced to improve reliability by directly connecting the member agencies' video feeds to the TRANSCOM OR on a separate connection. This work will also allow for the sharing of video from a member agency, which presently does not have a web browser for their video feeds.

SCHEDULE: Implementation of the original RA was completed in 2005. The implementation of the initial TRANSCOM Open Reach system has been completed. The NYSDOT Region 10 Data Interface was completed in 2010. The data interface between the TRANSCOM Open Reach system and ConnDOT's system was completed in 2011. The NYS Thruway CARS DI was completed in 2012. The enhanced video layer is expected to be completed in mid-2013.

PRODUCT: A seamless communications network for regional traffic operation centers accessible from any location with internet access. This network will also link the 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 data 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 traveler information services, and variable message signs.

SCHEDULE: It is expected that TRANSCOM will begin purchasing this data in mid 2013 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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**NORTH JERSEY TRANSPORTATION
PLANNING AUTHORITY, INC.**

FY 2017

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

SECTION I

**PART TWO –TRANSPORTATION MANAGEMENT
ASSOCIATIONS ACTIVITIES**

**AGENCY: NEW JERSEY DEPARTMENT OF TRANSPORTATION
SAFE ROUTES TO SCHOOLS TMA PROGRAM**

SUBJECT: NJDOT Safe Routes to Schools TMA Program

DESCRIPTION: The Federal-aid Safe Routes to School (SRTS) Program provides funds to the States to substantially improve the ability of primary and middle school students to walk and bicycle to school safely. The purposes of the program are to:

1. enable and encourage children, including those with disabilities, to walk and bicycle to school;
2. make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
3. facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity (approximately 2 miles) of primary and middle schools (Grades K-8).

The Alan M. Voorhees Transportation Center (VTC) at Rutgers University operates the NJ SRTS Resource Center. The NJ SRTS Resource Center will advance the purposes of the SRTS program by providing a variety of SRTS technical assistance services directly to regional and local governments and other non-governmental organizations throughout the state. The NJ SRTS Resource Center will:

1. develop a statewide community partnership structure that will support increased participation in education, encouragement and enforcement activities without the burden of grant application and administration;
2. provide training to Transportation Management Association staff who will be the community point people for the NJ SRTS program; and
3. deliver technical assistance directly to New Jersey communities.

Under the NJ SRTS Non-Infrastructure Pilot Project, TMAs are being funded and mobilized to work with schools and communities within their jurisdiction to support the implementation of SRTS programs. The NJ SRTS Resource Center will provide a range of advisory technical services to schools and communities based on their level of commitment to the SRTS program. All New Jersey municipalities and K-8 schools will be eligible to enroll as a SRTS partner to receive free, non-construction related services. Partnership levels will signify a community's progress towards implementing SRTS programs.

TMAs must designate a regional SRTS Coordinator for their service area. This person will serve as the main contact for working with communities, NJDOT, and VTC on implementing Safe Routes to Schools programs. This person will be responsible for attending all meetings and trainings, though other staff may attend as well. The regional SRTS Coordinator will have hands-on, intimate familiarity with Safe Routes to School operations as well as programs and opportunities in the service area.

The following tasks are included in the TMA's SRTS work programs:

- Task 1: NJ SRTS Coordination and Partnership Levels
- Task 2: Walk and Bike to School Events (iWalk)
- Task 3: Walking School Bus Train-the-Trainer Technical Assistance
- Task 4: Non-Infrastructure Technical Support – School Travel Plans
- Task 5: Youth Bicycle Education
- Task 6: SRTS Outreach and Assistance
- Task 7: Monitor Program Performance
- Task 8: Additional Safe Routes to School Activities

SCHEDULE: The TMA's are currently in Year One of a new two year SRTS contract that runs through August 31, 2017.

PRODUCT: The work products can take many forms and will vary with each TMA depending on the exact needs for their service area. Anticipated products include applications for Safe Routes Funding, Walk to School Days, Walking School Busses, maps of safe corridors leading to the schools and any other acceptable way to encourage Safe Routes Programming within the community.

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**AGENCY: NEW JERSEY TRANSIT
NJ TRANSIT TMA WORK PROGRAM**

SUBJECT: NJ TRANSIT TMA Work Program

DESCRIPTION: The TMAs assist NJ TRANSIT by promoting the use of transit services as a means of assisting in the reduction of traffic congestion, improving air quality and quality of life in the TMA service area. The TMAs further assist NJ TRANSIT in improving mobility and accessibility to all residents in their service area by making commuting a more satisfying experience.

The TMAs use their resources to advocate a transit friendly environment. The TMA services include the provision of transit service information, outreach to potential transit users, and advocacy for employers and feedback to NJ TRANSIT on related activities.

The following is a general outline of the TMA's work program activities and objectives, along with examples of the tasks to be conducted.

A. Information

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

Objective:

To assist NJ TRANSIT with the dissemination of information available to promote transit usage, inter-modalism, 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.

Sample Tasks:

1. The 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 TMA staff will provide a package of commuter alternatives when responding to rideshare questions for information.
3. The 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 TMA staff will utilize its E-mail system to reach out to employers with weather alerts, transit information, emergency disruptions and changes in schedules as they become available.
5. The TMA staff will identify and assist in maximizing distribution points for transit information.
6. The 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 TMA staff will distribute all available information to companies in our service area.
8. The TMA staff will provide information and assistance on NJ TRANSIT's Vanpool Sponsorship Program.
9. The 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 the TMA's service area.

Objective:

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

Sample Tasks:

1. The TMA staff will work with local employers, developers and organizations to promote the use of transit services.
2. The TMA staff will continue to serve as a liaison between employers and NJ TRANSIT on local issues.
3. The 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 their service area.
4. The TMA staff will maintain updated information on all NJ TRANSIT products and transit alternatives.
5. The TMA staff will attend NJ TRANSIT training/refresher courses to ensure that TMA employees are current in their knowledge of these programs.
6. The TMA staff will encourage transit service in its newsletters and through advertisements in local newspapers and/or magazines. The TMA will also provide transit information directly to employers and their employees through transportation fairs.
7. The TMA staff will meet with employers and public entities in need of transit or shuttle services. They will review the availability of existing transit service and further review accessibility to the work site.
8. The TMA staff will work with municipalities to promote community shuttle services through NJ TRANSIT's Community Shuttle Program.

