

FY2021UPWP

Unified Planning Work Program

Chapter IV

Other Regional Transportation Planning Initiatives

FY 2021 UNIFIED PLANNING WORK PROGRAM

CHAPTER IV OTHER REGIONAL TRANSPORTATION PLANNING INITIATIVES

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INTRODUCTION

The Federal rules governing the work and responsibilities of Metropolitan Planning Organizations (MPOs) require that the Unified Planning Work Program (UPWP) produced every year describe the planning priorities facing the metropolitan planning area (found in Chapter I). The UPWP must also include a description of all proposed transportation and transportation-related planning activities in the region regardless of funding source or agency conducting the activity, which is outlined in this chapter.

The descriptions include who will perform the work, completion schedules and final products.

The information is intended to ensure 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 2021 UPWP is divided into three sections. Section One is separated into four parts:

- Part One: Information from various transportation planning and operating agencies.
- Part Two: Transportation Management Association (TMA) activities funded through NJ TRANSIT, New Jersey Department of Transportation (NJDOT) and New Jersey Department of Law and Public Safety, including transit marketing/promotional initiatives and services to support the state's Safe Routes to School Program.
- Part Three: TMA and County Project Handoffs that are funded on a yearly basis. (The full TMA work programs are available in Chapter III).
- Part Four: Local subregional initiatives.

Section Two is the NJDOT State Planning and Research Program for CY 2019-CY 2020, Year Two. Section Three is the NJTPA's Study and Development Program (S&D), which is a schedule of project planning, environmental reviews and other work that will be conducted during the coming year to advance proposed improvement projects toward possible federal funding.

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

FY 2021

**UNIFIED PLANNING WORK PROGRAM
CHAPTER IV
OTHER REGIONAL TRANSPORTATION
PLANNING INITIATIVES**

SECTION I

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

AGENCY: MTA METRO-NORTH RAILROAD

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 preferred alternative or set of alternatives. The study is being advanced to, at a minimum, determine the most viable mode and alignment for future implementation. It is anticipated that Phase 2 will conclude by 4Q 2020.

PRODUCT:

West of Hudson Regional Transit Access Study Phase II

SUBJECT:

Port Jervis Line Capacity Improvements Study

DESCRIPTION:

In 2012, MTA Metro-North initiated a study to examine ways to improve service on the Port Jervis Line (PJL). The study identified a proposed service strategy that will result in a more attractive service for PJL customers. This would be achieved through constructing a new train yard (Mid-Point Yard) Campbell Hall to store additional trains and constructing one or more passing sidings to allow trains to pass each other. Current capacity restrictions on the line, which is 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 increase service frequencies, and to introduce reverse peak service on the lines. The project would also allow Orange County residents to attain

the full benefits of any potential future trans-Hudson connection and transit access to Stewart International Airport.

SCHEDULE:

Port Jervis Line Capacity Improvements Mid-Point Yard Project

- Metro-North awarded a contract to STV Consultants in December 2018 to conduct technical analyses and preliminary engineering for the Mid-Point Yard and to perform the environmental review.
- The consultant team is currently confirming yard requirements, developing the yard layout and reaffirming any potential environmental concerns.
- These efforts are anticipated to conclude Q2 2022, with construction beginning the following year.

Port Jervis Line Capacity Improvements Passing Sidings Project

- The Passing Sidings Project is being advanced through design under a separate contract which was awarded to WSP Consultants in the Spring 2018.
- The work currently being performed involves refinement of the future operating plan and confirming the length and location of the passing sidings.
- Under a separate contract, the bridges that are located along the future siding locations are currently being inspected, analyzed and rehabilitated.

PRODUCT:

Port Jervis Line Capacity Improvements Study

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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 Highlands 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 plan's goals and requirements. The Highlands Act requires Preservation Area municipalities and counties in the region 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, which is now available as GIS layers in an interactive online map.

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 took effect 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 RMP's goals.

One of the goals of the Highlands Act is to promote a sound, balanced transportation system that is consistent with smart growth strategies and principles. To address this mandate, RMP policies advocate for a safe and efficient intra-regional and inter-regional transportation system that supports the communities located within the Highlands Region. The Highlands Council is committed to collaboration with state and local agencies and stakeholders in protecting the region's natural and cultural resources alongside a sustainable economy. These efforts include support for non-vehicular transportation projects, such as pedestrian and bicycle infrastructure, and trails and paths connecting neighborhoods. The RMP contains a Smart Growth Component and a Transportation Component to provide a plan for transportation system preservation,

including all federally mandated projects and/or programs, and recognizing smart growth strategies and principles.

The Highlands Council is also charged with reviewing certain transportation projects in the Highlands Region under its capital review authority provided in the Highlands Act. These are reviewed on a case-by-case basis.

The Council will continue to evaluate and coordinate on transportation projects with its agency partners and stakeholders and support intra- and inter-regional transportation and transit through Plan Conformance, project review, and the Transportation Safety and Mobility Program. The Council will also continue to coordinate with NJTPA and NJ TRANSIT to evaluate potential transit strategies for the Highlands Region in support of the Long Range Transportation Plan and ongoing Together North Jersey initiatives.

SCHEDULE:

During FY 2021 the Council expects to continue working with municipalities and counties in support of Plan Conformance with the RMP and intra- and inter-regional transportation and transit planning needs.

The Highlands Council continues to engage constituent counties in transportation planning efforts. The Council holds a seat on the Hunterdon County 78/22 Coalition, an organization which plans for and advocates sustainable economic growth along Interstate 78 and State Route 22 within the county.

The Highlands Council recently awarded Warren County a planning grant to conduct a Light Industrial Capacity Assessment. The county-wide study will identify and assess the traffic impacts of the potential build-out of municipally-zoned lands available for light industry and warehouse development.

The Highlands Council is poised to begin an 18-month effort to develop an Economic Sustainability Plan for the Highlands Region. A team of professional planners and economists will collect relevant data, assess opportunities and constraints associated with natural and cultural resources, analyze the potential for economic growth, and develop an implementation action plan for the ensuing 10-year period. This critical planning initiative will include a robust stakeholder outreach effort, an economic profile of the Region, identification of economic development potential, along with relevant strategies for sustainable growth and an implementation schedule.

To date, the Council has approved 50 of the 61 municipal petitions pending for Plan Conformance. Particularly in support of transportation and transit enhancement, the Council will focus on Plan Conformance with our constituent counties, as well as the 14 designated Highlands Centers 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, Interactive Map and GIS Data, Transportation System Preservation and Enhancement Technical report, Transportation Safety

and Mobility Program, Plan Conformance - Circulation Plan Element and Highlands Project Review procedures, Economic Sustainability Plan for the Highlands Region.

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AGENCY: NEW JERSEY SPORTS AND EXPOSITION AUTHORITY

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). The Update will evaluate the District's transportation needs incorporating the recent growths and transportation improvement projects in the District since 2007. The Update will review 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 2045. The Update will estimate the cost of the recommended transportation improvements and update the transportation mitigation assessment framework, including fee calculation methodology and VMT factors, and will consider safety and new emerging technology to assure fair and sustainable growth in the District.

SCHEDULE:

RFP was released in the 2019. Project is expected to be completed in 2022.

PRODUCT:

Updated Meadowlands District Transportation Plan.

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AGENCY: NJ TRANSIT

NJ TRANSIT maintains a series of ongoing programmatic planning efforts involving both the use of in-house staff and consultants, as required, to undertake analyses of proposals, issues and specific needs. All work within these programs is regulated by the availability of resources including funding and staff, and internal priorities.

