

FY2020UPWP

Unified Planning Work Program

Chapter IV

Other Regional Transportation Planning Initiatives

Draft

FY 2020 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 require that the Unified Planning Work Program produced every year “describe the planning priorities facing the metropolitan planning area (found in Chapter I). This Chapter IV includes: “a description of all proposed transportation and transportation-related planning work elements or activities, including related state transportation department or transit authority corridor planning work elements or activities, regardless of funding sources; and a description of transportation-related air quality planning work elements or activities, regardless of funding sources and which entity conducts such work elements or activities.” As such this chapter contains information not included in the other chapters of the FY 2020 UPWP.

The description includes:

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

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

This portion of the FY 2020 UPWP is divided into three sections. Section One is separated into four parts. Part One incorporates information from various Transportation Planning and Operating agencies. Part Two includes Transportation Management Associations (TMAs) activities funded through NJ TRANSIT, NJDOT and New Jersey Department of Law and Public Safety, including transit marketing/promotional initiatives and services to support the NJ Safe Routes to School Program. Part Three includes the TMA and County Project Handoffs that are funded on a yearly basis. Additionally, it should be noted that Volume IV of the FY 2020 UPWP includes the full Transportation Management Association (TMA) work programs. Part Four is a compilation of Local Subregional Initiatives. Section Two is the New Jersey Department of Transportation State Planning and Research Program for CY 2019-CY 2020, Year One. 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 2020

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

SECTION I

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

AGENCY: DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

SUBJECT:

Scudder Falls (I-95) Bridge Replacement

DESCRIPTION:

The Delaware River Joint Toll Bridge Commission is continuing the replacement of the Scudder Falls (I-95) Bridge, which currently has numerous traffic safety and congestion issues. The bridge replacement project is the largest single capital undertaking in Commission history.

The bridge is the most heavily used crossing among the 20 bridges in the Commission's system. Replacement of the Scudder Falls Bridge will provide a new, improved facility providing new capacity and other upgrades to meet future traffic demands of the coming decades. The Scudder Falls Bridge operates at the worst level of service (a federal highway classification called LOS F) during peak travel periods.

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

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

The FHWA was the agency ultimately responsible for reviewing the EA and determining acceptability so that it may be distributed for public examination and comment during a comment period that would include an open house/public hearing. Announcements about the availability of the EA and details about the open house/public hearing were made through the project website (www.scudderfallsbridge.com), a newsletter to project stakeholders, press release, and advertisements in local newspaper outlets. The Commission and its project consultants examined a wide variety of improvement options for each of the four segments of the Scudder Falls (I-95) Bridge Replacement project (Project). All of the options were aired at open houses, municipal meetings and stakeholder group sessions.

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

The Project consists of the following:

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

Other major components of the project include:

- Widening of I-95 from the Route 332 exit in Pennsylvania to the bridge by adding an additional lane in each direction (widening to the inside of the highway)
- Reconfiguration of the I-95/Taylorsville Road Interchange in Lower Makefield Twp., Pa. by eliminating the existing eastern southbound off-ramp from I-95 and combining it with the existing western southbound off-ramp
- Reconstruction and reconfiguration of the Route 29 interchange through the use of roundabouts. This option would avoid traffic signals, resulting in a folded diamond interchange with two roundabout intersections at the ramps with I-95
- A Pedestrian/Bicycle shared-use pathway on the upstream structure of the new dual spans
- Full inside and outside shoulders/breakdown lanes on both bridge spans, a current highway standard requirement; the inside shoulders will be 14-feet wide (two feet wider than the 12-foot width required under current highway design criteria) to allow for future bus-rapid transit routes in the region
- Noise-abatement walls along the approach roadways leading to and from the bridge

SCHEDULE:

The main construction contract was awarded January 30, 2017, and is underway. Completion of the project is tentatively scheduled for 2021.

SUBJECT:

Northampton Street Toll-Supported Bridge Rehabilitation

DESCRIPTION:

This project will consist of rehabilitation and replacement of the floor system at the Northampton Street Toll-Supported Bridge. Work will also include rehabilitating the bridge to preclude major repairs for a minimum of 15 years, including complete replacement of the grid deck and structural steel floor system; removal of existing paint and repainting of the trusses; repairs to the truss bearings and abutment backwalls; improving bridge drainage; replacement of sidewalk and access panels; substructure repairs; new bridge lighting & architectural lighting; and replacement of the approach roadways at both ends of the bridge.

SCHEDULE:

Concept Study / Design 2018-2019 and Construction in 2019-2020.

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

SUBJECT:

Achieve improved and more integrated regional land use and transportation planning that will result in a better quality of community life in Central Jersey.

DESCRIPTION:

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

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

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

TASKS:

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

PRODUCTS:

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

Beneficiaries:

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

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AGENCY: NEW JERSEY HIGHLANDS COUNCIL

SUBJECT:

Highlands Regional Master Plan (RMP)

DESCRIPTION:

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

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

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

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

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

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

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

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

The RMP identified multiple existing and planned transportation studies in the Highlands Region for further evaluation; however, there have since been no formal evaluations. 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. As noted below, the Council has drafted a list of recommendations related to transportation initiatives that will support the RMP. One of these recommendations is to pursue continuing coordination with State and regional transportation agencies. The Council was represented on the Financial Element Technical Advisory Committee for NJTPA Plan 2045 and will continue to coordinate reviews and provide comments on the NJTPA long range plans.

The Highlands Council has recently developed a Draft Monitoring Program Recommendations Report (MPRR) to evaluate implementation of the Highlands Act and the RMP during the statutorily required six-year period since adoption of the RMP. The MPRR included a fiscal impact assessment of the Highlands Region that was completed in 2017. The transportation section of the MPRR contains several recommendations which would continue to advance the goals of the Highlands Act and RMP through continued coordination with NJTPA, NJDOT, NJ Transit, and county and local governments. The MPRR also makes the following recommendations for the development of specific guidelines and standards including:

- Guidelines and methodologies for review of transportation projects;
- Site design guidelines related to walkable and bike friendly design;
- Green streets guidelines;
- Scenic by-ways program and road signage;
- Coordinated trails network;
- Sustainable, center based economic development standards;
- Guidance for linking housing access to employment and transit opportunities; and
- Commercial and industrial specific center designation procedures, including increased freight rail access.

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 Regional Transportation Plan (RTP) Plan 2045, as well as any ongoing efforts regarding Together North Jersey.

SCHEDULE:

The Council expects during FY 2019 (July 1, 2018 to June 30, 2019) to continue to work with municipalities and counties in support of Plan Conformance with the RMP and intra- and inter-regional transportation and transit planning needs. The Council anticipates completion of its RMP Monitoring Program during 2018 and to continue inter-agency coordination with NJDOT, NJTPA and NJ Transit in support of the RMP Monitoring Program and Plan Conformance. To date, the Council has approved 50 of the 61 municipal Petitions pending for Plan Conformance, representing 55% of the Highlands Region or 472,797 acres of the 860,000 acres in the Highlands Region. Particularly in support of transportation and transit enhancement, the Council will focus on Plan Conformance for the 12 municipalities that have approved Highlands Centers, as well as the 11 approved Highlands Redevelopment Areas to ensure that land use, economic development, and transportation and transit needs are coordinated and support regional and local multi-modal connections.

PRODUCT:

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

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AGENCY: NEW JERSEY MEADOWLANDS COMMISSION

SUBJECT:

Meadowlands District Transportation Plan Update

DESCRIPTION:

The task will fulfill the requirements of the Hackensack Meadowlands Transportation Planning Act and update the Meadowlands District Transportation Plan (the Plan), adopted on November 28, 2007. The Update will evaluate the District's transportation needs incorporating the recent growths and transportation improvement projects in the District within the past ten years. 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, to assure fair and sustainable growth in the District.

SCHEDULE:

RFP is expected to be released in the last quarter of 2018. Project is expected to be completed in 2019.

PRODUCT:

Updated Meadowlands District Transportation Plan.

SUBJECT:

Meadowlands Parkway Bike Route, Secaucus, NJ

DESCRIPTION:

A designated bike lane along Meadowlands Parkway southbound from the Route 3 exit to the parking garage and the enhancement of the gravel path behind the Meadowlands Hospital is a portion of the Secaucus Greenway initiative described in the NJMC Master Plan. The goal is to provide recreational opportunities, alternative transportation routes and a connection to nature for the local communities. NJSEA has funded this project through the Transportation Planning District Act fund.