9. The TMA staff will provide any available route and schedule information that is applicable to the employer and their work site.
10. The 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 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 the TMA's service area.

Objective:

The TMA will assist NJ TRANSIT in promoting the use of existing and new transit services within the 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.

Sample Tasks:

1. The 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. They will also distribute NJ TRANSIT resource materials at these events and advertise the advantages of transit.
2. The TMA staff will conduct Customer Appreciation Days at the different transit facilities.
3. The 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 TMA staff will collect applications from participants in NJ TRANSIT's Vanpool Sponsorship Program. The TMA will also maintain records for each existing vanpool and provide NJ TRANSIT with updates.
5. The TMA staff will continue to provide information on all NJ TRANSIT programs to interested calls received on the TMA's phone lines.
6. The 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 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 TMA staff will work with employers, municipalities, economic development organizations, service area shopping malls, and libraries to provide information on transit services.

9. The TMA staff will continue to promote mass transit options to commuters that are affected by traffic due to heavy volume and construction.
10. The TMA staff will continue to work with municipalities and schools where transit 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 TMA's service area.

Objective:

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

Sample Tasks:

1. The TMA staff will work with employers to determine how well existing transit services meet the employees' needs and work schedules. They will advise NJ TRANSIT's TMA support staff on any findings.
2. The TMA staff will "spot check" performance, routing, timeliness, cleanliness, driver courtesy and other aspects of quality service on existing NJ TRANSIT services.
3. The TMA staff will monitor usage at Park & Ride lots along transit corridors.
4. The TMA staff will respond to all comments and/or complaints conveyed by the riding public, as it refers to NJ TRANSIT service. The TMA will report all findings to NJ TRANSIT's Community Affairs.
5. The TMA will continue to attend meetings requested by Community Relations, Marketing, and will assist in addressing bus service planning & service issues due to construction related activities.
6. The TMA will summarize and forward transit service quality issues to the appropriate NJ TRANSIT Support Unit.
7. The TMA staff will conduct surveys of ridership and forward results to NJ TRANSIT in a timely fashion.
8. The TMA staff will conduct surveys and make recommendations for Community Shuttle routes.
9. The 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.

SCHEDULE: This effort is an annual program.

PRODUCT: The work products can take many forms and will vary depending on the exact needs and opportunities for NJ TRANSIT assistance in the TMA service area.

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**AGENCY: NEW JERSEY DEPARTMENT OF LAW & PUBLIC SAFETY
NJ DIVISION OF HIGHWAY TRAFFIC SAFETY GRANT PROGRAM**

SUBJECT: NJ Division of Highway Traffic Safety Grant Program

DESCRIPTION: The NJ Division of Highway Traffic Safety offers, on an annual basis, federal grant funding to agencies that wish to undertake programs designed to reduce motor vehicle crashes, injuries, and fatalities on the roads of New Jersey. Seven of New Jersey's Transportation Management Associations are currently working under this grant program to raise awareness on pedestrian safety, bicycle safety, and distracted driving.

SCHEDULE: The fiscal year for the DHTS Grant begins the 1st of October of each year and ends on the 30th of September. For the current grant program all of the TMAs except Cross County Connection TMA, Inc. and Keep Middlesex Moving, Inc. are participating.

PRODUCT: The work products can take many forms and will vary with each participating TMA depending on the exact needs for their service area. Anticipated products include safety messaging on the topics of pedestrian safety, bicycle safety, and distracted driving.

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AGENCY: CROSS COUNTY CONNECTION TMA, INC.

SUBJECT: Burlington County Intersection Pedestrian Safety Pilot Project

DESCRIPTION: This project will identify intersections with a high incident of pedestrian accident rates involving senior citizens and other special needs groups. The pilot project will concentrate on municipalities along the River LINE/Route 130 Corridor in Burlington County. An outreach program will be developed and administered to high risk groups, including senior citizens and persons with disabilities. Safety training for intersection crossings will be emphasized. Additionally, the actual walking speeds of high risk groups will be measured to recommend modifications to traffic signal timing, if warranted.

SCHEDULE: January 2015 to December 2015. This project was completed on schedule. In 2015.

PRODUCT: Report documenting findings and recommended intersection improvements based on traffic light timing and other factors noted during the course of the study.

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AGENCY: TRANSOPTIONS

SUBJECT: Traffic Safety Town Program

DESCRIPTION: TransOptions will continue to expand its safety education program to new schools and build upon the existing program to further improve the lesson for students. Traffic Safety Town is a portable, interactive, gym-based program that simulates bike, pedestrian and vehicular traffic flow in a model town. Elementary school students take away knowledge about rules of the road, and where travel risks and dangers lie.

SCHEDULE: The program has been in place for almost a full year and will be expanded to more regular implementation, with the anticipation of one new school being added each month.

PRODUCT: Free interactive safety demonstration for elementary school students in Northwest New Jersey.

SUBJECT: Bike, Pedestrian and Transit Infrastructure Audits

DESCRIPTION: TransOptions plans to implement an audit program that will assist towns in acquiring data regarding their existing bicycle and pedestrian infrastructure. The program will examine sidewalks, crosswalks, signals, striping, bike parking, transit facilities if applicable, and present the findings in a detailed report with low-cost or no-cost recommendations for safety improvements.

SCHEDULE: Implementation date is anticipated for either Q2 or Q3 of FY17.

PRODUCT: Infrastructure assessment and inventory, as well as a completed report with safety recommendations.

SUBJECT: GoForGood Travel Tracking App

DESCRIPTION: In Q4 of FY16, TransOptions will launch a mobile app version of the GoForGood Tracking Tool (GoForGood.TransOptions.org), that “gamifies” alternate modes of transportation (bike, walk, transit, carpool, vanpool). Following this implementation, TransOptions will begin an intensive marketing campaign to promote the service throughout northwestern New Jersey. The app will allow users to simply start and stop the tracking of their trip. Because the GoForGood system will be shifting to a mobile and Google Maps based service, TransOptions will be able to collect valuable data about participation, including frequency, general trends and route selection, all of which can be useful to local and regional planners.