SUBJECT:

Community Services Planning and Support

DESCRIPTION:

This program focuses on planning, analysis, and support relating to human services transportation programs. Among NJ TRANSIT's responsibilities is administering the distribution and use of Federal, state and NJ TRANSIT funding intended to provide vehicles and operating assistance for community transportation including 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 and feasibility of transit in local and 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 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, NJ TRANSIT has teamed with MPOs, counties and other agencies in joint planning efforts.

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, to support transit oriented development (TOD) and other planning work, 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 region. Focus groups are conducted with customers and employees to obtain opinions and attitudes which provide an understanding and clarity on issues facing the corporation. In addition, customer satisfaction studies are conducted on a regular basis. The customer satisfaction survey was designed to provide actionable data by identifying specific areas needing attention, allowing NJ TRANSIT to focus resources on key drivers of satisfaction and improve the overall customer experience. The depth of the information gathered from the surveys will continue to help drive the Corporation in making strategic decisions in the areas of its operating budget, capital programs, customer service and marketing initiatives, as well as its operations and safety and security. The survey also will give our customers, stakeholders, and NJ TRANSIT a clear window into how the corporation is performing.

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 infrastructure needs based on proposed operating plans which address projected ridership on rail transit services and/or to address safety, resiliency and reliability concerns. It includes operations planning support (schedule development, crew and equipment plans, and train performance analysis), as well as development of network performance simulations, interpretation and reporting. The program also provides for other rail infrastructure planning.

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 regional transportation plans, as required for FTA's and NJ TRANSIT's longer term planning. Also, NJ TRANSIT will focus on short term travel demand on segments of its system or in areas of interest.

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 improvements and needs, and prioritization for future capital investment, including specialized facility design, access to transit, and potential ADA station improvements. It includes analysis related to existing physical conditions of stations and facilities, bicycle and pedestrian access to transit facilities, and parking issues including parking lot inventories, parking management and accommodating projected growth. Within this program, NJ TRANSIT broadly monitors station access by all modes as well as parking needs and formulates proposed actions and projects to address those needs.

SCHEDULE:

Ongoing, as required

PRODUCT:

Analyses and reports as required

SUBJECT:

Trans-Hudson Planning

DESCRIPTION:

NJ TRANSIT maintains this program area to focus on trans-Hudson planning. New York City is a regional and national center of economic activity and strongly drives travel demand and commutation patterns in northern New Jersey. The trans-Hudson planning focus includes the study of major system investments to support a variety of trans-Hudson travel modes including commuter rail, rapid transit, bus and ferry. In some efforts, NJ TRANSIT serves as the lead agency advancing studies and projects. In other cases, NJ TRANSIT works with other regional agencies, providing staff and other planning resources. Representative trans-Hudson planning projects include the Hudson Tunnel Project, Portal North Bridge, Hoboken Terminal, the PATH extension to Newark Liberty International Airport and the future capacity expansion of the Port Authority Bus Terminal. Under this program, additional elements of capital investment in the Northeast Corridor will likely be pursued by NJ TRANSIT in coordination with Amtrak, the Federal Railroad Administration and other regional agencies.

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 TOD.

SCHEDULE:

Ongoing, as required

PRODUCT:

Plans/reports as required

SUBJECT:

Light Rail Planning

DESCRIPTION:

This program area provides for planning support for light rail-related initiatives and associated infrastructure needs and issues. Consistent with a multimodal approach, work will continue to focus on light rail facilities, access to light rail stations, accommodating future demand on our existing light rail services.

SCHEDULE:

Ongoing, as required

PRODUCT:

Plans/reports as required

SUBJECT:

Bus Planning

DESCRIPTION:

Work will continue to progress both by singularly by NJ TRANSIT and in partnership with municipalities, counties and other external parties, to plan for future bus rapid transit projects, bus terminals and support facilities, and to 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. Planning efforts may include traditional bus vehicles as well as other types of specialized vehicles and propulsion systems.

SCHEDULE:

Ongoing, as required

PRODUCT:

Plans/reports as required

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AGENCY: PORT AUTHORITY OF NEW YORK & NEW JERSEY

SUBJECT:

Cross Harbor Freight Program (CHFP) Tier II Environmental Impact Statement (EIS)

DESCRIPTION:

The Port Authority of New York & New Jersey (PANYNJ) and the Federal Highway Administration (FHWA) are undertaking a Tier II Environmental Impact Statement (EIS) for the Cross Harbor Freight Program (CHFP). The primary purpose of the CHFP is to improve the movement of freight across New York Harbor between the east- and west-of Hudson regions. The CHFP would provide long-term improvements to the regional freight network, strategic redundancy for goods movement, reduce the growth of truck vehicle-miles traveled, improve air quality, and contribute to regional economic growth. The EIS is being prepared in accordance with applicable State and local review procedures, and the National Environmental Policy Act (NEPA) and its implementing regulations using “tiering,” or a staged environmental review process.

The Tier I CHFP EIS, prepared to inform high-level decision-making prior to investing in detailed design and engineering of specific projects, broadly evaluated a list of 27 viable Build Alternatives and their potential to divert cross-harbor freight shipments from trucks to rail and other alternatives. The Tier I EIS concluded with the publication of the Record of Decision (ROD) in January 2016, which identified two Preferred Alternatives – the Enhanced Railcar Float Alternative and the Rail Tunnel Alternative.

The Tier II EIS will include analyses based on engineering designs and site-specific environmental effects, development of site-specific mitigation measures, and cost estimates, as appropriate. PANYNJ is committed to an extensive public outreach process and there will be multiple opportunities for interagency and public review and comment as the study advances.

SCHEDULE: In February 2018, PANYNJ announced it had awarded an agreement to a consultant to initiate the Tier II study. PANYNJ and FHWA anticipate publishing the Notice of Intent (NOI) for the Tier II EIS in the Federal Register in the second quarter of 2020. Following updated federal guidelines which have set a goal of completing environmental impact statements within 24 months, a Tier II ROD is anticipated to be issued 24 months from the date the NOI is published.

SCHEDULE:

Project Start: February 2018

Estimated Project Completion: June 2022

PRODUCT:

Tier II Environmental Impact Statement

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 station access for residents of the underserved Newark Dayton neighborhood and park-and-ride and bus transfer 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. In February 2017, the Port Authority Board of Commissioners included funding for this project in its ten-year capital plan, subject to completion of external reviews and approvals and project authorization by the PANYNJ Board.

SCHEDULE:

Project Start: April 2017

Estimated Project Completion: January 2021

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 the early 1980's, in 2015 the PABT accommodated approximately 260,000 total passenger trips and more than 7,900 bus movements on a busy 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 interstate commuter and intercity bus demand, 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. In October 2015, the Board authorized a "Design and Deliverability" competition soliciting conceptual designs for a new facility to inform its deliberations. The Board also initiated a Trans-Hudson Commuting Capacity Study to examine factors likely to affect long-term demand on the interstate bus network as well as multi-modal approaches for addressing the region's trans-Hudson commutation needs. Findings and recommendations of both efforts were presented to the PANYNJ Commissioners in late 2016.

In February 2017, the agency's board approved a ten-year capital plan including \$ 3.5 Billion toward a project to replace the current facility. In addition, the plan included funding for near-term improvements to maintain efficient operations and improve facilities for customers, as well as authorization and funding to initiate planning for a replacement facility as well as intermediate improvements to support efficient operation of the existing terminal based on forecasts of steadily increasing commuter transit demand.