SCHEDULE:

Project has been completed in 2017.

PRODUCT:

A dedicated bike lane along Meadowlands Parkway.

SUBJECT:

Meadowlands Adaptive Signal System for Traffic Reduction (MASSTR) – Phase 5

DESCRIPTION:

Meadowlands Adaptive Signal System for Traffic Reduction (MASSTR) is an intelligent transportation system that integrates adaptive traffic signal control software, vehicle image detection, and wireless communication technology to optimize the operating efficiency of existing roadway infrastructure. The project incorporates all of the Meadowlands region's traffic signals into a network of self-adaptive traffic signals to efficiently reduce roadway congestion, delay, travel time, fuel consumptions, and airborne emissions.

This Federally funded project installed an adaptive traffic control system on 123 traffic signals located in Bergen and Hudson Counties in the municipalities of Carlstadt, East Rutherford, Jersey City, Kearny, Little Ferry, Lyndhurst, Moonachie, North Arlington, North Bergen, Teterboro, Ridgefield, Rutherford, Secaucus, and South Hackensack on US1&9 and US46; NJ 7, 17, and 120. Currently, 123 traffic signals operate adaptively throughout the region.

Originally, the project divided the design and construction of MASSTR into four phases (Phase 1, 2, 3 and 4). However, during the course of the Project, several intersection sites were within the scope of MASSTR were in the process of upgrading and/or reconstructing. Due to the unavailability of intersections sites and for scheduling purposes, the project had initiated Phase 5. Subsequently, Phase 5 was divided into two sub-phases known as Phase 5A and Phase 5B, which have separate but consecutive construction schedules based on the timing of sites' availability.

SCHEDULE:

All phases have been completed and the project was concluded on November 1st, 2017.

PRODUCT:

Fully operational self-adaptive network with 123 traffic signals.

SUBJECT:

Route 1 & 9 Truck Route/New Road

DESCRIPTION:

The 2-mile long New Road Project begins at the intersection of New Road/St Paul Ave and ends at the intersection of New Road/Secaucus Road in Hudson County, NJ. Two new Adaptive signals are proposed at St. Paul Avenue and at County Road intersections. NJDOT will take ownership of these two new signals and will have them operated by the NJSEA MASSTR system.

The existing signals at County Road to the entrance of NS Rail Road will be moved to the relocated access entrance of USPS and the existing adaptive signal at Secaucus Road will be modified as well. These two signals will continue to be owned by Hudson County and operated by NJSEA.

SCHEDULE:

The installation of the two new signals and the modification of the two existing signals are scheduled to take place within the period of 2018-2020.

PRODUCT:

Addition of the two adaptive traffic signals and modification of two existing adaptive signals.

SUBJECT:

Signalizing New Intersection

DESCRIPTION:

A new adaptive traffic signal is proposed at the intersection of New County Road and Castle Road in the Town of Secaucus, Hudson County, New Jersey. The project is proposed as a mitigation measure to address increases in pedestrian and vehicle demands due to the development of new Edison Park Fast facility.

The new parking facility is located in the vicinity of Secaucus Junction and will accommodate about 1,100 parking spaces. It is expected that this additional parking facility will generate more opportunities to rail access for neighboring municipalities.

The new adaptive signal will be owned by Hudson County and operated by NJSEA as part of the MASSTR system.

SCHEDULE:

The project is scheduled to take place within the period of 2018-2019.

PRODUCT:

A new adaptive traffic signal incorporated into MASSTR system.

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

SUBJECT:

NJ Turnpike Interchange 14A Improvement Project

DESCRIPTION:

This project involves the implementation of capacity and operational improvements at Interchange 14A located on the Turnpike's Newark-Bay Hudson County Extension in Bayonne and Jersey City, Hudson County. Improvements are necessary to address current operating deficiencies at the interchange and to accommodate significant traffic growth anticipated as a result of the expansion of adjacent commercial port operations. Construction is underway.

SCHEDULE:

A final inspection was held on November 8, 2018 and construction is substantially complete. Final acceptance is anticipated by Summer 2019.

SUBJECT:

NJ Turnpike Interchange 9 Improvement Project

DESCRIPTION:

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

SCHEDULE:

This contract was formally accepted by the Authority at the May 2018 Commission Meeting.

SUBJECT:

NJ Turnpike Interchange 10 Improvement Project

DESCRIPTION:

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

SCHEDULE:

This contract was formally accepted by the Authority at the February 2018 Commission Meeting.

SUBJECT:

GSP Mainline Widening From Interchange 35 to 80

DESCRIPTION:

This project provides for the widening of the Garden State Parkway between Interchanges 36 and 80. A third lane is being added in each direction to accommodate existing congestion and projected traffic growth.

SCHEDULE:

Construction between milepost 63 and 80 was completed in May 2011. The construction between milepost 48 and 63 including the widening and rehabilitation of the Bass River Bridge at milepost 51.9 and the rehabilitation of the Mullica River bridge at milepost 49.0 was completed and opened to traffic in May 2015. Construction on the southernmost section between milepost 35 and 48 began in September 2014. The section from milepost 42 and 48 was opened in June 2016. The remaining part of the section was completed and opened to traffic in August 2018.

SUBJECT:

GSP Interchange 91 Improvements (Burnt Tavern Road)

DESCRIPTION:

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

SCHEDULE:

Construction began in the fall of 2014 and was completed in September 2017.

SUBJECT:

GSP Interchange 105

DESCRIPTION:

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

Road/NJ Route 36 intersection. The second construction contract will construct the southbound connection to Wayside Road and the second northbound deceleration lane.

SCHEDULE:

The first construction contract was completed in June 2015. The second contract was completed in June 2018.

SUBJECT:

GSP Interchange 109

DESCRIPTION:

The purpose of this project is to improve the safety and operations of Interchange 109 in Middletown Township, Monmouth County. Proposed improvements will eliminate vehicular traffic queues extending onto the Garden State Parkway northbound mainline local roadway from the northbound exit ramp at Interchange 109.

SCHEDULE:

Final design was completed in May 2018. The project is under construction and is anticipated to be completed in December 2019.

SUBJECT:

GSP Interchange 125

DESCRIPTION:

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

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

SCHEDULE:

This project is under construction and is anticipated to be completed at the end of 2019.

SUBJECT:

GSP Interchange 145

DESCRIPTION:

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

SCHEDULE:

The project is under construction and is anticipated to be completed in August 2022.

SUBJECT:

GSP Interchange 163

DESCRIPTION:

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

SCHEDULE:

Construction was completed in May 2018.

SUBJECT:

Deck Reconstruction of the Newark Bay – Hudson County Bridge

DESCRIPTION:

This project will replace the bridge deck, provide for prioritized steel repairs and re-paint portions of the structure in the splashzone.

SCHEDULE:

Phase 1 Construction started in 2010, Phase 2 Construction is scheduled to be completed in 2019 and Phase 3 is expected to be completed in 2023.

SUBJECT:

NJ Turnpike Interchange Newark Bay-Hudson County Extension Study

DESCRIPTION:

This project will determine the extent of improvements necessary to the Newark Bay – Hudson County Extension to safely and efficiently accommodate existing and projected traffic volumes. The study will provide the Authority with several designs alternatives to address traffic capacity concerns, recommend a plan for implementing the improvements and establish program costs.

SCHEDULE:

The study is anticipated to be completed by mid-2018.

SUBJECT:

Deck Reconstruction Interchange 14C to the Columbus Drive Exit

DESCRIPTION:

This project will replace the bridge deck and re-paint three structures along the eastbound roadway.

SCHEDULE:

Construction started in late 2017 and is scheduled to be completed in late 2020.

SUBJECT:

Rehabilitation of New Jersey Turnpike Passaic River Bridges, Structure Nos. W107.87 and E107.88

DESCRIPTION:

This project will repair superstructure deterioration.

SCHEDULE:

Construction anticipated to start in early 2019 and is scheduled to be completed in 2021.

SUBJECT:

Jersey Avenue Bridge over Mill Creek

DESCRIPTION:

This project will construct a new bridge in Jersey City.

SCHEDULE:

Construction anticipated to start in early 2019 and is scheduled to be completed in 2021.

SUBJECT:

Westerly Hackensack River Br. No. W115.36 Pier Reconstruction

DESCRIPTION:

This project will reconstruct land side bridge piers.

SCHEDULE:

Construction anticipated to start in late 2018 and is scheduled to be completed in late 2019.