SCHEDULE: While initial implementation is anticipated for Q4 of FY16, emphasis will be placed on “challenge” events in May and October of 2016, as well as February 2017. In an

attempt to increase downloads, marketing efforts will be ongoing, with enhanced efforts to spur participation taking place around the May, October and February events.

PRODUCT: New travel tracking app and challenge-style events with participation ranging throughout the service area.

SUBJECT: Street Smart NJ Pedestrian Education Campaign

DESCRIPTION: TransOptions plans to expand the Street Smart NJ program into 3 additional towns in FY17. Phillipsburg, Dover and Wayne are the target locations. While much of TransOptions' Street Smart work falls under their NJTPA work program, additional support comes from the New Jersey Division of Highway Traffic Safety and the Safe Routes to School program. The expansion into the three new towns will include surveying, observational analysis, stakeholder outreach, increased enforcement from police, and educational programs such as TransOptions' Traffic Safety Town and Senior Pedestrian and Driving programs.

SCHEDULE: Work in the three new towns will be spread throughout the fiscal year.

PRODUCT: Completed Street Smart NJ educational and enforcement program and final reports for each municipality.

SUBJECT: Safe Routes to School Box-Top Street Design Program

DESCRIPTION: TransOptions plans to begin researching a multifaceted street design educational program that can be adjusted based upon age and skill level. The program is meant to augment outdoor and gymnasium based activities from TransOptions by offering an in-class component to the organization's safety programs. Students will be taught complete streets and other planning concepts in a hands-on interactive program. The Box-Top project will call upon students to use engineering, math and design skills to create a safe streetscape for all users.

SCHEDULE: Implementation date is anticipated for either Q2 or Q3 of FY17.

PRODUCT: New in-class streetscape design program for young students that can be adjusted for older grades.

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

FY 2017

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

SECTION I

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

AGENCY: CROSS COUNTY CONNECTION TMA, INC.

SUBJECT: English Creek-Tilton Road Community Shuttle

DESCRIPTION: This shuttle operates in Egg Harbor and Northfield townships in Atlantic County and began operations October 2012. The shuttle serves numerous residential complexes, retail centers, a medical facility and other smaller employment locations. This service connects with three NJ TRANSIT buses, enabling passengers to reach employment opportunities in Atlantic City, Ocean City and other shore points. A reciprocal transfer agreement between the shuttle service and connecting NJ TRANSIT buses enables passengers to ride both systems at a reduced fare. The shuttle service is funded by the Pascale Sykes Foundation and a JARC grant (FTA), and is a partnership between Atlantic County, Family Service Association, NJ TRANSIT, SJTA and Cross County Connection.

SCHEDULE: This shuttle operates seven days per week from approximately 7:00 AM to 9:00 PM.

PRODUCT: A deviated fixed route service providing frequent connections with NJ TRANSIT bus services seven days per week.

SUBJECT: Rt. 54/40 Community Shuttle

DESCRIPTION: This shuttle operates between Hammonton and Richland in Atlantic County and began operations January 2016. The 24 mile route includes rural communities in the municipalities of Folsom, Buena Vista and Buena. This shuttle service is a one-year pilot project designed to improve residents' opportunities to reach employment destinations. The shuttle connects with two NJ TRANSIT bus routes and the Atlantic City Rail Station in Hammonton, enabling passengers to reach employment opportunities in Vineland, Atlantic City, Camden County and Philadelphia. The shuttle service is fare free and is funded by the Pascale Sykes Foundation and a 5311 grant through NJ TRANSIT. The Rt. 54/40 shuttle is a partnership between Atlantic County, SJTA, the Pascale Sykes Foundation, NJ TRANSIT, Family Service Association and Cross County Connection.

SCHEDULE: This shuttle operates five days per week from 5:30 AM to 10:00 AM and 3:00 PM to 7:30 PM.

PRODUCT: A deviated fixed route service providing frequent connections with NJ TRANSIT bus services five days per week.

SUBJECT: Pureland East-West Community Shuttle

DESCRIPTION: This shuttle operates in Gloucester County and travels along the Route 322 Corridor between the Avandale Park and Ride and the Pureland Industrial Park, and serves numerous communities in Williamstown, Glassboro, Mullica Hill and Swedesboro. The shuttle began operations June 2015, and serves residential complexes, retail centers, and approximately 150 employers in the Pureland Industrial Complex. This service connects with 11 NJ TRANSIT bus routes, enabling passengers to reach employment opportunities throughout Gloucester and Camden counties and Philadelphia. A reciprocal transfer agreement between the shuttle service and connecting NJ TRANSIT buses enables passengers to ride both systems at a reduced fare. A one-way trip on the shuttle costs \$1.00. The services also includes an internal circulator that travels solely within the Pureland Industrial Complex (3,000 acres) to serve as a “last mile” connector between the Pureland East-West shuttle, NJ TRANSIT’s 402 bus and Salem County’s Pureland Shuttle. The shuttle service is funded by the Pascale Sykes Foundation and a JARC grant (FTA), and is a partnership between Atlantic County, SJTA, the Pascale Sykes Foundation, NJ TRANSIT, Family Service Association, and Cross County Connection.

SCHEDULE: This shuttle operates five days per week from 5:00 AM to 11:00 AM and 1:30 PM to 7:30 PM.

PRODUCT: A deviated fixed route service providing frequent connections with NJ TRANSIT bus services five days per week.

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AGENCY: MEADOWLINK

SUBJECT: WAVE Shuttle Service

DESCRIPTION: In partnership with Essex County, Meadowlink operates four shuttles buses to serve low-income residents access agencies in the Greater Newark Area that provide work training and work assistance.

SCHEDULE: The program was launched in October 2008. Shuttles operate along four different routes Monday through Friday from 7:40 am to 4:35 pm.

PRODUCT: High frequency shuttle for Essex County low-income residents to access employment/job training centers.