In May 2019, the agency released a Planning-Level Draft Scoping Document, starting a 120-day public comment period that included public meetings in New York City and New Jersey on July 10, 2019 and September 5, 2019. Written comments were received until September 18, 2019. The Planning-Level Draft Scoping Document was prepared by PANYNJ to provide a description of the Bus Terminal Replacement Project's purpose and need, goals and objectives, an initial alternatives screening assessment, and an overview of the formal environmental review process. A Scoping Summary Report summarizing the planning-level scoping process is expected to be issued in 2020.

SCHEDULE:

Project Start: April 2017

Estimated Project Completion: June 2022

SUBJECT:

Trans-Hudson Rapid Transit Study

DESCRIPTION:

In February 2018, the Port Authority issued a request for proposals to evaluate potential options for future rapid-transit trans-Hudson service to supplement the existing trans-Hudson transit network. Given forecasts for continued population and employment growth in New Jersey, Rockland and Orange counties, and New York City, the demand for trans-Hudson commutation will continue to grow, surpassing the existing capacity of the current trans-Hudson transit options via Penn Station New York, PATH and the Port Authority Bus Terminal. This is likely to require continued significant investment in transit options to support regional mobility beyond programmed and proposed improvements.

The responsible transportation agencies are addressing this challenge in part with the proposed Hudson Tunnel Project and anticipated planning for increased peak-period passenger rail service at the Penn Station New York complex. The Authority is undertaking formal planning and environmental review for a replacement to the Midtown Bus Terminal, as well as ongoing investments to expand peak-period PATH system capacity. Even assuming progress on all three fronts, long-range demand forecasts suggest uncertainty about whether the overall trans-Hudson network beyond 2040 will have sufficient capacity and redundancy to assure adequate transit access to the Manhattan Central Business District .

This study is intended to augment the region's current and programmed long-term planning program by examining multiple potential options including possible extensions of the existing transit networks of NJ Transit, the Authority, and the MTA, as well as independent lines, and will remain neutral with regards to the presumed ownership for future capital implementation or

operation of projects. It will provide an initial evaluation of multiple potential options that should be considered for future advancement and funding as part of the region's long term strategies for transit capacity expansion. By evaluating the feasibility of multiple potential options, the transportation and planning agencies of the region will gain a clearer picture of the relative value of various future capacity solutions to address long term growth in trans-Hudson transit demand, as well as the challenges to their implementation.

PANYNJ is procuring this study in collaboration with the MTA, NJ TRANSIT, and the City of New York to inform long-range planning for regional transportation improvements, supporting the long-range transportation planning programs of the NJTPA and New York Metropolitan Transportation Council (NYMTC).

SCHEDULE:

Project Start: April 2017

Estimated Project Completion: Ongoing

PRODUCT:

Feasibility Report

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AGENCY: TRANSCOM

SUBJECT:

Travel Information Measured Evaluated Distributed (TIMED) Upgrade and Enhancements (formerly TRANSCOM's System for Managing Incidents and Traffic [TRANSMIT])

DESCRIPTION:

TRANSCOM conducted an FHWA-funded operational test in the early 1990s 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 collected aggregated travel time and speed data from these vehicles and compared them to a historical database to detect congestion-causing incidents. TRANSCOM's Operations Information Center relayed 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 [VMS] or highway advisory radio) to reduce congestion. The final evaluation reports for the project were completed.

TRANSMIT was expanded to over 2500 one-way miles of roadway to provide travel times and speeds to 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.

The TRANSMIT software reached end-of-life with all vendors, such as Microsoft, and was no longer able to be supported. It was migrated to TIMED in August 2017. In addition to the baseline system upgrade, the system also underwent several enhancements which included the initial development and integration of origin-destination (O/D) data by vehicle class, PATH travel times and a new device driver to allow for remote restart of TIMED field sites. This update supports improved system reliability and a more robust dataset for O/D studies.

SCHEDULE:

TIMED is fully deployed and has been successfully in operation since 2017. Standard operations and maintenance activities are conducted to ensure optimal system performance.

PRODUCT:

A more dependable and reliable application with increased capabilities to provide travel times and speeds as well as routing information by vehicle class to our member agencies. Data shall be available to agencies to support public information efforts, such as travel times on VMS boards and agile device applications for 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, closed-circuit television and real-time traffic & transit conditions. This database of shared data formed 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 OR Project transformed the TRANSCOM RA system from one that could only be accessed by a centralized workstation at each agency, to a system that is accessible anywhere internet access is available. 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 (DIs) were developed between the TRANSCOM OR system, Connecticut DOT's Crescent and NYSDOT Region 10 transportation management system (INFORM). Additionally, DIs were also developed between the OR system and other member agencies' transportation management systems, such as the NYS Thruway Authority's CARS system. These DIs ensure reliable transfer of information between these systems without the double entry currently required by the various operations center staffs.

TRANSCOM has made OR more accessible and easier to use with the creation of TRANSVIEW. TRANSVIEW is an Internet-based alternative data entry tool. TRANSVIEW is fully meshed within the OR systems to support Member Agency event data entry. The TRANSVIEW solution offers an alternative solution for both data entry as well as improved situational awareness for field personnel as the TRANSVIEW application is scalable for agile systems such as tablets.

Both the OR and TRANSVIEW applications now include Traffic Incident Management (TIM) data entry capabilities. TRANSCOM developed these updates to support both TIM Impact and TIM Clearance measures as defined via the USDOT FHWA TIM performance measurement initiative.

SCHEDULE:

In 2020, TRANSCOM will begin the process of developing and replacing OR with T-REX. T-REX will provide internet-based data entry and updates of real-time event information (incidents, construction, and special events – both highway and transit). In addition, T-REX will provide notification/distribution and alarm management for broadcast event information via agency-provided systems, such as email. T-REX shall incorporate all existing OR functionality

and shall include additional features such as map based event information data entry. T-REX is expected to be implemented by the end of 2020 including user testing and training.

PRODUCT:

A seamless communications network for regional traffic operation centers and field personnel accessible from any location with internet access.

SUBJECT:

Travel Time Data Acquisition

DESCRIPTION:

As described earlier, TRANSCOM has implemented the TIMED 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.

All of these data sources are incorporated, or merged, into the TRANSCOM Data Fusion Engine (DFE), along with other technology sources, to provide a robust and highly viable database of travel times for the roadways throughout the metropolitan area. The TRANSCOM DFE software is capable of optimizing the travel time data based on rules established by the Member Agencies.

This data is distributed to the Member Agencies through the TRANSCOM DFE system to support both public facing services such as 511 websites and phone systems, personalized traveler information services, VMS, and agency-managed apps as well as for agency operations systems/services for regional/local situational awareness.

As of 2019, TRANSCOM, through the DFE system, processed over 230,000 links for the States of New York, New Jersey and Connecticut every minute. In response the expressed need of its Member Agencies to provide additional coverage for situational awareness, TRANSCOM undertook a Proof-of-Concept (POC) initiative. Subject to the findings of this POC work, TRANSCOM shall be scaling the DFE system to provide coverage for more than 930,000 links in 2020, and almost 3.5X increase in coverage. This increase in links will allow TRANSCOM to collect traffic data on arterials and local roads.

SCHEDULE:

TRANSCOM began purchasing this data in mid-2013 and it has been extended through 2022.

PRODUCT:

Travel time and speed data for major roadways for the states of New Jersey, New York, and

Connecticut which will be available to the TRANSCOM Member Agencies via the TRANSCOM DFE.