SUBJECT:

GSP Deck Reconstruction, MP 140 to 142

DESCRIPTION:

This project will replace the bridge deck for four structures.

SCHEDULE:

Construction anticipated to start in early 2019 and is scheduled to be completed in late 2020.

SUBJECT:

Turnpike Bridge Fender Repairs and Rehabilitation

DESCRIPTION:

This project will repair bridge fenders and navigation lighting systems for select bridges

SCHEDULE:

Construction anticipated to start in late 2019 and is scheduled to be completed in 2020

SUBJECT:

Deck Reconstruction Project Structure Nos. E106.68, E106.92B

DESCRIPTION:

The scope of rehabilitation involves replacement of existing concrete bridge decks.

SCHEDULE:

Construction anticipated to start in mid-2020 and is scheduled to be completed in 2021.

SUBJECT:

GSP Contract No. P100.511 – Bridge Deck Reconstruction, Milepost 160.6 To 161.9

DESCRIPTION:

Deck reconstruction and miscellaneous improvements on seven high priority bridges

SCHEDULE:

Final design is anticipated to be complete in January 2020. The project is anticipated to start construction in the spring of 2020 and be completed in December 2021.

SUBJECT:

Rehabilitation of Bridge Nos. W107.87, E107.88 and 84.24N&S

DESCRIPTION:

This project will provide for the continued rehabilitation of select New Jersey Turnpike major structures.

SCHEDULE:

Construction is anticipated to start in early 2021 and scheduled to be completed in late 2022.

SUBJECT:

NJ Turnpike Interchange 18E Express E-ZPass and Interchange 16E Improvements

DESCRIPTION:

This project will construct an E-ZPass bypass for Interchange 18E and allow the 18E cash customers to use the remaining toll plaza at Interchange 16E. The project will also improve the overall traffic flow at the interchanges by realigning the Interchange 16E ramps to allow for improved access to the Exclusive Bus Lanes which will reduce the bus queue that often extends into the toll plaza.

SCHEDULE:

Construction is anticipated to start in January 2020 and be completed by spring of 2021.

SUBJECT:

NJ Turnpike Installation of Hybrid Changeable Message Signs

DESCRIPTION:

This project will construct new Hybrid Changeable Message Signs to replace existing Changeable Messages Signs on the NJ Turnpike between Interchange 9 in East Brunswick and the northern terminus in Fort Lee. The new signs at 51 sites will be a combination of variable message and drum sign. All signs will be monitored and controlled from the Statewide Traffic Management Center.

SCHEDULE:

Construction is anticipated to start in April 2020 and be completed by spring of 2023.

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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 using NJT's on-call consultants, selected through a competitive process, to augment NJT's staff capabilities to undertake specific analyses of proposals, issues and specific needs. In addition, depending on the scale of the proposed work effort and the skills and experience needed to successfully undertake that body of work, NJT will issue RFP's and select consultants this way through a competitive process. All work within these programs is regulated by the availability of funding whether within NJT's budget or through partnerships with other agencies.

SUBJECT:

Community Services Planning and Support

DESCRIPTION:

This program focuses on planning, analysis, and support relating to human services transportation programs. Among NJ TRANSIT's responsibilities is administering the distribution and use of Federal, State and NJ TRANSIT funding intended for providing 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 of transit in a variety of local or regional "corridors". It provides for development and analysis of preliminary implementation concepts for transit capital improvements, transit alternatives, operating schemes, and assessment of conceptual level environmental impacts. Work will be undertaken in select corridors to work with groups of communities where opportunities exist to leverage existing public transit services in support of redevelopment projects or more development because of the existence of underutilized, poorly functioning or vacant parcels of land. Assessments consider a wide range of issues including land use, demographics, existing travel patterns, local planning and zoning, transit modes and environmental impacts. At times within

this program, NJT has teamed with MPOs, counties and other agencies in joint planning efforts.

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 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 group research is conducted both in house using the focus group facility rooms at NJ TRANSIT Headquarters and at other locations in the service area. 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

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 basic operations planning support (schedule development, crew and equipment plans, and train performance analysis), as well as

development of network performance simulations and interpretation/reporting. The program also provides for rail infrastructure planning.

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 as the regional economy grows.

SCHEDULE:

Ongoing, as required

PRODUCT:

Analyses, data and reports as required

SUBJECT:

Stations, Access & Site Planning

DESCRIPTION:

This program focuses on planning for transit facility needs and prioritization for future capital investment, including specialized facility design, 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 on its transit system, 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, the PATH extension to Newark Liberty International Airport and the future capacity expansion of the Port Authority Bus Terminal. Under Trans-Hudson planning, 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 Transit Oriented Development (TOD).

SCHEDULE:

Ongoing, as required

PRODUCT:

Plans/reports as required

SUBJECT:

Light Rail Planning

DESCRIPTION:

Consistent with a multimodal approach, work will focus on light rail facilities, access to light rail stations, and 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, and to otherwise improve bus services so they operate faster, more reliably and address changing customer needs. Particular attention will be given to the phasing and scalability of bus improvements to effectively use available capital funding and fit within tight operating funding constraints. 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: NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT)

SUBJECT:

Tappan Zee Bridge/I-287 Corridor

DESCRIPTION:

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

SCHEDULE:

On-going - Tiered EIS Process

PRODUCT:

The final product will be a completed EIS.

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

SUBJECT:

Cross Harbor Freight Movement Program EIS

DESCRIPTION:

The Port Authority (PA) and the Federal Highway Administration (FHWA) completed and published a draft Tier 1 Environmental Impact Statement (EIS) in November 2014 that evaluated potential diversion of cross-harbor freight shipments from trucks to rail and other alternatives. Following public hearings on the EIS, as well as stakeholder review and comment, the PA and FHWA narrowed the “build” alternatives to two options: an enhanced railcar float service and a cross-harbor freight tunnel. FHWA issued a Record of Decision (ROD) for the Tier 1 study in January 2016, concluding the Tier 1 process. The ROD identified the two Preferred Alternatives (preferred transportation modes and alignments) – Enhanced Railcar Float Alternative and the Rail Tunnel Alternative – and stated that they would be the subject of a subsequent environmental review (Tier 2). In February 2018, the PA announced it had awarded an agreement to a consultant for the Tier 2 study, which will include analyses based on engineering designs and site-specific environmental effects, development of site-specific mitigation measures, and cost estimates, as appropriate.

SCHEDULE:

PANYNJ initiated the Tier 2 environmental review in February 2018, with anticipation of completing the EIS and receiving a ROD from FHWA by the end of 2020. The project team will conduct analyses for each of the Preferred Alternatives with respect to potential environmental impacts, freight markets, ability to divert freight traffic, and cost. 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.

PRODUCT: Tier 2 Environmental Impact Statement

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SUBJECT:

Cross Harbor Freight Program (CHFP)

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 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 – that will be subject to subsequent environmental review in Tier II.

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 for the Tier II EIS in the Federal Register in April 2019. This project is expected to follow the One Federal Decision process, which has a goal of completing the EIS and issuing the ROD within 24 months of the NOI’s publication.

PRODUCT:

Tier II Environmental Impact Statement

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SUBJECT:

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

DESCRIPTION:

In February 2017, the Port Authority Board of Commissioners included funding for an extension of the World Trade Center-Newark PATH line from its current terminus at Newark Penn Station to the Northeast Corridor Rail Link Station adjacent to Newark Liberty International Airport, subject to completion of external reviews and approvals and project authorization by the PANYNJ Board of Commissioners.

Previously studied as an additional transit connection to the AirTrain/Newark system for air passengers and airport employees, the current project concept also includes station access for local residents 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. Following consultations with the Federal Transit Administration, the City of Newark, and concerned transportation agencies, the Port Authority has initiated an Alternatives Analysis for the project. The agency held an initial Technical Advisory Committee meeting and two scoping meetings in Newark in November 2017.

SCHEDULE:

The project team anticipates completing the Alternatives Analysis in the second or third quarter of 2018, and undertaking an Environmental Assessment pursuant to the National Environmental Policy Act (NEPA) under FTA auspices.