SUBJECT: Essex Night Owl Shuttle Service

DESCRIPTION: In partnership with Essex County, Meadowlink operates six shuttle buses for Essex County residents. The service provides late-night transportation to Newark Penn Station for Essex County resident who work at the Newark Liberty International Airport. In addition to reducing congestion this service provides vital link to jobs for many low-income residents in Essex County.

SCHEDULE: The program was launched in January 2004. It operates between the hours of 1:00am to 5:00am, Monday-Sunday.

PRODUCT: Late-night shuttle service to Newark Penn Station for residents from Irvington, Newark, Orange and East Orange.

SUBJECT: Route 10 Shuttle Service

DESCRIPTION: In partnership with Essex County, Meadowlink launched the Route-10 Shuttle for individuals to access employment along the Route-10 corridor in East Hanover and Whippany area.

SCHEDULE: The program was launched in January 2004. The shuttle operates from the NJ Transit bus stop at Route 10 and New Murray Road (Burger King) between 6 am and 9:30 am and between 3 pm and 7 pm, Monday through Friday.

PRODUCT: Demand responsive shuttle service connecting individuals to employment centers along the Route 10 corridor.

SUBJECT: Fairfield-West Caldwell Shuttle Service

DESCRIPTION: Meadowlink launched the service for people who work along Route 46 corridor in the townships of Fairfield and West Caldwell.

SCHEDULE: The program was launched in July 2006. The shuttle operates from 6 am to 9 am and from 3 pm to 7 pm.

PRODUCT: Demand responsive shuttle service connecting individuals to employment centers along Route 46.

SUBJECT: Wayne-Fairfield/West Caldwell Shuttle Service

DESCRIPTION: In partnership with Passaic County, Meadowlink launched the shuttle to serve low-income residents to help them access jobs in Fairfield & West Caldwell area. Shuttle operates from the bus stop at Willowbrook Mall to businesses in Fairfield and West Caldwell.

SCHEDULE: The program was launched in March 2008. Shuttles operate along four different routes Monday through Friday from 7:40 a.m. to 4:35 p.m.

PRODUCT: Demand responsive shuttle service connecting low-income Essex County residents with employment centers.

SUBJECT: Elizabeth-Newark Airport Shuttle

DESCRIPTION: Meadowlink launched this late-night commuter shuttle to connect low-income Elizabeth residents with jobs at the Newark Liberty International Airport. Shuttle operates seven days a week. Shuttle provides hourly service between residents' homes and Newark Liberty International Airport seven days a week. The shuttle makes one stop at the Airport: Terminal B (NJ Transit bus stop).

SCHEDULE: The program was launched in October 2007. It operates between 2:15am and 5:15am, seven days a week.

PRODUCT: Demand response shuttle service connecting Elizabeth residents with Newark Liberty International Airport.

SUBJECT: Long Branch Shuttle Service

DESCRIPTION: In partnership with the City of Long Branch and Monmouth University, Meadowlink launched the shuttle program to connect the Long Branch Train Station with the University, Pier Village and local businesses. In addition to reducing congestion, the shuttle helps mitigate demand for parking at the University.

SCHEDULE: The program was launched in September 2013 and provides service from 7 am to 10 am and from 3 pm to 8 pm.

PRODUCT: High frequency shuttle service between the train station and the residential/business community in Monmouth County.

SUBJECT: The Monarch Shuttle Service

DESCRIPTION: Meadowlink launched the shuttle program to connect The Monarch residential community in East Rutherford with Secaucus Junction Train Station. The shuttle reduces congestion and demand for parking at Monarch.

SCHEDULE: The program was launched in November 2014 and provides service during peak commute hours on all week-days.

PRODUCT: High frequency service between residential community in East Rutherford and Secaucus Junction Train Station

SUBJECT: Waters' Edge Shuttle Service

DESCRIPTION: Meadowlink launched the shuttle program to connect residential community at Waters' Edge in Harrison with the PATH station also in Harrison.

SCHEDULE: The program was launched in November 2014 and provides service Monday-Friday during peak commute hours.

PRODUCT: High frequency service between residential community in Harrison and PATH Train Station

SUBJECT: Rutherford Shuttle

DESCRIPTION: Meadowlink launched Rutherford shuttle to provide access to local transit for the businesses and the residential community in Lyndhurst. The shuttle connects both the Rutherford Train Station and the Kingsland Train Station with businesses and Vermella Lyndhurst, a residential community.

SCHEDULE: The program was launched in January 2010. The shuttle operates weekdays between 5:30 am and 9:15 am and between 4:00pm and 8:15pm.

PRODUCT: High Frequency shuttle service connecting Rutherford and Kingsland Train Stations with residential and corporate community.

SUBJECT: Route 3 Shuttle Service

DESCRIPTION: Meadowlink launched the shuttle program to connect businesses in the Route 3 corridor to the Secaucus Junction Train Station. It was designed to reduce traffic on the corridor and encourage commuters to use public transit.

SCHEDULE: The program was launched in November 2013 and it operates during peak commuting hours from 6am to 10am and from 4pm to 8pm Monday through Friday.

PRODUCT: High frequency shuttle service between Secaucus Junction train station and businesses in the Meadows Office Complex.

SUBJECT: Lyndhurst Corporate Shuttle Service

DESCRIPTION: Meadowlink launched Lyndhurst shuttle service to link businesses at the Lyndhurst Corporate Park with two train stations, Kingsland Station in Lyndhurst and Rutherford Station in Rutherford.

SCHEDULE: The program was launched in November 2008. It operates Monday through Friday between 6 am to 10am and 4pm to 8:30pm.

PRODUCT: High frequency shuttle service between Kingsland Train Station in Lyndhurst, Rutherford Station in Rutherford and businesses at the Lyndhurst Corporate Park.

SUBJECT: Challenger Road Shuttle Service

DESCRIPTION: The service is funded by the Federal Transit Administration's (FTA) Job Access & Reverse Commute (JARC) program and The KABR Group. The shuttle connects four buildings on Challenger Road in Ridgefield Park with the Secaucus Junction Train Station.

SCHEDULE: The program was launched in November 2015. It operates Monday through Friday during peak commuting hours.