SUBJECT:

TRANSCOM Data Fusion Engine

DESCRIPTION:

The TRANSCOM Data Fusion Engine (DFE) has been developed to align and coordinate the multiple travel time systems and services that the TRANSCOM Member Agencies have implemented. The DFE system collects and harmonizes the various data sources against a stratified base-map that TRANSCOM has developed for New Jersey, New York and Connecticut. Through this harmonization process, the TRANSCOM DFE system allows Member Agencies to use consistent/structured data for both operational and public traveler information purposes, regardless of operation/jurisdictional boundaries.

The DFE system has been updated to include real-time transit information that is available via the following TRANSCOM Members:

- NJ Transit Rail
- NJ Transit Bus
- MTA Long Island Railroad
- MTA Metro-North Railroad
- MTA New York City Subway
- MTA New York City Bus
- MTA Bus
- Westchester County Bee-Line Bus
- PATH

The DFE has also been able to incorporate more data over the years. Some of this data includes a Waze interface, real-time roadway weather information system, radar weather, freight restriction information, as well as other agency specific information. The DFE continues to add information that will help Member Agencies with their daily and future events.

SCHEDULE:

TRANSCOM initiated work on the DFE in 2013 and the system became operational in 2014. Updates to add additional data sources and feed outputs have ongoing annually since 2014.

PRODUCT:

Real-time data (Highway and Transit) for the States of New Jersey, New York, and Connecticut that are available to the TRANSCOM Member Agencies for both operations, planning, and regional traveler information purposes.

SUBJECT:

TRANSCOM Selected Priorities Applied to Evaluated Links (SPATEL) Tool & Enhancements

DESCRIPTION: The TRANSCOM SPATEL tool is a web-based data analysis tool developed in 2014 (built around the TRANSCOM DFE System) that addresses needs of member agencies to allow analysis of transportation system performance. TRANSCOM SPATEL Suite of Tools allow Member Agencies to search historical travel time, incident, and speed data through an interactive archive format. Agencies may select geographic locations and search for traffic data within specific parameters. This provides a powerful operations and planning tool for Member Agencies. In addition, this tool is the source of performance measures for New York, New Jersey, and Connecticut as well as regional Member Agencies such as, PANYNJ, MTA, and NJ Transit. SPATEL consists of an array of tools, which are described in the table below:

Feature	Description
Operational Map	Real time information on roadway and transit conditions and well as highway and transit events (incidents, construction, special events), and ITS devices for the region.
Operations Dashboard	Real time performance data for a set of specific trips, showing current operational conditions along these trips.
Historical Travel Time Analysis	A comprehensive application that provides historical average performance data for selected trips.
Travel Time Comparison	Allows a user to view the impact on travel time caused by an event.
Corridor View	Real time performance data and current conditions for specific corridors
Project View	Real time view of the current conditions of roadways that are affected by construction projects.
Zone View	Tool displays a map, which shows the location of events and incidents, and congestion levels on roadways.
Event Playback	Allows users to review historical conditions over a specific timeframe.
Regional Conditions View	Extends the functionality of the Operational Map tool to include a list of active events/incidents occurring, and a set of filters to limit the events shown.
Data Source Comparison	Shows travel time for a trip for all possible data sources available for that trip at a user selected time.
Historical Event Search	Allows users to search for events (including ongoing events) and view the impact of these events on the transportation network.
CCTV Viewer	Allows users to view live video from CCTV cameras.
Video Wall View	Allows users to generate a “video wall” containing multiple CCTV feeds in one view.

TRANSCOM has improved the experience of SPATEL based on the requests from the Member Agencies. Enhancements include functional (operations and transit dashboard), map layer

(weather, freight, and evacuation route information), and performance measures (Vehicle Miles Traveled, Person Miles Traveled, and Transportation Performance Measures).

Users are now able to create profile that has their desired configuration setting such as Operations Map zoom location and layers presented, improved base map used for Regional Condition Viewer and Operations Map, and video Help guide.

SPATEL is now has a Operations Map that is available on a mobile device. This allows Member Agencies to use situational awareness while they're in the field.

SCHEDULE:

TRANSCOM initiated work on the SPATEL Suite of Tools in 2014 and the system became operational in 2015. Updates to add additional data sources and feed outputs have ongoing annually since 2016.

PRODUCT:

Data analysis tools for operational/planning/assessment as well as situational awareness applications and tools.

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

FY 2021

**UNIFIED PLANNING WORK PROGRAM
CHAPTER IV
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 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 (TMA) 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 Program, 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 SRTS 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 SRTS 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:

This is an ongoing program funded on a bi-annual basis. The current grant runs from September 1, 2019 to August 31, 2021. Continued funding is anticipated.

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 to School and Transportation Alternative Program infrastructure funding, Walk to School Days, Walking School Busses, pedestrian and bicycle safety education for students in grades K-8, 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 Transportation Management Associations (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 (NJDHTS) 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 (TMAs) are currently working under this grant program to raise awareness on pedestrian safety, bicycle safety, and distracted driving.

Tasks will vary with each participating TMA depending on the exact needs for their service area. Example tasks include:

1. Pedestrian Safety – Work with police departments, nonprofits, churches, social service agencies, high schools and youth organizations to deliver small group presentations about pedestrian safety topics, with an emphasis on vulnerable user populations.
2. Bicycle Safety – Work with community organizations to conduct bicycle safety presentations, events and media outreach.
3. Driving Safety – Work with community organizations to conduct driving safety presentations, events and media outreach.
4. Paint the Pavement – Conduct an educational campaign to raise awareness of distracted walking using painted messages or pictures on the sidewalk. Keep Middlesex Moving has conducted this program.
5. Street Smart NJ – Conduct Street Smart NJ pedestrian safety campaigns. Cross County Connection TMA uses this grant program to supplement funding received through the NJTPA Supplemental Street Smart NJ program. This NJDHTS funding allows them to conduct additional campaigns in their southern NJ service area.

SCHEDULE:

The fiscal year for the NJDHTS Grant begins October 1 and ends September 30.

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: EZ RIDE

SUBJECT:

Safe Kids/Pedestrian Injury Prevention Partnership (PIPP) mini-grant – Essex County

DESCRIPTION:

Mini-grant provides \$1,000 of safety incentives for EZ Ride Bike & Pedestrian Team to distribute reflective safety vests for older adults and string bags for students living in Essex County. The Essex County PIPP and Safe Kids coalition is organized by Rutgers University Medical Center.

SCHEDULE:

Spring 2020 – Spring 2021

PRODUCT:

Safety Presentations for youth and older adults in Essex County.

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AGENCY: GREATER RARITAN WORKFORCE DEVELOPMENT BOARD

SUBJECT:

Work Related Transportation Services for WorkFirst New Jersey Customers in Somerset County and Hunterdon County, New Jersey (Needs Based Work Support).

DESCRIPTION:

Provision of Work Related Transportation Services for Work First New Jersey Customers in Somerset County and Hunterdon County, New Jersey with the goals of:

1. Educating and training individuals on the use of public transportation and other transportation resources as it related to performing a job search and accessing employment locations.
2. Providing access to transportation resources related to employment and job training consistent with the envisioned outcome of the program.

SCHEDULE:

This is an ongoing program funded on an annual basis. Continued funding is anticipated in FY 2021, but is not guaranteed.

PRODUCTS:

Classroom training and curriculum development, "hands-on" training with individual clients, and development of individual transportation plans and budgets.