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SUBJECT:

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

DESCRIPTION:

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

SCHEDULE:

The AA commenced in June 2008. MNR released a long-list of alternatives in December 2008. Analysis and public outreach continued through 2009-10. Metro North led interagency and public outreach in 2010, presenting a comparative analysis of a screened list of alternatives, and recommending continued development of both commuter rail and regional bus alternatives. In May 2012, MNR released a Phase I AA Screening Report which identified a short list of alternatives for further study. Metro-North initiated the second and final phase of the WHRTAS AA in 2012. During this phase, Metro-North will be narrowing the short list of alternatives to a Locally Preferred Alternative. The study is being advanced to, at a minimum, determine the most viable mode and alignment for future implementation. It is anticipated that Phase 2 will conclude by 3Q2017.

PRODUCT:

West of Hudson Regional Transit Access Study

SUBJECT:

Port Authority Bus Terminal Replacement Planning

DESCRIPTION:

In 2013, the Port Authority initiated a Midtown Bus Master Plan process to evaluate options for redevelopment of the Port Authority Bus Terminal (PABT). Opened in 1950 and expanded in 1979, 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 the market served by interstate commuter and intercity bus services, and development in West Midtown.

In March 2015, staff presented the agency's Board of Commissioners with findings that included the recommendation to replace the outmoded existing terminal, and a range of project concepts. In October 2015, the Board authorized a "Design and Deliverability" competition, launched in March 2016, soliciting conceptual designs for a new facility. The Board also initiated a Trans-Hudson Commuting Capacity Study to examine in greater depth factors likely to affect long-term demand on the interstate bus network 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 formal planning for a replacement facility as well as intermediate improvements to support operation of the existing terminal based on forecasts of steadily increasing commuter transit demand.

SCHEDULE:

Planning for short- and intermediate-term improvements is ongoing, to sustain efficient operation of the existing terminal until a replacement facility can be brought on line. The agency has retained a consultant team to support formal planning for a Port Authority Bus Terminal Replacement Program, anticipating the required approvals in time to begin construction of the new terminal before within the 2017-2026 timeframe of the approved capital plan.

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SUBJECT:

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 (CBD).

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.

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

SCHEDULE:

The study is expected to take up to 18 months to complete from issuance of the notice to proceed.

PRODUCT:

Feasibility Report

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SUBJECT:

Port Master Plan

DESCRIPTION:

Port Master Plan (PMP) - This strategic planning initiative will provide a framework to help guide the future growth and development of the bi-state port over the next 30 years. It will examine global market and industry trends, port capacity and land-use policy, landside and logistics capacity, and the use and implementation of advanced technology systems. Various partners and stakeholders will be engaged to develop a vision of the port's future to guide PANYNJ's planning goals and objectives.

SCHEDULE:

PANYNJ initiated the Port Master Plan process in late 2016 with anticipated release of the final plan at the end of the second quarter of 2019.

PRODUCT:

Port Master Plan Report

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AGENCY: TRANSCOM FHWA-FUNDED PLANS AND ACTIVITIES

SUBJECT:

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

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 collects aggregated travel time and speed data from these vehicles and compares them to a historical database to detect congestion-causing incidents. TRANSCOM's Operations Information Center relays this incident information to the New York State Thruway Authority and the New Jersey Turnpike Authority – GSP Division to allow for rapid response and clearance, as well as directly to motorists (through variable message signs or highway advisory radio) to reduce congestion. The final evaluation reports for the project have been completed.

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

Developed during the mid-1990s, the software reached end-of-life (EOL) with all vendors, such as Microsoft, and was no longer able to be supported. Provided the inter-dependencies of the member agencies' operational and transportation systems, the system had to be upgraded. In August 2017 the TRANSMIT system was migrated to TIMED with TRANSMIT operating as a back-up system. 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:

The upgrade and enhancement work was started in Q1 2013 and was completed in the middle of 2016. However, the implementation of O/D data will be complete in 2018. TRANSCOM completed the final transition from TRANSMIT to TIMED in January 2018 and the legacy TRANSMIT will be fully retired.

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 DMS 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, CCTV 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 OpenReach (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. The TRANSCOM OR uses the Google map system to improve the user friendliness of the system. Additionally, TRANSCOM OR provides the real-time event and link content that is made available to the public via TRANSCOM's free data service (data.xcm.org).

Data interfaces (DIs) were developed between the TRANSCOM OR system and ConnDOT's Crescent and NYSDOT Region 10 transportation management systems. In addition, 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.

In 2017, TRANSCOM started to develop the OR Thin Client (TRANSVIEW), a web-based alternative data entry tool. TRANSVIEW will support/work with the OR Group of systems to support Member Agency Event Data Entry functionality via a standalone tool that interfaces with the TRANSCOM Environment via the TRANSCOM Middleware using TMDD messaging. The TRANSVIEW system will offer an alternate solution to the agencies for both data entry as well as improved situational awareness for field personnel as the TRANSVIEW application will be scalable for agile systems such as tablets.

For 2018, the OR update shall include the addition of Traffic Incident Management (TIM) values. TRANSCOM will develop updates to support both TIM Impact and TIM Clearance measures. These new data entry fields and calculations will support the USDOT FHWA TIM performance measurement initiative.

SCHEDULE:

Implementation of the original RA was completed in 2005. The implementation of the initial TRANSCOM OR system was completed in 2009. The NYSDOT Region 10 DI was completed in 2010. The DI between the TRANSCOM Open Reach system and ConnDOT's system was completed in 2011. The NYS Thruway CARS DI was completed in 2012. The TRANSVIEW system is expected to rollout in Q2 2018 and the TIM enhancements are expected to rollout in Q4 2018.

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 TRANSMIT system to obtain travel time and speed data on many of the roadways in the NY/NJ/CT metropolitan area.

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

This data will then be incorporated into the TRANSCOM Data Fusion Engine (DFE), along with the travel times obtained from TRANSMIT and the other technology sources, to provide a robust and highly viable database of travel times for the roadways throughout the metropolitan area. The TRANSCOM DFE software is capable of optimizing the travel time data for each segment based on rules established by the Member Agencies.

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

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 the States of New Jersey, New York, and Connecticut. Through this harmonization process, the TRANSCOM DFE system allows for consistent/structured data to be utilized by all TRANSCOM Member Agencies 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:

- New Jersey Transit Rail;
- New Jersey Transit Bus;
- MTA Long Island Railroad;
- MTA Metro-North Railroad; and
- MTA New York City Subway.
- MTA New York City Bus; and
- MTA Bus.

In 2017, TRANSCOM targeted several enhancements including the following:

- Integration of Origin/Destination (O/D) data generated via the TIMED System;
- Development of Data Interfaces between the DFE and the MTA bus/NYCT Bus/PATH (as available) real-time status data feeds;
- Data Interface between DFE/SPATEL and the private vendor Waze incident and as-available travel time data;
- Integration of real-time roadway weather information systems (RWIS) data into DFE;
- Integration of radar weather;

For 2018, TRANSCOM will focus developments on the following:

- Work shall be undertaken to develop data output feed services for real-time transit data
- Implementation of a real-time data feed to support emerging technologies such as Connected Vehicles.
- Implementation of an O/D Data feed for use by TRANSCOM Member Agencies
- Updated SPATEL tool user interface reflecting 2017 requests like radar layer, etc.

- In 2018 the DFE/SPATEL tool will be further improved to include new features like layer enhancements to the operations map to allow for agency configuration customization and easy search capability.

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 with multiple updates denoted above for 2018.

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 SPATEL Tool & Enhancements

DESCRIPTION: The TRANSCOM SPATEL tool is a web-based data analysis tool (built around the TRANSCOM DFE System) called Selected Priorities Applied to Evaluated Links (SPATEL) that addresses needs of member agencies to allow analysis of transportation system performance (e.g., travel time and volume) developed in 2014. The SPATEL tool consists of an array of tools/applications that provide utility to a cross section of member agencies users (operations/planning/management, etc.). These tools include:

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.

In 2017, TRANSCOM targeted several key enhancements including the following:

- Development of member agency requested functional enhancements to the DFE/SPATEL Tool. These include such items as operations dashboard enhancements, transit dashboard development, and intermodal dynamic routing.
- Development of member agency requested DFE/SPATEL map layer enhancements. These include creating layers for weather, freight, and evacuation route information.
- Development of member agency requested DFE/SPATEL performance measures enhancements. These include such items as providing performance measures by county and Vehicle Miles Traveled (VMT)/Person Miles Traveled (PMT) along with updates to the Transportation Performance Measures (TPM) subject to FHWA-issued guidance within existing SPATEL performance measure tools.