PRODUCT: High frequency shuttle service between Secaucus Junction Train Station in and businesses at the Challenger Road Corporate Park in Ridgefield Park.

SUBJECT: North Bergen Shuttle Service

DESCRIPTION: Meadowlink launched the North Bergen Shuttle program in November 2012 to connect businesses in North Bergen to the Hudson Bergen Light Rail Station at Tonelle Avenue and the Journal Square Transportation Center in Jersey City.

SCHEDULE: Currently, the service operates only between the hours of 11 pm and 2 am, Monday through Friday.

PRODUCT: High frequency shuttle service between North Bergen and the transit hubs at Tonnelle Avenue and Journal Square.

SUBJECT: Harmon Meadow Shuttle Service

DESCRIPTION: In partnership with Hartz Mountain Industries, Meadowlink launched the shuttle program to connect people who work at businesses in Harmon Meadow, and residents of Osprey Cove at 45 Meadowlands Parkway with Secaucus Junction Train Station in Secaucus. In addition to reducing congestion, the shuttle helps mitigate demand for parking around Harmon Meadow business district.

SCHEDULE: The program was launched in December 2005. Service operates Monday through Friday during peak commuting hours from 7am – 10am and from 4pm – 8pm.

PRODUCT: High frequency shuttle service between Secaucus Junction train station and businesses in the Harmon Meadow.

SUBJECT: Harmon Cove Shuttle Service

DESCRIPTION: In partnership with Rose Brand and ARRI, Meadowlink launched a commuter shuttle in 2008 that connects Secaucus Junction with these two major employers in the Harmon Cove area. Without this shuttle, there is no connection between Secaucus Junction and Harmon Cove's industrial center.

SCHEDULE: The program was launched in May 2008. Service operates Monday through every 10 minutes from 6:55am – 9:30am and 4:05pm – 7:20pm

PRODUCT: High frequency shuttle service between Secaucus Junction and employers in Harmon Cove. Free to employees.

Harmon Cove. Free to employees.

SUBJECT: Kearny Commuter Shuttle

DESCRIPTION: The shuttle services local residents along Ridge Road and Kearny Avenue in North Arlington and Kearny, and links them to the PATH station at Harrison.

SCHEDULE: The program was launched in January 2010. The service operates from 6:20 am to 9:20 am and from 4:30 pm to 7:35 pm. One-way fare is \$1.50.

PRODUCT: High frequency shuttle service connecting residents with Harrison PATH station.

SUBJECT: Kearny Loop Shuttle

DESCRIPTION: Meadowlink launched the service to link local businesses and residents along Bergen County Avenue and Harrison Avenue in Kearny with the PATH station in Harrison.

SCHEDULE: The program was launched in October 2015. The service operates from 6 am to 10 am and from 4 pm to 8 pm. One-way fare is \$1.50.

PRODUCT: High frequency shuttle service connecting residents with Harrison PATH station.

SUBJECT: Community Cars Program

DESCRIPTION: Meadowlink launched the program to provide personalized, curb-to-curb transportation for seniors and their needs not currently filled by other transportation programs. Service operates with help from volunteer drivers who drive EZ Ride-marked cars. Community Cars Program is available for seniors residing in Bergen, Hudson, Essex, Union, Passaic and Monmouth Counties.

SCHEDULE: The program was launched in January 2008. Service is provided Monday through Friday from 8 am to 4 pm.

PRODUCT: Membership based demand-responsive transportation program for seniors.

SUBJECT: Flex-T Mobility Partner Program

DESCRIPTION: Meadowlink launched the Flex-T Program in Monmouth County along Route 35 corridor. Currently the service has expanded and operates in Bergen, Essex, Union, and Monmouth Counties. Clients use the program to access jobs or job training facilities.

SCHEDULE: The program was launched in November 2009. Service operates Monday through Friday from 8am to 4pm.

PRODUCT: Membership based demand-responsive transportation program for people with reduced mobility to access jobs.

CONTACT: Krishna Murthy

Phone: (201)939-4242

Fax: (201)939-2630

Email: kmurthy@ezride.org

AGENCY: RIDEWISE TMA

SUBJECT: Demand Responsive Rideshare Program

DESCRIPTION: RideWise plans to introduce a demand responsive rideshare program at the Somerville Rail Station to serve the last mile needs of travelers. This pilot program will utilize a mobile application to connect rail riders who are headed in the same direction around the same time with a local transportation vendor. The matched passengers will share the trip cost for a flexible affordable last mile connection. This service will be offered to/from sites that are within a 3-mile radius of the Somerville rail station.

SCHEDULE: The service will be provided during peak commute hours from approximately 6:00 a.m. to 9:00 a.m. and 4:00 p.m. to 7:00 p.m., Monday to Friday. The program is under development and scheduled for implementation in 2016.

PRODUCT: Demand responsive shared ride service between the rail station and employment sites.

SUBJECT: RideConnect

DESCRIPTION: RideWise launched RideConnect in April 2012 to provide non-emergency, door-to-door rides for medical and social/quality of life transportation to senior citizens and residents with disabilities. The TMA partners with local ride providers for the provision of rides. Passengers can schedule rides with a screened, professional driver for door-to-door service. Rides are available for trips to the grocery store, hair salon, bank, post office, pharmacy, medical appointments, work, and social/recreational trips.

SCHEDULE: Rides are available, with 24-hours-notice, Monday thru Friday from 9:00 a.m. to 3:00 p.m.

PRODUCT: Subsidized transportation for senior citizens and individuals with disabilities.

CONTACT: Donna Allison

Phone: (908) 704-1011

Email: donna@ridewise.org

AGENCY: TRANSOPTIONS

SUBJECT: Mack-Cali Parsippany Corporate Campus Shuttle

DESCRIPTION: TransOptions plans to continue efforts to start a shuttle service in the multi-tenant office park at the Routes 10 and 202 intersection. An innovative funding measure is being devised by TransOptions and Mack-Cali staff to treat shuttle transportation as an amenity of the campus. The shuttle would be available to all tenants and the price would be shared through common area charges, much like landscaping and snow removal is treated currently.