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AGENCY: NJ TRANSIT ACCESS LINK

SUBJECT:

Transportation assessment interviews for Access Link services. In-person transportation assessment interviews for individuals looking to use Access Link.

DESCRIPTION:

RideWise is an authorized “assessment agency” and staff conduct weekly in-person assessment interviews with customers looking to use Access Link.

SCHEDULE:

The MOU between NJ TRANSIT and RideWise runs from February 2017 to October 2021.

PRODUCTS:

Client interviews are conducted every Friday based on the schedule provided by NJ TRANSIT. Interview notes and documentation are uploaded to NJ TRANSIT.

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AGENCY: TRANSOPTIONS

SUBJECT:

Morris Area Bike Share

DESCRIPTION:

TransOptions is currently working toward installation of a bike share system in the Morristown-Morris Township-Madison corridor. Timeframe is not yet determined, but fundraising is underway, and bikes are expected to be in use in FY2021. TransOptions will continue to lead stakeholders in the region to inform them of technology platforms, available vendors, bike share trends, costs and fundraising efforts. TransOptions will leverage partnerships in these communities and the region to generate the funding needed for a full system. TransOptions will also provide education and outreach to the community upon launch.

SCHEDULE:

Anticipated launch in Q4 of FY2020, and ongoing project support throughout FY2021.

PRODUCT:

Bike share system with roughly 30 hubs located across Morristown, Morris Township and Madison.

SUBJECT:

On-Demand Senior Transportation

DESCRIPTION:

TransOptions will work with Sussex County Human Services to leverage SCDRTAP funds to offset the costs of on-demand rides for seniors. Additional funds will be sought to assist other disadvantaged populations, such as veterans, people with low incomes, and people with disabilities. The goal is to advance the goals of NJTPA's *Go Farther* Coordinated Human Services Transportation Plan and to replicate successes of the Tri-Town 55+ Coalition's Rides for Seniors program, an effort on which TransOptions provided significant guidance. Provided that funds are identified, TransOptions will help facilitate the partnership between local government and the private providers to improve service availability, establish a subsidy model using non-federal funds, and launch promotional and outreach efforts in the community.

SCHEDULE:

Following an April 2020 launch, planning and promotion to continue through FY2021.

PRODUCT:

Greater availability of on-demand rides for seniors in Sussex County to improve mobility and quality of life.

SUBJECT:

GoForGood Travel Tracking App

DESCRIPTION:

In FY2019, TransOptions completed a significant update of the mobile app version of the GoForGood Tracking Tool (GoForGood.TransOptions.org), that “gamifies” alternate modes of transportation (bike, walk, transit, carpool, vanpool). Following this update, TransOptions will re-establish an intensive marketing campaign to promote the service throughout northwestern New Jersey. The app allows users to simply start and stop the tracking of their trip. The GoForGood system, available on Android and iOS operating systems, uses a Google Maps based platform. This allows TransOptions to collect valuable data about participation, including frequency, general trends and route selection, all of which can be useful to local and regional planners. The new update aims to improve that functionality, and make the app more appealing to users to help boost participation.

SCHEDULE:

Challenges are hosted in May, September and October. Additional unique events will be piloted in FY2021. Marketing efforts will continue throughout the year.

PRODUCT:

Challenge-style events with mobile travel-tracker app participation ranging throughout the service area.

CONTACT:

TransOptions, Inc.

Dan Callas

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Email: dcallas@transoptions.org

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

FY 2021

**UNIFIED PLANNING WORK PROGRAM
CHAPTER IV
OTHER REGIONAL TRANSPORTATION
PLANNING INITIATIVES**

SECTION I

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

AGENCY: BERGEN COUNTY COMMUNITY TRANSPORTATION DEPARTMENT

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.

SCHEDULE:

The Shuttle operates hourly Monday thru Friday while school is in session.

PRODUCT:

This project began in October of 2013 with a CMAQ Grant. The Grant expired in the fall of 2016. The project is continuing thru an agreement between the county and the college sharing the cost of the operation.

CONTACT:

Michael Policastro

Phone: 201-336-3390

Email: Mpolicastro@Co.Bergen.nj.us

Email: erondello@co.bergen.nj.us

AGENCY: CROSS COUNTY CONNECTION TMA, INC.

SUBJECT:

English Creek-Tilton Road Community Shuttle

DESCRIPTION:

This shuttle operates in Egg Harbor Township and the City of Northfield 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 NJ-JARC grant, and is a partnership between Atlantic County, NJ TRANSIT, South Jersey Transportation Authority (SJTA) and Cross County Connection.

SCHEDULE:

This shuttle operates six days per week from approximately 7 a.m. to 8 p.m.

PRODUCT:

A deviated route service providing frequent connections with NJ TRANSIT bus services six 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 25 mile route includes rural communities in the municipalities of Hammonton, Buena Vista Township and Buena Borough and is designed to enable residents of rural areas to reach employment opportunities in Hammonton, Vineland and other regional destinations via connections with NJ TRANSIT. The shuttle connects with two NJ TRANSIT bus routes and the Atlantic City Rail Station in Hammonton, enabling passengers to reach regional employment opportunities in Vineland, Atlantic City, Camden County and Philadelphia. The shuttle is fare free. The shuttle service is funded by the Pascale Sykes Foundation and a 5311 Innovative grant through NJ TRANSIT. The Rt. 54/40 shuttle is a partnership between Atlantic County, SJTA, the Pascale Sykes Foundation, NJ TRANSIT, community members, municipal representatives and Cross County Connection.

SCHEDULE:

The shuttle operates Monday through Friday from approximately 6:15 a.m. to 11 a.m. and 3 p.m. to 8 p.m.

PRODUCT:

A deviated public transit service providing connections with NJ TRANSIT bus and rail 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 Complex, and serves numerous communities in Williamstown, Glassboro, Mullica Hill, Swedesboro and Logan. 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 and NJ TRANSIT’s 402 bus. The shuttle service is funded by the Pascale Sykes Foundation and NJ- JARC grant and is a partnership between the United Way of Gloucester County, Gloucester County, SJTA, the Pascale Sykes Foundation, NJ TRANSIT, The Heart of Gloucester County, and Cross County Connection.

SCHEDULE:

This shuttle operates five days per week from 5 a.m. to 11 a.m. and 1 p.m. to 7:30 p.m.

PRODUCT:

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

CONTACT:

Cross County Connection TMA, Inc.
Ronda R. Urkowitz
Phone: (856) 596-8228
Fax: (856) 983-0388
Email: urkowitz@driveless.com

AGENCY: EZ RIDE INC.

SUBJECT:

WAVE Shuttle Service

DESCRIPTION:

The WAVE shuttle service is funded by Essex County and uses a fleet of three mini-buses to provide free transportation and help low-income residents access several agencies in the Greater Newark Area that provide work training and work assistance. Shuttles operate along three different fixed routes Monday through Friday from 7:40 a.m. to 4:35 p.m.

SCHEDULE:

Shuttles operate Monday through Friday from 7:40 a.m. to 4:35 p.m.

PRODUCT:

High frequency shuttle service for low-income welfare residents of Essex County to access employment/job training centers in the greater Newark area.

SUBJECT:

Essex Night Owl Shuttle Service

DESCRIPTION:

The Essex Night Owl uses a fleet of eight mini-buses to provide free shuttle services between Newark Penn Station and residents homes in Newark, Orange and East Orange and Irvington between the hours of 1 a.m. and 5 a.m., Monday through Sunday. The pick-ups and drop-offs are designed to ensure that the shuttles reach Newark Penn Station every hour to link with the NJ Transit Bus #62 bound for Newark Airport. Reservations must be made at least 24 hours in advance by calling (866)208-1307. On a typical night the shuttle transports about 300 riders.