For 2018, TRANSCOM will focus developments on the following:

- Development of a major construction/special event dashboard along with an online tool, including a map viewer, to replace the existing annual construction database update will be accomplished. Other minor enhancements, such as before/after comparison capability, real time roadway bans recognition, DMS directional arrows, and regional conditions viewer enhancements will also be produced.
- Implementation of Origin/Destination Tool to allow Member Agencies to view route information throughout the TIMED Network, including delineation of traversals by vehicle class
- Continued update/configuration modification for TPM Tools to support MPOs denoted with the MAP Forum and DOTs.
- Update of SPATEL system to streamline system utility, including such feature updates as user-specific profiles to save desired configuration settings, such as Operations Map zoom location and layers presented, improved basemap used for Regional Condition Viewer and Operations Map, and video Help guide.

SCHEDULE:

The TRANSCOM SPATEL System was implemented in parallel with the TRANSCOM Data Fusion System in 2014. The 2018 enhancements will be completed by the close of the year.

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 2020

**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 the States to substantially improve the ability of primary and middle school students to walk and bicycle to school safely. The purposes of the program are to:

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

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

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

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

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

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

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

SCHEDULE:

The TMA's are currently in Year Two of a new two year SRTS contract that runs through August 31, 2019.

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

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

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

A. Information

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

Objective:

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

Sample Tasks:

1. The TMA staff will maintain a complete and up-to-date inventory of schedules and other transit information. Schedules and/or transit information superseded by updated data will be replaced.
2. The TMA staff will provide a package of commuter alternatives when responding to rideshare questions for information.
3. The TMA staff will update its website with relevant transit service information as it becomes available. They will monitor present links to other transit providers to insure all information is updated in a timely fashion.
4. The TMA staff will utilize its E-mail system to reach out to employers with weather alerts, transit information, emergency disruptions and changes in schedules as they become available.
5. The TMA staff will identify and assist in maximizing distribution points for transit information.

6. The TMA staff will attend NJ TRANSIT sponsored meetings to network and exchange ideas concerning TMA transit promotion ideas and strategies. The TMA staff will also attend the NJ TRANSIT seasonal marketing campaigns and include NJ TRANSIT marketing material in our newsletters.
7. The TMA staff will distribute all available information to companies in our service area.
8. The TMA staff will provide information and assistance on NJ TRANSIT's Vanpool Sponsorship Program.
9. The TMA staff will provide and make transit information, described above, available to all requestors. The TMA will also provide applicable transit information to employers and their employees at Transportation Fairs.
10. The TMA will provide trip-planning assistance to all requestors, using the NJ TRANSIT Website.

B. Advocacy to Employers and Other Service Organizations

Goal:

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

Objective:

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

Sample Tasks:

1. The TMA staff will work with local employers, developers and organizations to promote the use of transit services.
2. The TMA staff will continue to serve as a liaison between employers and NJ TRANSIT on local issues.
3. The TMA staff will continue to utilize an up to date list of names, addresses, telephone numbers and wherever possible web site addresses for businesses in their service area.
4. The TMA staff will maintain updated information on all NJ TRANSIT products and transit alternatives.
5. The TMA staff will attend NJ TRANSIT training/refresher courses to ensure that TMA employees are current in their knowledge of these programs.
6. The TMA staff will encourage transit service in its newsletters and through advertisements in local newspapers and/or magazines. The TMA will also provide transit information directly to employers and their employees through transportation fairs.
7. The TMA staff will meet with employers and public entities in need of transit or shuttle services. They will review the availability of existing transit service and further review accessibility to the work site.

8. The TMA staff will work with municipalities to promote community shuttle services through NJ TRANSIT's Community Shuttle Program.
9. The TMA staff will provide any available route and schedule information that is applicable to the employer and their work site.
10. The TMA staff will review current route information, analyze site(s) for potential riderships, make specific route modification recommendations to NJ TRANSIT and work with NJ TRANSIT to include the necessary modifications.
11. The TMA staff will hold public information exchanges, focus groups, and/or forums to provide information and educational awareness to the transit service in our area.

C. Outreach to Commuters and Potential Transit Users

Goal:

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

Objective:

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

Sample Tasks:

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

8. The TMA staff will work with employers, municipalities, economic development organizations, service area shopping malls, and libraries to provide information on transit services.
9. The TMA staff will continue to promote mass transit options to commuters that are affected by traffic due to heavy volume and construction.
10. The TMA staff will continue to work with municipalities and schools where transit service is extended to promote safe usage.

D. Feedback

Goal:

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

Objective:

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

Sample Tasks:

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

SCHEDULE:

This effort is an annual program.

PRODUCT:

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

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

SUBJECT:

NJ Division of Highway Traffic Safety Grant Program

DESCRIPTION:

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

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 NJ Division of Highway Traffic Safety funding allows them to conduct additional campaigns in their southern NJ service area.

SCHEDULE:

The fiscal year for the DHTS Grant begins the 1st of October of each year and ends on the 30th of September.

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:

Shaping NJ – Healthy Community Grant, Long Branch

DESCRIPTION:

Form community coalition to promote healthier food access in corner stores and physical activity strategies of SRTS program. This project is funded by a Shaping NJ – Healthy Community Grant.

SCHEDULE:

January 2018 – December 2019

PRODUCT:

This is the second 2-year grant for similar activities in Long Branch. SRTS walking and biking safety presentations, walk audit, travel plan reports, and healthy community events at stores with health screening, coupons for free healthy items and free samples of healthier snacks

SUBJECT:

Communities Moving to Action, Building a Culture of Health – Asbury Park

DESCRIPTION:

Develop a blueprint for community health, a community coalition and implement a 3-year plan. This project is funded by a grant under Robert Wood Johnson Foundation's New Jersey Health Initiatives program.

SCHEDULE:

July 1, 2016 – June 30, 2020

PRODUCT:

Transportation for limited number of low-income residents of Asbury Park and Ciclovía (PlayStreets) including various events like Family Fitness Olympics.

SUBJECT:

NJ Healthy Corner Store Initiatives – Two Mini Grants for Plainfield & Asbury Park

DESCRIPTION:

Improve healthier food access in local corner stores by recruiting partner stores, providing training, and furnishing equipment and incentives for stocking more fresh produce, and healthier

snacks and drinks. The New Jersey Healthy Corner Store Initiative is a partnership between The Food Trust and New Jersey Partnership for Healthy Kids.

SCHEDULE:

January 2017- June 15, 2018 (will be extended thru December 2018)

PRODUCT:

Healthy community events at stores with health screening, coupons for free healthy items and free samples of healthier snacks.

SUBJECT:

NJ Prevention Network – Get Active NJ mini grants (3) – Orange, Bloomfield & Asbury Park

DESCRIPTION:

Assist municipalities/school communities to educate stakeholders on policies that can help promote walking and the many benefits they can have on their communities. The Get Active NJ project is funded by the NJ Department of Health.

SCHEDULE:

May 2017 - May 2018

PRODUCT:

Help municipalities pass walking/biking policy / environmental change / Master Plan change, or use SRTS program to promote walking and physical activity with City, School District or Mayor's Wellness Committee

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AGENCY: GREATER MERCER TMA

SUBJECT:

Mercer County Trail Network Plan

DESCRIPTION:

Planning study to support development of an interconnected network of multi- use (biking and walking) trails and paths in Mercer County, Montgomery Township in Somerset County, and Plainsboro in Middlesex County. This effort is privately funded by Greater Mercer TMA.

SCHEDULE:

March 2018–April 2019

PRODUCT:

Development of a continuous and interconnected pedestrian and bicycle trail network plan for the study area. The concept plan will include maps and descriptions of each segment and viability rankings.

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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, 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:

Currently in the second year fourth grant cycle which is on a fiscal year July 1 to June 30. RideWise anticipates these funds being awarded for FY20.

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 AccessLink

SUBJECT:

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

DESCRIPTION:

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

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 FY20. 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 FY19, and ongoing project support throughout FY20.

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 a late FY19 launch, planning and promotion to continue through FY20.

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 FY19, TransOptions began 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 and October. Additional unique events will be piloted in FY20. Marketing efforts will continue throughout the year.

PRODUCT:

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

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

FY 2020

**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 Tri-Boro Shuttle Service

DESCRIPTION:

This service connects the Ridgewood Train Station with office complexes in the Tri-Boro Area of Park Ridge, Woodcliff Lake, and Montvale. Currently, the vast majority of the 24,000 employees in the Tri-Boro office complex area live outside the area and travel to work by automobile. This service helps relieve traffic congestion and its resultant air pollution due to the congested conditions along the area's local roadways during peak hours. The funding source was from a non-renewable three (3) year CMAQ (Congestion Mitigation Air Quality) grant. It operates Monday through Friday specifically for the morning and evening commutes

SCHEDULE:

This service was discontinued as of March 2015

PRODUCT:

SUBJECT:

Bergen County Community College Shuttle

DESCRIPTION:

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

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.