SCHEDULE: No implementation date has been determined as of yet, but conversations are ongoing.

PRODUCT: New and sustainable shuttle service for the corporate office park in Parsippany.

CONTACT: John F. 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 connects 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 helps relieve traffic congestion and its resultant air pollution due to the congested conditions along the area's local roadways during peak hours. The funding source was from a non-renewable three (3) year CMAQ (Congestion Mitigation Air Quality) grant. It operates Monday through Friday specifically for the morning and evening commutes

SCHEDULE: THIS SERVICE WAS DISCONTINUED AS OF MARCH 2015

PRODUCT:

SUBJECT: Bergen County Community College Shuttle

DESCRIPTION: This service connects the main Bergen Community College Campus in Paramus to its Lyndhurst Campus. It was designed to help reduce congestion along the Route 17 corridor. The shuttle is used by students, faculty, and the general public. This shuttle operates Monday through Friday.

SCHEDULE: This program began in October 2013. And is for students, faculty and the general public used this shuttle.

PRODUCT: A shuttle service that connects the main Bergen County Community College Campus in Paramus to the Lyndhurst Campus, and stops at the Rutherford Train Station.

SUBJECT: Bus & Rail Transit Connection

DESCRIPTION: This service will be open to the general public and connect the County Complex, Hackensack Bus Station, Essex Street Train Station, and Hackensack Medical Center as well as down town shopping centers.

SCHEDULE: The Bus & Rail Transit Connection will consist of three buses running Five Days a Week for a total of Twelve Hours a day except when the County is closed.

PRODUCT:

CONTACT: Michael PolICASTRO

Phone: 201-336-3390

Email: MpolICASTRO@Co.Bergen.nj.us

E-Mail: erondello@co.bergen.nj.us

AGENCY: GREATER MERCER TMA

SUBJECT: ZLine Shuttle

DESCRIPTION: The ZLine bus provides service from Hamilton Marketplace in Hamilton to the Matrix Business Park in Robbinsville. Three NJ TRANSIT buses connect to the service.

SCHEDULE: GMTMA launched the service in July 2014 with a two year NJ JARC grant with the match provided by Amazon and Mercer County.

PRODUCT: A “last mile” bus service to the Matrix Business Park with expanded NJ TRANSIT bus service to accommodate the shuttle.

CONTACT: Cheryl Kastrenakes

Phone: 609-452-1491

Email: ckastrenakes@gmtma.org

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

FY 2017

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

SECTION I

PART FOUR - LOCAL SUBREGIONAL INITIATIVES

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

SUBJECT: Bus Rapid Transit Implementation 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 implementable routes that link key activity centers with existing intermodal transit hubs in Central Bergen County.

SCHEDULE: Implementation Study 2013-2015, Implementation Plan Spring 2016

PRODUCT: Implementation Plan

CONTACT: Christopher E. Helms, P.P., AICP
Bergen County Department of Planning & Economic Development
Phone: 201-336-6443
Email: chelms@co.bergen.nj.us

SUBJECT: Hackensack Avenue/River Street/Bergen Turnpike Corridor Study

DESCRIPTION: For most of its length, this corridor experiences mobility challenges for motorists, pedestrians, bicyclists, and transit riders. The main causes are uncoordinated and non-actuated signals, lack of turn lanes, bus blockages, and missing sidewalks. Funds are being sought to improve the corridor from Route 4 to Route 46 for a survey of the entire corridor and a comprehensive circulation plan that includes major intersection improvements such as adding or upgrading traffic signals, adding turning and approach lanes, and realignment of the roadway. It will include associated improvements to sidewalks, curb ramps, pedestrian signals, signage, striping, and the coordination of all traffic signals. It will also assess River Street for potential Complete Streets elements and for potential bus pull-offs, shelters, and/or Bus Rapid Transit (BRT) stops and technologies such as signal pre-emption. Total study cost is estimated to be approximately \$5 million.

SCHEDULE: Survey and Corridor Study commenced in 2015 (survey contract awarded 8/19/15), work is in progress for complete above ground and underground survey utilizing LiDAR scanning technology and GPR for sub-surface utility). Once survey is complete, project may proceed for Administration approval to next study phase in 2016 as indicated above.

PRODUCT: Corridor Survey and Circulation Plan

CONTACT: Joseph Baladi, PE
Bergen County Department of Planning & Economic Development
Phone: 201-336-6428

SUBJECT: Concept Development & Alternatives Analysis for Bridge & Intersection Improvements at Market Street, Essex Street & Rochelle Avenue/Main Street in the Borough of Lodi, Township of Rochelle Park, and Township of Saddle Brook

DESCRIPTION: The existing intersection approaches are substandard in width and lane configuration and are a choke point for the large traffic volume it serves. The intersection is currently controlled by a fixed time traffic signal that is not traffic responsive. The market Street approach to the intersection spans the Saddle River via a County owned bridge which is under the Interstate Route 80 overpass. The bridge was constructed in 1923 and is categorized as functionally obsolete and scour critical with a sufficiency rating of 60.5.

SCHEDULE: Proceed to Preliminary Engineering Phase - 2016

PRODUCT: Preliminary Engineering Plans

CONTACT: Joseph Femia, County Engineer
Bergen County Department of Public Works
Phone: 201-336-6808
Email: JFemia@co.bergen.nj.us

AGENCY: CITY OF JERSEY CITY
DIVISION OF ARCHITECTURE, ENGINEERING, AND TRAFFIC DIVISION OF
CITY PLANNING

- SUBJECT:** Route 440/Routes 1&9T Multi-Use Urban Boulevard Concept Development Supplement
- DESCRIPTION:** This project will undertake additional tasks required for the successful completion of the NJDOT Concept Development phase so that the preferred alternative can be advanced to Preliminary Engineering.
- The preferred alternative for the Route 440/Routes 1&9T urban boulevard will be developed by refining the locally-preferred alternative (LPA) identified by the 2011 Concept Development Study based on the findings of a Value Engineering workshop held during March 2015. This preferred alternative will satisfy the goals achieved by the LPA but improve on the boulevard concept by incorporating cost-saving techniques and additional engineering analysis. This project will also include stakeholder outreach.
- SCHEDULE:** It is anticipated that the Concept Development Supplement will be complete by the end of 2016.
- PRODUCT:** Concept Development Supplement report that includes a description of the preferred alternative for the Routes 440/1&9T urban boulevard, the methodology used to arrive at the preferred alternative, identified cost savings, and a summary of stakeholder outreach.