SCHEDULE:

The shuttles operate all seven days of the week between the hours of 1 a.m. to 5 a.m.

PRODUCT:

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

SUBJECT:

Route 10 Shuttle Service

DESCRIPTION:

The Route 10 Shuttle is a free and flexible service that was launched in January 2004 for Essex County residents to access employment along the Route 10 corridor in East Hanover at businesses such as Target, Novartis, Foremost, Babies R Us and Courtyard by Marriott. The service is funded by Essex County. The shuttle operates from the NJ Transit bus stop located at the intersection of Route 10 and New Murray Road (Burger King). Reservations must be made at least 24 hours in advance by calling (866) 208-1307.

SCHEDULE:

The shuttle operates Monday through Friday from 6 a.m. to 9:30 a.m. and from 3 p.m. to 7 p.m.

PRODUCT:

Demand responsive shuttle service connecting Essex County to employment centers along Route 10.

SUBJECT:

Fairfield-West Caldwell Shuttle Service

DESCRIPTION:

The Fairfield-West Caldwell shuttle is a free and flexible service that was launched in July 2006 for individuals to access employment along the Route 46 corridor in the Fairfield and West Caldwell area. The service is funded by Essex County. The shuttle operates from the NJ Transit bus stop located at the intersection of Passaic Avenue and Bloomfield Avenue in West Caldwell. Reservations must be made at least 24 hours in advance by calling (866)208-1307.

SCHEDULE:

The shuttle operates between 6:18 a.m. and 9:15 a.m. and between 3 p.m. and 7 p.m., Monday through Friday.

PRODUCT:

Demand responsive shuttle service connecting Essex County residents to employment centers along Route 46.

SUBJECT:

Wayne-Fairfield/West Caldwell Shuttle Service

DESCRIPTION:

The Wayne-Fairfield/ West Caldwell shuttle is a free and flexible service funded by Passaic County and launched in March 2008 to help county residents' access jobs at businesses like Target, Sharp, the Fairfield Industrial Complex, Central Industrial Complex, and the Essex-Passaic Industrial Park. The service is provided using two shuttle buses that operate from the bus stop at the Willowbrook Mall in Wayne. Reservations must be made at least 24 hours in advance by calling (866) 208-1307.

SCHEDULE:

The shuttle operates from 6 a.m. to 9 a.m. and from 3 p.m. to 7 p.m., Monday through Friday.

PRODUCT:

Demand responsive shuttle service connecting low-income Passaic County residents with employment centers.

SUBJECT:

Elizabeth-Newark Airport Shuttle

DESCRIPTION:

The free shuttle service was launched in October 2007 and is funded by the New Jersey Job Access & Reverse Commute Program (NJ-JARC). It is designed to help residents from the City of Elizabeth to access jobs at Newark Liberty International Airport. Riders are picked up from their residential locations and transported to the NJ Transit bus stop at Terminal B. The service is provided Monday to Sunday and is designed to drop-off riders at the airport on the hour between 2:00 a.m. to 4:45 a.m. Reservations must be made at least 24 hours in advance by calling EZ Ride at 1-866-208-1307. Service is provided on a first-come first-serve basis.

SCHEDULE:

The shuttles operate all seven days of the week between the hours of 1 a.m. to 5 a.m.

PRODUCT:

Demand response shuttle service connecting City of Elizabeth residents with Newark Liberty International Airport.

SUBJECT:

The Monarch Shuttle Service

DESCRIPTION:

The shuttle service is funded by BNE Management to serve the residents at The Monarch in East Rutherford. EZ Ride launched the shuttle program in November 2014 using two minibuses to connect the residents with the bus stop at Secaucus Town Hall and Secaucus Junction Train Station.

SCHEDULE:

The service is provided during peak commute hours from 6 a.m. to 10 a.m. and 4 p.m. to 8 p.m. Monday through Friday.

PRODUCT:

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

SUBJECT:

Waters' Edge Shuttle Service

DESCRIPTION:

The shuttle service is funded by BNE Management and is designed to help the residents at Water's Edge in Harrison to access the local PATH station. EZ Ride launched the shuttle program in November 2014.

SCHEDULE:

The service is provided during weekdays from 6 a.m. to 10 a.m. and 4:30 p.m. to 8:30 p.m.

PRODUCT:

High frequency service between residential community in Harrison and PATH station

SUBJECT:

Rutherford- Lyndhurst Shuttle

DESCRIPTION:

The service was launched in 2010 by EZ Ride and is currently funded in part by the New Jersey Job Access & Reverse Commute (NJ-JARC) program. The Shuttle links businesses and residential communities in the Meadowlands Corporate Center at Lyndhurst with the Kingsland and the Rutherford Train Stations, and the bus stop at the intersection of Rutherford and Polito Avenues.

Service is open to the public. All passengers are required to obtain a bus ticket to ride the shuttle by contacting EZ Ride at 201-939-4242 ext. 131. Monthly passes (\$180) or booklets of 10 one-way tickets (\$50) are available.

SCHEDULE:

The service is provided during weekdays from 5:19 a.m. to 10 a.m. and 4 p.m. to 8:15 pm.

PRODUCT:

High frequency shuttle service connecting Rutherford and Kingsland Train Stations with the residential and corporate communities in Lyndhurst.

SUBJECT:

Route 3 Shuttle Service

DESCRIPTION:

The shuttle service is currently funded by American Landmark Properties. The service was launched by EZ Ride in 2013 and uses two minibuses to link the businesses at the Meadows Office Complex at Rutherford with the Secaucus Junction Train Station.

SCHEDULE:

The shuttle operates every 30-minutes five days a week during peak hours from 6 a.m. to 10 a.m. and from 4 p.m. to 8 p.m.

PRODUCT:

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

SUBJECT:

Challenger Road Shuttle Service

DESCRIPTION:

The service is funded in part by the New Jersey Job Access & Reverse Commute (NJ-JARC) program. The shuttle was launched by EZ Ride in November 2015 and connects four buildings on Challenger Road in Ridgefield Park with the Secaucus Junction Train Station. The shuttle is free for all patrons of buildings 100, 85, 65 and 55 on Challenger Road.

SCHEDULE:

The service is provided during weekdays from 7:15 a.m. to 9:36 a.m. and 4:14 p.m. to 7:35 pm.

PRODUCT:

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

SUBJECT:

Harmon Meadow Shuttle Service

DESCRIPTION:

The free shuttle service is funded by Hartz Mountain Industries and is designed to serve businesses in the Harmon Meadow area and residents of Harper Apartments at 100 Park Plaza Drive as well as Osprey Cove at 45 Meadowlands Parkway in Secaucus. The shuttle links these locations with the Secaucus Junction Train Station. The service was launched in December 2005 and currently four minibuses are used to provide the service.

SCHEDULE:

Service is provided Monday through Friday during the hours of 6:45 a.m. to 10:30 a.m. and 4 p.m. to 8:12 p.m.

PRODUCT:

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

SUBJECT:

Harmon Cove Shuttle Service

DESCRIPTION:

The Harmon Cove Shuttle operates between the Secaucus Junction Train Station and businesses located in the Harmon Cove area in Secaucus. The shuttle is funded in part by New Jersey Job Access & Reverse Commute (NJ-JARC) Program and businesses in the area.