SUBJECT:

Bus & Rail Transit Connection

DESCRIPTION:

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

SCHEDULE:

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

PRODUCT:

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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 provides access to numerous residential complexes, retail centers, medical facilities 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 one-way trip on the shuttle costs \$1.00. 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, SJTA, the Pascale Sykes Foundation and Cross County Connection.

SCHEDULE:

The shuttle operates Monday through Friday from approximately 7:00 AM to 8:00 PM and Saturdays from approximately 7:45 AM to 8:15 PM.
PM.

PRODUCT:

A deviated route public transit 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 AM to 11:00 AM and 3:00 PM to 8:00 PM.

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 including Williamstown, Glassboro, Mullica Hill, Swedesboro and Logan Township. The shuttle began operations June 2015, and provides access to 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 one-way trip on the shuttle costs \$1.00. A reciprocal transfer agreement between the shuttle service and connecting NJ TRANSIT buses enables passengers to ride both systems at a reduced fare. The service also includes an internal circulator shuttle that travels solely within the Pureland Industrial Complex (3,000 acres) to serve as a “last mile” connector from the shared Pureland East-West shuttle and NJ TRANSIT 402 bus stop located near the complex entrance. The shuttle added Saturday service in 2018. 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:

The shuttle operates Monday through Saturday from approximately 5:00 AM to 11:00 AM and 1:00 PM to 7:30 PM.

PRODUCT:

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

CONTACT:

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AGENCY: EZ RIDE

SUBJECT:

WAVE Shuttle Service

DESCRIPTION:

In partnership with Essex County, EZ Ride operates four shuttles buses to serve low-income residents access agencies in the Greater Newark Area that provide work training and work assistance. Essex County is responsible for funding this shuttle program.

SCHEDULE:

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

PRODUCT:

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

SUBJECT:

Essex Night Owl Shuttle Service

DESCRIPTION:

In partnership with Essex County, EZ Ride operates eight shuttle buses for Essex County residents. The service provides late-night transportation to Newark Penn Station for Essex County resident who work at the Newark Liberty International Airport. In addition to reducing congestion this service provides vital link to jobs for many low-income residents in Essex County. Essex County is responsible for funding this shuttle program.

SCHEDULE:

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

PRODUCT:

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

SUBJECT:

Route 10 Shuttle Service

DESCRIPTION:

In partnership with Essex County, EZ Ride launched the Route-10 Shuttle for Essex County residents to help access employment along the Route-10 corridor in East Hanover and Whippany area.

SCHEDULE:

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

PRODUCT:

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

SUBJECT:

Fairfield-West Caldwell Shuttle Service

DESCRIPTION:

EZ Ride launched the service for people who work along Route 46 corridor in the townships of Fairfield and West Caldwell. Essex County is responsible for funding this shuttle program.

SCHEDULE:

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

PRODUCT:

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

SUBJECT:

Wayne-Fairfield/West Caldwell Shuttle Service

DESCRIPTION:

In partnership with Passaic County, EZ Ride operates this last mile shuttle to serve low-income Passaic County residents to help them access jobs in Fairfield & West Caldwell area. Shuttle operates from the bus stop at Willowbrook Mall to businesses in Fairfield and West Caldwell. Passaic County is responsible for funding this shuttle program.

SCHEDULE:

The program was launched in March 2008. Shuttles operate from 6 am to 9 am and from 3 pm to 7 pm.

PRODUCT:

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

SUBJECT:

Elizabeth-Newark Airport Shuttle

DESCRIPTION:

EZ Ride launched this late-night commuter shuttle to connect low-income Elizabeth residents with jobs at the Newark Liberty International Airport. Shuttle operates seven days a week. Shuttle provides hourly service between residents' homes and Newark Liberty International Airport. The shuttle makes one stop at the Airport: Terminal B (NJ TRANSIT bus stop). This service is funded in part by the NJ-JARC program.

SCHEDULE:

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

PRODUCT:

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

SUBJECT:

Long Branch Shuttle Service

DESCRIPTION:

In partnership with the City of Long Branch and Monmouth University, EZ Ride operates the shuttle program to connect the Long Branch Train Station with Monmouth University, Pier Village and local businesses. In addition to reducing congestion, the shuttle helps mitigate demand for parking at the University. This service is funded in part by FTA under CMAQ program.

SCHEDULE:

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

PRODUCT:

High frequency shuttle service between the train station and Monmouth University as well as the residential/ business community in Long Branch.

SUBJECT:

The Monarch Shuttle Service

DESCRIPTION:

EZ Ride launched the shuttle program connecting The Monarch residential community in East Rutherford with Secaucus Junction Train Station. The shuttle reduces SOVs/congestion on Route-3 and the demand for parking at Monarch. BNE Real Estate Group is responsible for funding this shuttle program.

SCHEDULE:

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

PRODUCT:

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

SUBJECT:

Waters' Edge Shuttle Service

DESCRIPTION:

EZ Ride launched a shuttle program connecting the residential community known as Waters' Edge in Harrison with the PATH station also in Harrison. BNE Real Estate Group is responsible for funding this shuttle program.

SCHEDULE:

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

PRODUCT:

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

SUBJECT:

Rutherford Shuttle

DESCRIPTION:

EZ Ride launched the Rutherford shuttle to provide access to local transit for the businesses and the residential community in Lyndhurst. The shuttle connects both the Rutherford Train Station and the Kingsland Train Station with businesses and Vermella Lyndhurst, a residential community. This service is funded in part by the NJ-JARC program.

SCHEDULE:

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

PRODUCT:

High frequency shuttle service connecting Rutherford and Kingsland Train Stations with residential and corporate community.

SUBJECT:

Route 3 Shuttle Service

DESCRIPTION:

EZ Ride launched the shuttle program to connect businesses in the Route 3 corridor to the

Secaucus Junction Train Station. It was designed to reduce traffic on the corridor and encourage commuters to use public transit. This service is funded in part by FTA under the CMAQ program.

SCHEDULE:

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

PRODUCT:

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

SUBJECT:

Lyndhurst Corporate Shuttle Service

DESCRIPTION:

EZ Ride launched Lyndhurst shuttle service to link businesses at the Lyndhurst Corporate Park with two train stations, Kingsland Station in Lyndhurst and Rutherford Station in Rutherford. This service is funded in part by the NJ-JARC program.

SCHEDULE:

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

PRODUCT:

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

SUBJECT:

Challenger Road Shuttle Service

DESCRIPTION:

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

SCHEDULE:

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

PRODUCT:

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

SUBJECT:

Harmon Meadow Shuttle Service

DESCRIPTION:

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

SCHEDULE:

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

PRODUCT:

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

SUBJECT:

Harmon Cove Shuttle Service

DESCRIPTION:

In partnership with Rose Brand and ARRI, EZ Ride launched a commuter shuttle in 2008 that connects Secaucus Junction with these two major employers in the Harmon Cove area. Without this shuttle, there is no connection between Secaucus Junction and Harmon Cove's industrial center. In 2017, another company, Frederick Goldman, moved to Harmon Cove and joined the shuttle program. This service is funded in part by the NJ-JARC program.

SCHEDULE:

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

PRODUCT:

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

SUBJECT:

Kearny Commuter Shuttle

DESCRIPTION:

The shuttle services local residents along Ridge Road and Kearny Avenue in North Arlington and Kearny, and links them to the PATH station at Harrison. This service is funded in part by the NJ-JARC program.

SCHEDULE:

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

PRODUCT:

High frequency shuttle service connecting residents with Harrison PATH station.

SUBJECT:

Kearny Loop Shuttle

DESCRIPTION:

EZ Ride launched the service to link local businesses and residents along Bergen County Avenue and Harrison Avenue in Kearny with the PATH station in Harrison. This service is funded in part by FTA under the CMAQ program.

SCHEDULE:

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

PRODUCT:

High frequency shuttle service connecting residents with Harrison PATH station.

SUBJECT:

Flex-T Mobility Partner Program

DESCRIPTION:

EZ Ride launched the Flex-T Program in Monmouth County along Route 35 corridor in Monmouth County. Currently the service has expanded and operates in Bergen, Essex, Union, and Monmouth Counties. Clients use the program to access jobs or job training facilities. This service is funded in part by FTA under the New Freedom program.