CONTACT: Naomi Hsu, Senior Planner - Transportation
Division of City Planning
Phone: 201-547-5021
Email: hsun@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 completion FY 2016

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 FY 2016-2018

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

SUBJECT: Improvements to CR 520 (Newman Springs Road), between Stag Place and Hurley’s Lane, Middletown Township

DESCRIPTION: To perform studies to address geometric and operational deficiencies, capacity, system linkage, access, projected transportation demands, environmental, and traffic safety issues.

SCHEDULE: Preliminary Engineering FY 2016

PRODUCT: The Preliminary Engineering Study & Report will provide sufficient information to establish final design parameters.

SUBJECT: Improvements CR 14 (West Park Avenue), between Hope Road/Green Grove Road and CR 15 (Monmouth Road), Ocean Township and Tinton Falls Borough

DESCRIPTION: To perform studies and analyses to address congestion, roadway capacity, system linkage, geometric deficiencies, projected transportation demands, environmental and traffic safety concerns.

SCHEDULE: Preliminary Engineering Completion FY 2016

PRODUCT: The Preliminary Engineering Study & Report will provide sufficient information to establish final design parameters.

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

AGENCY: CITY OF NEWARK

SUBJECT: McClellan Street Underpass Roadway and Drainage Improvements

DESCRIPTION: The McClellan Street Underpass is located east of Frelinghuysen Avenue in Newark's East Ward where McClellan Street traverses underneath the northeast Corridor. McClellan Street provides a key gateway between Routes 1 & 9 and Newark Airport to Frelinghuysen Avenue.

The USGS maps show the McClellan Street Underpass lies in a topographical depression. The area is too low to be drained by gravity/velocity so heavy rains result in extreme flooding conditions. The flooding creates a dangerous safety concern as well as impeding the flow of traffic.

The existing vertical clearance of 12'-1" is substandard, the design criteria requires a minimum of 14'-6". The lacks of appropriate vertical clearance prevent tractor trailer (WB-50) from utilizing this crossing and connect from Routes 1 & 9 and the airport to Frelinghuysen Avenue.

The purpose of the McClellan Street Underpass Project is the following:

- a) Improve the drainage system beneath the mainline tracks of the Northeast Corridor Line in order to eliminate the flood prone area.
- b) Improve the vertical clearance below the tracks by lowering the existing roadway profile to accommodate (WB-50) truck traffic.
- c) Widening the roadway through the underpass and underneath the Northeast Corridor to accommodate the full capacity of the roadway.

SCHEDULE: Final Design in December 2016 (Consultant: Parsons Brinckerhoff, Inc.)

PRODUCT: Final Design and Construction Documents

SUBJECT: Delancy Street Roadway Improvements

DESCRIPTION: Improvements to 1.1 miles of Delancy Street, a two-lane arterial between Avenue I and Rutherford Street/Avenue P.

This industrialized segment of Delancy Street has been historically an important link between Routes 1&9, Newark Liberty International Airport and the Port Newark Terminal, and continues to carry significant heavy truck traffic.

Existing physical and operational deficiencies in this segment of Delancy Street are not consistent with its important existing and future role in freight movement. These deficiencies create traffic congestion and relatively high numbers of accidents. Considering the existing and future use of Delancy Street for access to the ports, the airport and major accessways, these

deficiencies need to be remedied, to enable efficient truck access and freight-carrying industries to continue and grow in this sector of Newark.

In view of these existing conditions and projected freight-carrying demand, the City of Newark retained PB Americas, Inc. (PB) to identify, develop and assess improvement alternatives that would remedy the following deficiencies within this roadway segment: lack of definition of travel lanes and traveled way; inadequate drainage conditions; and constrained roadway geometry. Additionally, traffic operating conditions and drainage at the Delancy Street intersection with Stockton Street and Route 1&9 needs to be improved.

Delancy Street will be widened by 10' to provide one 12' lane and 7' shoulder per direction and a 12' left-turn lane/stripped median and only minor revisions to the horizontal and vertical alignment will be made. Proposed improvements will include construction of new drainage inlets and pipes, replacement of pavement with full depth pavement, and new curbing and sidewalks. Utilities to be relocated will include aerial utility lines and poles due to roadway widening and underground water, sanitary and gas as needed for the proposed drainage design.

SCHEDULE: Final Design in December 2016 (Consultant: Michael Baker, Inc.)

PRODUCT: Final Design and Construction Documents

SUBJECT: Newark Waterfront Pedestrian and Bicycle Access: Center Street

DESCRIPTION: The Newark Waterfront Pedestrian and Bicycle Access project proposes to improve pedestrian and bicycle connections to McCarter Highway (Route 21) in downtown Newark between City Dock Street (Newark Pennsylvania Station) and Bridge Street, along with a connection to Broad St via Center Street. This Phase of the project will consist of the connection between McCarter Highway (Route 21) and Broad St via Center St, and the total project length is approximately 1,050 feet.

The project includes pedestrian and bike connections between Broad St, McCarter Hwy and the Newark Riverfront. These improvements include new traffic signals with pedestrian countdowns, bike lanes, new sidewalks, new street lighting, street furniture, trees and signage.

SCHEDULE: Final Design in June 2017

PRODUCT: Final Design and Construction Documents

SUBJECT: NJ DOT Local Bicycle Pedestrian Planning Assistance Program:
BikeIronbound

DESCRIPTION: BikeIronbound is a bicycle circulation plan developed for Newark's Ironbound Neighborhood. The plan identifies bicycle routes as well as facility type. These routes provide circulation and connection to destinations within the Ironbound as well as connection to Newark Penn Station,

Downtown Newark and Port Newark and industrial areas to the east. The plan will result in several demonstration projects and will increase access, mobility and choice for commuters and residents.