The service was launched by EZ Ride in 2008 and currently uses three minibuses to provide the service. Service is open to the public. All passengers are required to obtain a bus ticket to ride the shuttle by contacting EZ Ride at 201-939-4242 ext. 131. Monthly passes (\$180) or booklets of 10 one-way tickets (\$50) are available.

SCHEDULE:

Service operates Monday through every 10 minutes from 6:55 a.m. to 9:30 a.m. and 4:05 p.m. to 7:20 p.m.

PRODUCT:

High frequency shuttle service between Secaucus Junction and businesses in Harmon Cove.

SUBJECT:

Kearny Commuter Shuttle

DESCRIPTION:

This shuttle provides transportation between the PATH station in Harrison and bus stops along Ridge Road and Kearny Avenue up to Garden Terrace in North Arlington. Shuttle is funded in part by New Jersey Job Access Reverse Commute (NJ-JARC) program. The service was

launched by EZ Ride in January 2010. One-way fare is \$1.50.

SCHEDULE:

The service operates during morning and evening rush hours, from 6:20 a.m. to 9:20 a.m. and from 4:30 p.m. to 7:35 p.m.

PRODUCT:

Shuttle service connecting residents in North Arlington and Kearny with the Harrison PATH station.

SUBJECT:

PSEG Shuttle

DESCRIPTION:

The shuttle service was launched by EZ Ride in May 2019. It uses two minibuses and is funded by PSEG to help their employees access Newark Penn Station as well as several parking facilities in Newark and Harrison.

SCHEDULE:

The service operates Monday through Friday from 5:30 a.m. to 10 a.m. and from 2:30 p.m. to 7 p.m.

PRODUCT:

High frequency shuttle service connecting PSEG employees with Newark Penn station and employee parking lots.

SUBJECT:

Lincoln Harbor Shuttle

DESCRIPTION:

The shuttle is funded by Hartz Mountain Industries to help the residents of Estuary Apartments at Lincoln Harbor to access midtown New York. The service was launched in November 2019 using two minibuses.

SCHEDULE:

The service operates five days a week in the morning from 7 a.m. to 10:15 a.m.

PRODUCT:

High frequency shuttle service connecting residents at the Estuary Apartments with midtown New York City.

SUBJECT:

One Harrison Shuttle

DESCRIPTION:

The shuttle service was launched in June 2019 and is funded by Hornrock BNE Harrison Urban Renewal, LLC. It is designed to help the residents at One Harrison access the local PATH station.

SCHEDULE:

The service is provided during weekdays from 6 a.m. to 10 a.m. and 4:30 p.m. to 8:30 p.m.

PRODUCT:

Shuttle service connecting residents living at One Harrison with the PATH station in Harrison.

SUBJECT:

Flex-T Mobility Partner Program

DESCRIPTION:

In 2009, EZ Ride launched the Flex-T Program using a grant from the Kessler Foundation to serve riders with disabilities in Monmouth County along the Route 35 corridor. Limited service is also provided in Bergen County. Clients use the program to access jobs or job training facilities. The service is provided using a team of 20 EZ Ride drivers and a fleet of 20 vehicles. Currently, the service is funded in part by the New Jersey Division of Developmental Disabilities (DDD) and serves 130 riders.

SCHEDULE:

Service operates Monday through Friday from 8 a.m. to 4 p.m.

PRODUCT:

Membership based demand-responsive transportation program for people with disabilities to access jobs and training.

SUBJECT:

Montclair Senior Shuttle

DESCRIPTION:

The service was launched in February 2017 and offers free door-to-door, reservation-based, shared ride service for Montclair residents age 55+ and residents with disabilities. Destinations include popular locations within town, such as the Library, Mountainside Hospital, the YMCA, Edgemont Park House and the Wally Choice Center. The service also includes a shopping trip to ShopRite-Brookdale on Wednesdays. Reservations must be made at least 24 hours in advance by calling (866) 208-1307.

SCHEDULE:

Service is provided Monday through Friday, 8:30 a.m. to 4:30 p.m. Wednesdays are for ShopRite-Brookdale trips only. Service is not available on the weekends and holidays.

PRODUCT:

Shuttle service for Montclair residents aged 55 and over, and residents with disabilities.

SUBJECT:

Ryde4Life Program

DESCRIPTION:

In 2017, EZ Ride launched a state-wide program using Transportation Network Companies (TNCs) like Lyft and Uber to provide personalized, curb-to-curb transportation for all riders 18 and older and in particular seniors whose needs are not currently met by other transportation programs. Riders do not require a smart phone or make a reservation for the ride. EZ Ride staff monitors the ride and assists if required.

Riders pay an annual membership fee of \$15, ride fee based on Lyft/ Uber rates, and an administrative of \$2.50 per ride.

More than 1,000 riders from 18 counties use the service. In addition, non-profit organizations like the Affordable Housing Alliance and Asbury Park Alliance, as well as counties like Essex use the program to supplement the county para-transit system.

SCHEDULE:

Service is provided Monday through Friday from 8 a.m. to 8 p.m. and weekends from 8 a.m. to 5 p.m.

PRODUCT:

Membership based demand-responsive transportation program for riders 18 and older.

CONTACT:

EZ Ride

Krishna Murthy

Phone: (201)939-4242

Fax: (201)939-2630

Email: kmurthy@ezride.org

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. Funding is through an 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:

Greater Mercer TMA, Inc.

Cheryl Kastrenakes

Phone: (609) 452-1491

Email: ckastrenakes@gmtma.org

AGENCY: TRANSOPTIONS

SUBJECT:

Mack-Cali Parsippany Corporate Campus Shuttle

DESCRIPTION:

TransOptions plans to expand efforts in FY 2021 to start micro-mobility service in the multi-tenant office park at the Routes 10 and 202 intersection. Previously sought as a shuttle funding mechanism, an innovative approach is being devised by TransOptions and Mack-Cali staff to treat micro transportation, such as bike share, scooter share, and electric rideshare vehicles, as an amenity of the campus. The transportation options 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 as Mack-Cali renovates buildings on the campus and as other efforts are pursued with mobility companies.

PRODUCT:

New and sustainable micro-mobility transportation service for the corporate office park in Parsippany.

CONTACT:

TransOptions

Dan Callas

Phone: (973) 267-7600

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

FY 2021

**UNIFIED PLANNING WORK PROGRAM
CHAPTER IV
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SECTION I

PART FOUR - LOCAL SUBREGIONAL INITIATIVES

AGENCY: BERGEN COUNTY
Bergen County Department of Planning and Engineering

SUBJECT:

Adaptive Signal Program, Hackensack Central Business District

DESCRIPTION:

Under the auspices of the NJTPA's competitive Transportation Clean Air Measures (TCAM) program, Bergen County is actively moving forward to institute an adaptive/intelligent signal program in a phased approach along appropriate corridors in Bergen County. To initiate this, the County has embarked on an Adaptive Signal Program effort in coordination with the City of Hackensack in order to make signalization improvements in the Hackensack Central Business District and the vicinity of the County Courthouse and Administration Complex, with the Hackensack Bus Transfer at the heart of the study area. This joint approach will ideally result in cost and administration efficiencies, and allow the City of Hackensack (as partners in this effort) to update the signals on Main and State Streets, which is part of their ongoing effort to convert both streets of the one-way couplet to bidirectional traffic, with State Street's two-way conversion recently completed, as well as the southernmost end of Main Street, adjacent to the Courthouse. This will then enable the signals to accept the Adaptive improvements that will foster more efficient travel through the area. As such, staff continue to conduct regular meetings and coordination (including site- and issue-specific matters) with contractor, inspector, and IT personnel. The aim here is to employ the techniques and approaches learned during this effort as a model to implement Adaptive Signal Programs for other appropriate corridors throughout the County.