SCHEDULE:

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

PRODUCT:

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

SUBJECT:

Montclair Senior Shuttle

DESCRIPTION:

EZ Ride operates the senior shuttle service for the town of Montclair. The shuttle provides rides for seniors to popular destinations within the town, such as the library, HUMC Hospital, YMCA,

Edgemont Park House, Wally Choice Center and ShopRite-Brookdale. Reservations are required to be made 48 hours in advance. This service is funded by Montclair Twp.

SCHEDULE:

The program was launched on February 1, 2017. Service operates weekdays from 8:30 am to 4:00 pm

PRODUCT:

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

SUBJECT:

Ryde4Life Program

DESCRIPTION:

EZ Ride launched a state-wide program 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. The service is provided using Transportation Network Companies (TNCs) like Lyft and Uber. This program is funded in part by a Federal Transit Administration Section 5310 grant administered by NJ TRANSIT.

SCHEDULE:

The program was launched in April 2017. Service is provided Monday through Friday from 8 am to 8 pm with plans to expand to weekends from 8 am to 5 pm.

PRODUCT:

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

CONTACT:

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AGENCY: GREATER MERCER TMA

SUBJECT:

ZLine Shuttle

DESCRIPTION:

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

SCHEDULE:

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

PRODUCT:

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

CONTACT:

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AGENCY: TRANSOPTIONS

SUBJECT:

Mack-Cali Parsippany Corporate Campus Shuttle

DESCRIPTION:

TransOptions plans to expand efforts in FY 2020 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:

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

FY 2020

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

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 seeking 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 our partners in this effort) to update the signals on Main and State Streets (part of their effort to convert both streets in a one-way couplet to bidirectional traffic, with State Street's two-way conversion recently completed). This will then enable the signals to accept the Adaptive improvements that will foster more efficient travel through the area. 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:

Design work underway (including CED and PS&E); Federal authorization to proceed received December 2017; Contract/procurement Winter/Spring 2018; Implementation estimated over the course of FY 2019.

PRODUCT:

Adaptive Signal Program Implementation

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.

SCHEDULE:

Preliminary Engineering contract awarded in 2017; Coordination with NJDOT ongoing; Estimated date for completion of PE: December 2018.

PRODUCT:

Preliminary Engineering Plans; Documentation to proceed into Final Design

SUBJECT:

East Anderson Street Bridge Local Concept Development Study, City of Hackensack and Township of Teaneck, Bergen County.

DESCRIPTION:

Bergen County successfully applied for a \$432,000 grant through the NJTPA's Local Capital Project Delivery Program for this project to study alternatives for rehabilitating or replacing the East Anderson Street Bridge. This critical connector spans the Hackensack River between East Anderson Street in the City of Hackensack and Cedar Lane in the Township of Teaneck. The project will also determine if a pedestrian path could be constructed under the new bridge to provide safer access to the Hackensack Riverwalk. Built in 1971, this four-lane, 302-foot-long bridge serves as a major connector for densely populated commercial and residential areas in the two municipalities, as has historically served as a critical bus transit corridor and river crossing for all users. A high number of motorists and pedestrians traverse the twin six-span bridge, which is located near parks, trails, schools, hospitals, a university, and major employers. In 2012, due to structural deficiencies, a weight restriction was instituted, barring trucks, buses, and other vehicles over 15 tons from crossing the span. The two outer lanes of the bridge were also closed at that time.

This initial investigative work is being conducted under the auspices of the NJTPA's Local Capital Project Delivery Program – namely, the Local Concept Development Phase – with the aim of securing the project's eligibility for eventual construction with federal funds.

SCHEDULE:

RFP issued in 2017; Consultant Selection and Procurement Winter/Spring 2018; Project Kickoff Spring 2018.

PRODUCT:

Concept Development and Environmental Documentation

CONTACT:

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AGENCY: MIDDLESEX COUNTY

SUBJECT:

Middlesex County Bicycling Atlas

DESCRIPTION:

Reference guide that will provide the bicycling public with both a printed and web based document with information about the suitability of important roadways throughout the county for bicycling including the identification of bicycle paths and trails found within public parks and open spaces.

This project will help encourage the reduction in automobile use, the improvement of public health through increased outdoor activities, and the betterment of environmental conditions. We will be working with municipal officials in Middlesex County to provide information in the Bicycling Atlas that will include:

- Existing bicycling routes and designated bike lanes on roadways;
- All roadways with bicycling-related signage, striping, and other “share-the-road” road pavement markings or similar;
- Existing off-road bicycling paths and trails on municipally-owned properties (e.g. parks and open space);
- Other public bicycling accommodations and facilities, including racks, lockers, or shelters situated on municipally-owned properties or public school properties; and/or,
- Municipal bicycle, pedestrian or transportation plans, studies or master plan elements.

This document will also provide valuable assistance in the future update of the Middlesex County Bicycle – Pedestrian Plan component of the County Comprehensive Master Plan.

SCHEDULE:

Completion FY 2017 – 2018

PRODUCT:

Middlesex County Bicycling Atlas

CONTACT:

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AGENCY: MONMOUTH COUNTY

SUBJECT:

Monmouth County Cultural and Heritage Virtual Tours (Scenic Byways)

DESCRIPTION:

County-based network of physically interconnected community based assets showcasing the rich, various, and abundant cultural, historic, and natural resources found throughout the 53 towns that comprise Monmouth County

SCHEDULE:

Ongoing through FY2020

PRODUCT:

Cultural and Heritage Byway Network Story Map

SUBJECT:

Monmouth County Bike Map

DESCRIPTION:

Update the Monmouth County Bike Map, last updated in 2010, using a Bicycle Level of Stress analysis, and crowdsourcing information on non-county facilities and features

SCHEDULE:

Ongoing through FY2019

PRODUCT:

Updated County Bike Map published on paper and online

SUBJECT:

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

DESCRIPTION:

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

SCHEDULE:

Final Design completion FY 2018

PRODUCT:

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

SUBJECT:

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

DESCRIPTION:

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

SCHEDULE:

Segment 1 Final Design FY 2018 – 2019

PRODUCT:

Final Design and Construction Documents for improvements to Segment 1 of CR 3 and associated bridge, traffic signal and drainage improvements

SUBJECT:

Improvements to CR 3 (Lloyd Road) between Reid’s Hill Road and Church Street, Aberdeen Township

DESCRIPTION:

Improvements to CR 3 for the operational safety of the roadway including realignment of Reid’s Hill Road intersection and Lloyd Road Elementary School driveway with Ivy Hill Drive, upgrade of two traffic signals and modification or replacement of County Bridge MA-3

SCHEDULE:

Preliminary Engineering FY 2018 – 2020

PRODUCT:

Preliminary Engineering Study and Report will provide information to establish Final Design Parameters

SUBJECT:

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

DESCRIPTION:

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

SCHEDULE:

Preliminary Engineering FY 2018

PRODUCT:

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

SUBJECT:

Improvements to CR 14 (West Park Avenue), between Hope Road/Green Grove Road and CR 15 (Monmouth Road), Ocean Township and Tinton Falls Borough (Segment 1: CR 14 from SR 18 to Cotswold Circle, Ocean Township)

DESCRIPTION:

To address congestion, roadway capacity, system linkage, geometric deficiencies, projected transportation demands, environmental and traffic safety concerns

SCHEDULE:

Segment 1 Final Design FY 2018 – 2020

PRODUCT:

Final Design and Construction Documents for improvements to Segment 1 of CR 14 and associated traffic signal and drainage improvements

SUBJECT:

Improvements to Three Brooks Road and Reconstruction of Bridges F-26, F-27 and F-28, Freehold Township

DESCRIPTION:

Improvements to Three Brooks Road for the operational safety of the roadway and reconstruction of three County bridges along the roadway improvements

SCHEDULE:

Preliminary Engineering & Final Design FY 2018 – 2020

PRODUCT:

Final Design and Construction Documents for improvements to Three Brooks Road and reconstruction of three bridges

SUBJECT:

Reconstruction of Bridge S-14, Swimming River Road, Tinton Falls Borough

DESCRIPTION:

Reconstruction of Bridge S-14 and its approach roadway

SCHEDULE:

Preliminary Engineering & Final Design FY 2017 – 2018

PRODUCT:

Final Design and Construction Documents for the replacement of Bridge S-14 and associated improvements at its approaches.