SCHEDULE: Project start date: April 2015/ Anticipated end date: April 2016

PRODUCT: Bicycle master plan for Newark's Ironbound neighborhood, will include recommendations for bike routes, facility type and bicycle parking locations and two demonstration projects.

SUBJECT: NJ DOT Local Aid Bikeway Program: Station to Station Bike Connection

DESCRIPTION: Design and build phase 1 of a separated bikeway connection between Newark Penn Station and Broad Street Station. This connection will facilitate a safe and clearly marked bicycle connection between Newark's two regional rail stations. The route will pass through Downtown Newark and the Rutgers University campus providing bicyclists with many origin and destination points along the route.

SCHEDULE: Project start date: January 2016/ Anticipated end date: December 2017

PRODUCT: Completion of phase 1 of a fully separated on street bicycle route between Newark Penn Station and Broad Street Station.

CONTACT: Jack M. Nata, Manager
City of Newark, Division of Traffic and Signals
Phone: (973) 733-3985
Email: nataj@ci.newark.nj.us

AGENCY: OCEAN COUNTY

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. The 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 Route 9.

SCHEDULE: The project has encountered significant Threatened and Endangered Species issues and is currently still in the Conceptual Development Phase.

SUBJECT: New Park & Ride Facility at Garden State Parkway Interchange 58

DESCRIPTION: The project proposes an 80 parking stall park and ride lot along the northbound side of the Parkway at Interchange 58 with access from CR 539. Currently, the area is informally used by as many as 40 vehicles a day for this purpose and creates a sometimes unsafe condition.

SCHEDULE: Consultant Solicitations are scheduled for early 2014. Design and permits should take 18 months. Construction should advance in late 2015. There is a funding agreement in place between Ocean County and the New Jersey Turnpike Authority.

PRODUCT: An 80 stall free Park & Ride facility for commuters accessing the Garden State Parkway at Interchange 58.

CONTACT: John Ernst, Ocean County Director of Engineering
Phone: 732-929-2130
Email: jernst@co.ocean.nj.us

AGENCY: PASSAIC COUNTY PLANNING DEPARTMENT

SUBJECT: Morris Canal Greenway Feasibility Study Implementation

DESCRIPTION: This effort involves project handoffs and phased implementation products recommended in the Morris Canal Greenway Feasibility Study.

SCHEDULE: On-going

PRODUCT: Various implementation projects of recommendations stemming from the Morris Canal Greenway Feasibility Study. This includes partnering with the National Parks Service in a year-long coordination effort. In addition the Planning Department continues to apply for various grants to construct new portions of the Morris Canal Greenway, install on-road facilities and signage, and engineer new facilities.

SUBJECT: Passaic County Open Space, Parks, and Recreational Master Plan

DESCRIPTION: The Passaic County Planning Department is updating the Open Space and Recreation Master Plan that was last done in 2001. A consultant will be hired in the early spring to assist with this effort. The update will include an emphasis on County Parks that was not in the last Master Plan Element.

SCHEDULE: Work is anticipated to be complete within one year of hiring a consultant.

PRODUCT: The product will replace the existing Open Space and Recreation Element of the Passaic County Master Plan. This will include all proposed and potential open space acquisitions and needs for the County Parks system that could attract more visitors.

SUBJECT: NYS&W Passenger Service Restoration Research Project

DESCRIPTION: The Passaic County Planning Department is working with NJ Transit and the NJTPA in creating a white paper on all efforts relating to restoring passenger service along the NYW&W freight railroad corridor. This work is being done in coordination with Morris, Sussex and Bergen Counties. Passaic County Planning staff will also continue working with NJ Transit on moving forward with the portion off the project between Hawthorne and Hackensack that has final design specifications completed

SCHEDULE: On-Going

PRODUCT:

The product will be a white paper detailing all the completed efforts relating to restoration of passenger service along the NYS&W corridor for all counties over recent years. This will be a vital product in moving forward with future coordination of projects along this important transportation corridor.

CONTACT:

Michael Lysicatos AICP, PP – Senior Planner
Phone: 973.569.4047
Email: mlysicatos@passaiccountynj.org

AGENCY: SOMERSET COUNTY

SUBJECT: Davenport Street Extension (DB 06378)

DESCRIPTION: State and local development plans have focused on Somerville 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 2016.

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 2016 and Preliminary Engineering in FY 2017

PRODUCT: Concept Development and Preliminary Engineering.

SUBJECT: Route 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 in FY 2016.

PRODUCT: Breakout projects from the concept development study when completed.

CONTACT: Walt Lane, Somerset County Planning Board
Phone: 908-231-7178
Email: lane@co.somerset.nj.us

AGENCY: WARREN COUNTY

SUBJECT: Route 31 Shuttle to the Clinton Park and Ride

DESCRIPTION: The County worked on submitting a grant application for shuttle service that would start in Oxford Twp. and continue down SR 31 South through Washington Township, The Borough of Washington and into Hunterdon County Municipalities of Glen Gardner, Hampton Borough and end at the Clinton Park and Ride located at the intersection of SR 31 and I-78. This park and ride lot is always filled early in the morning and while there is no problem adding more buses, there is just no place for people to park. Additional parking lots have been added and the demand is so great they also fill up early. We believe the demand is there to run this shuttle service and make stops along SR 31 South in the morning to get riders to the Clinton Park and Ride and then return them in the evening. The grant application has been finalized and submitted but it has not been decided if it was awarded yet.

SCHEDULE: Shuttle would run Monday through Friday in the A.M. and P.M. peak hours. It would also make a mid-day shuttle run.

PRODUCT: State Route 31 Shuttle that would start in Oxford, Warren County and end at the Clinton Park and Ride in Clinton at the intersection of SR 31 and I-78.

CONTACT: Brian Appezzato, Senior Planner
Warren County
Phone: 908-475-6532
Email: bappezzato@co.warren.nj.us

**NORTH JERSEY TRANSPORTATION
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FY 2017

**UNIFIED PLANNING WORK PROGRAM
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PLANNING INITIATIVES**

SECTION II

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

*The NJDOT SPR Program Report for CY 2015-2016 (Year 2)
is currently under development.*