SCHEDULE:

Federal authorization to proceed received December 2017; Contract/procurement Winter/Spring 2018; Resolution to award contract to Jacobs Engineering for the Design of Adaptive/Intelligent Signal Networks for Completion of Phase I and Command Center Phase II; Design work completed (including CED and PS&E); Project awarded to the low bidder on 4/4/18, who was subsequently awarded a Notice to Proceed on 7/18/18; Work officially began 7/19/18 and the expected date of completion had been 3/6/19; but a time extension was granted due to utility conflicts under the jurisdiction of the City of Hackensack; Work is nearing completion, equipment has been delivered, internet service into the building for the Control Center has been worked out, and approved line has been provided; Ongoing coordination and implementation will continue over the course of FY 2020, with ongoing systems maintenance and control continuing into FY 2021 and beyond. Additionally, a formal request to NJTPA for additional CMAQ/TCAM monies is forthcoming, as well as consideration of additional corridors for the upcoming cycle of the CMAQ/TCAM Program in Q3.

PRODUCT:

Adaptive Signal Program Implementation/Signals Infrastructure/Command Center
Ongoing monitoring and maintenance

SUBJECT:

Preliminary Engineering 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:

A longstanding project in the TIP with federal appropriations, this project involves a heavily-utilized and complicated intersection of county roads at the confluence of multiple municipalities, also involving a crossing of the Saddle River as well as an additional structural component, with Interstate Route 80 passing overhead at this location. The project contract was awarded to Dewberry Engineering, with Project Kickoff in 2017, and subsequent progress meetings held throughout the current fiscal year, which included participation from NJTPA and NJDOT.

The existing intersection approaches are substandard in width and lane configuration and present a choke point for the large traffic volume served at this location. 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 located directly 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.

The focus here has remained on continued coordination, including a number of meetings with the NJDOT and their consultant to coordinate design and resolve the conflict issues presented by the State's design of Interstate Route 80 (on an overpass above) and County design for the intersection and bridge alternatives under consideration and being advanced. Meetings with local officials and affected property owners have also been held to discuss potential impacts as well as potential alternative measures that could be taken to offset these impacts, in order to resolve issues early in the process, and inform the preliminary engineering of the intersection improvements.

SCHEDULE:

Preliminary Engineering contract awarded in 2017; Coordination with NJDOT ongoing; Preliminary Engineering plans completed and submitted for review, with comments received back from NJDOT Local Aid. Project Team and Consultant are currently addressing these comments in order to finalize the plans and report. Final Design Scope of Work has been prepared, reviewed, and submitted as well, with an eye toward carrying this project seamlessly into the next phase of work.

PRODUCT:

Preliminary Engineering Plans; Documentation to proceed into Final Design; Final Design Scope of Work and Procurement Package

CONTACT:

Joseph Femia, PE, County Engineer/Department Director
Bergen County Department of Planning & Engineering
Phone: (201) 336-6808
Email: JFemia@co.bergen.nj.us

AGENCY: MIDDLESEX COUNTY

SUBJECT:

Middlesex County Greenway Westerly Extension from Metuchen (Middlesex County) to Bound Brook (Somerset County) Study of Alternative Corridors

DESCRIPTION:

This proposed in-house study will examine the alignment feasibility for a connection between the current western terminus of the Middlesex Greenway in Metuchen and the Bound Brook Train Station and nearby East Coast Greenway (D & R Canal Towpath) at Bound Brook.

The study will look at possible on-road and off-road alignments that provide an alternative connection between the current two points along the East Coast Greenway at Metuchen and Bound Brook to enhance bicycling mobility to these communities and activity centers within the connecting alignment through the northern area of Middlesex County.

SCHEDULE:

July 1, 2020 to June 30, 2021

PRODUCT:

Feasibility Study on Potential Alignments for the Western Extension of the Middlesex Greenway from Metuchen to Bound Brook

CONTACT:

Anthony Gambilonghi
Transportation Division Supervisor
Middlesex County Department of Infrastructure Management
Phone: 732-745-3843
Email: Anthony.gambilonghi@co.middlesex.nj.us

AGENCY: MONMOUTH COUNTY

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:

Concept Development FY 2020 – 2021

PRODUCT:

Develop Concept Plans for Final Design

SUBJECT:

Reconstruction of Bridge MS-48, Perrineville Road, and Rehabilitation of Perrineville Dam, Millstone Township.

DESCRIPTION:

Reconstruction of Bridge MS-48 and the rehabilitation of Perrineville Dam.

SCHEDULE:

Preliminary Engineering FY 2020 – 2022

PRODUCT:

Advance Concept Plans to Final Design

CONTACT:

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

AGENCY: PASSAIC COUNTY PLANNING DEPARTMENT

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 New York Susquehanna & Western Railway (NYS&W) freight 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:

Work to advance the Final Design is underway.

PRODUCT:

Final Design and Construction.

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 is underway.

PRODUCT:

Breakout projects from the concept development study when completed.

CONTACT:

Walt Lane, Somerset County Planning Board

Phone: 908-231-7178

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AGENCY: WARREN COUNTY

SUBJECT:

County Transportation Plan Update (Part II)

DESCRIPTION:

This is an update to the Warren County Transportation Plan, which was last updated in 1982. This work is being funded through the NJTPA's Subregional Studies Program. Part of the update will be done in house using county staff and part will be done using consultant staff.

SCHEDULE:

This study is part of the the FY 2020 – FY 2021 Subregional Studies Program. It is anticipated to be a two-year study with one year being completed in house and one year being completed by a selected consultant.

PRODUCT:

Updated Warren County Transportation Plan

CONTACT:

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

FY 2021

**UNIFIED PLANNING WORK PROGRAM
CHAPTER IV
OTHER REGIONAL TRANSPORTATION
PLANNING INITIATIVES**

SECTION II

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

The NJDOT SPR Program Report for CY 2019-2020 (Year 2) is currently under development.

**NORTH JERSEY TRANSPORTATION
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SECTION III

NJTPA STUDY AND DEVELOPMENT PROGRAM

The NJTPA Study & Development Program (S&D) is a schedule of project planning, environmental reviews and other work that will be conducted during the coming year to advance proposed improvement projects toward possible federal funding. The S&D was formerly known as the Project Development Work Program (PDWP). The latest S&D is available on the NJTPA's website at [http://www.njtpa.org/Projects-Programs/Transportation-Improvement-Program-\(TIP\)/Study-Development.aspx](http://www.njtpa.org/Projects-Programs/Transportation-Improvement-Program-(TIP)/Study-Development.aspx).

All projects scheduled for work in the S&D were drawn from or referenced in NJTPA's long-range plan. Many have been further investigated through regional or subregional studies. As such the projects reflect the goals and long-range strategy of the NJTPA for improving access and mobility in the northern New Jersey region.

Projects in the S&D undergo concept development. This identifies and compares reasonable alternatives and strategies that address the purpose and need statement and selects a preliminary preferred alternative (PPA). At the conclusion of this project development work, projects become candidates for inclusion in the NJTPA Transportation Improvement Program (TIP). The TIP allocates federal funding to actually implement projects including the completion of design, right-of-way acquisition and construction.

More information on the S&D program, including how projects are selected for inclusion in the document, can be found in the S&D introduction and in the introduction to the TIP found on the TIP page.