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 & Final Design FY 2018 – 2020

PRODUCT:

Final Design and Construction Documents for the replacement of Bridge MS-48 and rehabilitation of Perrineville Dam

SUBJECT:

Reconstruction of Bridge S-32, Shrewsbury River Road, Rumson & Sea Bright Borough

DESCRIPTION:

Reconstruction of Bridge S-32 and its approach roadway

SCHEDULE:

Final Design FY 2018 – 2020

PRODUCT:

Final Design and Construction Documents for the replacement of Bridge S-32 and associated improvements at its approaches

CONTACT:

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Monmouth County Engineering Department
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AGENCY: CITY OF NEWARK

SUBJECT:

McClellan Street Underpass Roadway and Drainage Improvements

DESCRIPTION:

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

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

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

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

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

SCHEDULE:

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

PRODUCT:

Final Design and Construction Documents

SUBJECT:

Delancy Street Roadway Improvements

DESCRIPTION:

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

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

Existing physical and operational deficiencies in this segment of Delancy Street are not consistent with its important existing and future role in freight movement. These deficiencies create traffic congestion and relatively high numbers of accidents. Considering the existing and future use of Delancy Street for access to the ports, the airport and major accessways, these deficiencies need to be remedied, to enable efficient truck access and freight-carrying industries to continue and grow in this sector of Newark.

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

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

SCHEDULE:

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

PRODUCT:

Final Design and Construction Documents

SUBJECT:

Newark Waterfront Pedestrian and Bicycle Access: Center Street

DESCRIPTION:

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

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

SCHEDULE:

Final Design was scheduled for June 2017 but has been moved because the City of Newark is working with NJDOT/NJTPA Local Aid to revise the RFP to meet NJDOT Local Aid standard process. The revised Final Design date is yet to be determined.

PRODUCT:

Final Design and Construction Documents

SUBJECT:

NJ DOT Local Bicycle Pedestrian Planning Assistance Program: BikeIronbound

DESCRIPTION:

BikeIronbound is a bicycle circulation plan developed for Newark's

Ironbound Neighborhood. The plan identifies bicycle routes as well as facility type. These routes provide circulation and connection to destinations within the Ironbound as well as connection to Newark Penn Station, Downtown Newark and Port Newark and industrial areas to the east. The plan will result in several demonstration projects and will increase access, mobility and choice for commuters and residents.

SCHEDULE:

This project has been completed.

PRODUCT:

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

SUBJECT:

North Broad Earmark Project

DESCRIPTION:

The project will utilize the earmark funding for the North Broad area to improve pedestrian access, install ADA pedestrian signals, repair and replace traffic channelization islands, control by-pass traffic from Rt. 21, repair or replace lane-gantry signs and poles, and extend the useful life of the roadway. The project will feature a new ramp-metering signal at Mt. Pleasant Avenue and Clark Street to control the by-pass traffic from Rt. 21 with the goal of reducing dangerously aggressive driving at the un-signalized intersection of Clay Street and Mt. Pleasant Avenue.

SCHEDULE:

The project start date is Fall of 2019.

PRODUCT:

The project will construct a new ramp-metering signal at Mt. Pleasant Avenue and Clark Street to control the by-pass traffic from Rt. 21 with the goal of reducing dangerously aggressive driving at the un-signalized intersection of Clay Street and Mt. Pleasant Avenue.

SUBJECT:

Broad Street Adaptive Signal Project

DESCRIPTION:

This project will upgrade traffic signals at intersections along Broad Street Newark from standard fixed time traffic signals to adaptive traffic signal technology with wireless connectivity capabilities. When completed, the adaptive traffic signals will use real-time traffic information to process traffic (deciding when and how long signals should be red or green). Also, during periods of high congestion, the adaptive signals will allow the system to distribute green time in a way that is more equitable resulting in significant reduction in congestion and emissions which help the environment.

SCHEDULE:

Anticipated project start date is Fall of 2019. The project is currently in design.

PRODUCT:

The project will include a total of 30 intersections and will be implemented through systematic intersection upgrades throughout the corridor to have as minimal impact as possible to traffic flow.

SUBJECT:

McCarter Highway (Route 21) Adaptive Signal Project

DESCRIPTION:

This project will upgrade traffic signals at intersections along McCarter Highway in Newark from standard fixed time traffic signals to adaptive traffic signal technology with wireless connectivity capabilities. When completed, the adaptive traffic signals will use real-time traffic information to process traffic (deciding when and how long signals should be red or green). Also, during periods of high congestion, the adaptive signals will allow the system to distribute green time in a way that is more equitable resulting in significant reduction in congestion and emissions which help the environment.

SCHEDULE:

Anticipated project start date is yet to be determine. The project was designed by City staff. The project was awarded. The award contract was approved by council, signed by the mayor and is currently awaiting approval from the state of New Jersey AG

PRODUCT:

The project will include all the intersections at McCarter Highway from Emmett Street in the south to 3rd Avenue in the north and will be implemented through systematic intersection upgrades throughout the corridor to have as minimal impact as possible to traffic flow.

SUBJECT:

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

DESCRIPTION:

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

SCHEDULE:

Project start and anticipated end dates have been extended indefinitely to enable the City of Newark work on a routing plan for the bicycle facility that will not adversely affect traffic. The preferred plan would result in poor LOS for traffic in and around Newark.

PRODUCT:

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

CONTACT:

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AGENCY: OCEAN COUNTY

SUBJECT:

Western Boulevard Extension, Berkeley Township, Ocean County

DESCRIPTION:

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

SCHEDULE:

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

SUBJECT:

New Park & Ride Facility at Garden State Parkway Interchange 58

DESCRIPTION:

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

SCHEDULE:

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

PRODUCT:

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

CONTACT:

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AGENCY: PASSAIC COUNTY PLANNING DEPARTMENT

SUBJECT:

Morris Canal Greenway Feasibility Study Implementation

DESCRIPTION:

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

SCHEDULE:

On-going

PRODUCT:

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

SUBJECT:

Passaic County Open Space, Parks, and Recreational Master Plan

DESCRIPTION:

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

SCHEDULE:

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

PRODUCT:

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

SUBJECT:

NYS&W Passenger Service Restoration Research Project

DESCRIPTION:

The Passaic County Planning Department is working with NJ Transit and the NJTPA in creating a white paper on all efforts relating to restoring passenger service along the NYW&W freight railroad corridor. This work is being done in coordination with Morris, Sussex and Bergen

Counties. Passaic County Planning staff will also continue working with NJ Transit on moving forward with the portion off the project between Hawthorne and Hackensack that has final design specifications completed

SCHEDULE:

On-Going

PRODUCT:

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

CONTACT:

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AGENCY: SOMERSET COUNTY

SUBJECT:

Davenport Street Extension (DB 06378)

DESCRIPTION:

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

SCHEDULE:

Final Design in FY 2017.

PRODUCT:

Final Design and Construction.

SUBJECT:

Orchard Road Connector (DB 06381)

DESCRIPTION:

Alternate solutions to relieve congestion were explored and a determination was made to investigate the use of loop roads. One of Montgomery Township Master Plan roads is known as Orchard Road connector which would be a north/south connector roadway to link Orchard Road and CR 518. In order to implement the construction of this connector road, a crossing of Bedens Brook is necessary. NJDOT and Somerset County Engineering Department have supported the concept of improving the Route 206/CR 518 intersection by constructing loop roads such as the Orchard Street connector. This method has been deemed the most cost effective method to alleviate traffic congestion.

SCHEDULE:

Local Concept Development in FY 2016 and Preliminary Engineering in FY 2018

PRODUCT:

Concept Development and Preliminary Engineering.

SUBJECT:

Route 22 Sustainable Corridor Long Term Improvements (DB 03318)

DESCRIPTION:

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

SCHEDULE:

Local Concept Development in FY 2017.

PRODUCT:

Breakout projects from the concept development study when completed.

CONTACT:

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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. It was last updated in 1982. We have submitted an application through the NJTPA SSP Program and have been awarded monies to do this update to our plan. Part of the update will be done in house using county staff and part will be done using consultant staff.

SCHEDULE:

We submitted our proposal to NJTPA end of November 2018 and have been fine tuning it after meeting with them. It will be submitted under 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:

The end result will be an update the previous Transportation Plan

CONTACT:

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

FY 2020

**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 1) is currently under development.

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

FY 2020

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

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/project-programs/project-development/study-and-development-program>.

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.