

FY2023UPWP

Unified Planning Work Program

Chapter IV

Other Regional Transportation Planning Initiatives



NJTPA

**NORTH JERSEY
TRANSPORTATION
PLANNING AUTHORITY**

FY 2023 UNIFIED PLANNING WORK PROGRAM

**CHAPTER IV
OTHER REGIONAL TRANSPORTATION PLANNING INITIATIVES**

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INTRODUCTION

The Federal rules governing the work and responsibilities of Metropolitan Planning Organizations (MPOs) require that the Unified Planning Work Program (UPWP) produced every year describe the planning priorities facing the metropolitan planning area (found in Chapter I). The UPWP must also include a description of all proposed transportation and transportation-related planning activities in the region regardless of funding source or agency conducting the activity. The information is intended to broaden awareness of related activities, to prevent duplication of planning and study efforts, and to encourage coordination of all transportation planning underway in the region.

Non-MPO funded transportation planning activities are outlined in this chapter. Their descriptions include who will perform the work, completion schedules, and final products, if available. This information, obtained from various 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 2023 UPWP is divided into three sections. Section One is separated into four parts:

- Part One: Planning initiatives from various transportation planning and operating agencies.
- Part Two: Transportation Management Association (TMA) activities funded through NJ TRANSIT, New Jersey Department of Transportation (NJDOT) and New Jersey Department of Law and Public Safety, including transit marketing/promotional initiatives and services to support the state's Safe Routes to School (SRTS) Program.
- Part Three: TMA and County TDM transit services, which are expected to increase mobility and accessibility, and reduced emissions.
- Part Four: Local subregional initiatives.

Section Two is the NJDOT State Planning and Research Program for CY 2021 - CY 2022, Year Two. Section Three is the NJTPA's Study and Development Program (S&D), which is a schedule of project planning, environmental reviews and other work that will be conducted during the coming year to advance proposed improvement projects toward possible federal funding.

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

FY 2023

**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:

Washington Crossing Toll-Supported Bridge Replacement

DESCRIPTION:

Study of the engineering and environmental feasibility of replacing the Washington Crossing Toll-Supported Bridge

SCHEDULE:

Study / Design – 2023 – 2028

CONTACT:

Delaware River Joint Toll Bridge Commission

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AGENCY: NEW JERSEY HIGHLANDS COUNCIL

SUBJECT:

Highlands Regional Master Plan (RMP) Implementation

DESCRIPTION:

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

A fundamental aspect of the RMP is the process by which local governments work collaboratively with the Council to adjust land use plans and development requirements to support the plan's goals and requirements. The Highlands Act requires Preservation Area municipalities and counties in the region to conform to the RMP. Municipalities in the Planning Area have incentives to voluntarily conform to the RMP. The RMP is built upon land use standards and a Land Use Capability Map series, which is now available as GIS layers in an interactive online map.

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

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

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

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

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

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

SCHEDULE:

During FY 2023 the Council expects to continue working with municipalities and counties in support of Plan Conformance with the RMP and intra- and inter-regional transportation and transit planning needs.

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

The Highlands Council recently completed an Economic Sustainability Plan for the Highlands Region. The Plan was developed over an 18 month period and included a robust outreach effort, including diverse stakeholders from both within and outside the Region. The Plan establishes five (5) overarching goals to achieve economic sustainability in the counties and municipalities that comprise the Highlands Region. Each goal has associated strategies for implementation and identifies some of the key entities who will be involved in implementation activities. The Plan has a 10 year horizon and will be activated throughout the upcoming fiscal year.

The Highlands Council is completing the development of an Interactive Environmental Resource Inventory (ERI). The Interactive ERI is a map-based application designed to assist in the development of municipal ERIs. The application can be used to view and export maps and associated narratives describing a wide range of environmental and other resource data for the Highlands Region. The application pulls data directly from a variety of sources, ensuring the best currently available data is always being presented. Data can be viewed and/or exported at the parcel, multi-parcel, subwatershed, municipal, or county level, or for the entire Highlands region. During the development process, municipal needs and desires were assessed during the stakeholder engagement process that sought to determine what features and datasets would be useful in the final application. The application was developed through a contract with T&M Associates and is expected to be rolled out in early Spring 2022.

The Highlands Council has worked in collaboration with the NY/NJ Trails Conference to map and sign the Highlands Trail, an existing 150 mile trail that traverses the entire Highlands Region. New signage and trail markers will be installed along the length of the trail, and a GPS integrated map will be made freely available through a trail mapping smart phone application.

The Highlands Trail provides the backbone of a trail network through the Highlands, providing interconnections of existing municipal and county trail networks while providing economic opportunities to allow increased tourism within the region.

The Highlands Council is poised to begin development of a guidance document to assist its constituent municipalities with the recent amendments to the Municipal Land Use Law (MLUL). Guidance will be developed for updates to the Land Use Plan and Environmental Sustainability Plan elements, as well as a municipal climate change related Hazard Vulnerability Assessment. The project will include five major components: 1) Background research; 2) Stakeholder engagement; 3) Development of the guidance document; 4) Presentation of document; and 5) Municipal workshops. The project is expected to be completed within 9 months.

To date, the Council has approved 55 municipal and county petitions for Plan Conformance. Particularly in support of transportation and transit enhancement, the Council will focus on Plan Conformance with our constituent counties, as well as the 14 designated Highlands Centers and implementation of our Economic Sustainability Plan to ensure that land use, economic development, and transportation and transit needs are coordinated and support regional and local multimodal connections.

PRODUCT:

Regional Master Plan, Economic Sustainability Plan for the Highlands Region, RMP Monitoring Program Report, Interactive Map and GIS Data, Transportation System Preservation and Enhancement Technical report, Transportation Safety and Mobility Program, Plan Conformance, Circulation Plan Element and Highlands Project Review procedures, Interactive Environmental Resource Inventory, Highlands Trail Mapping.

CONTACT:

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AGENCY: NEW JERSEY SPORTS AND EXPOSITION AUTHORITY

SUBJECT:

Meadowlands District Transportation Plan Update

DESCRIPTION:

The task will fulfill the requirements of the Hackensack Meadowlands Transportation Planning Act and update the Meadowlands District Transportation Plan (the Plan). The Update will evaluate the District's transportation needs incorporating the recent growths and transportation improvement projects in the District since 2007. To increase transparency and involvement of all involved parties, the project defined two stakeholder groups, governing (14 mayors/representatives of municipalities and public agencies) and technical (engineers, planners, private sectors, developers, and high-tech companies within the District), to capture both policy and technical aspects of the District's needs and gain inputs from stakeholders throughout the project execution. The Update will review the candidate transportation improvements recommended in the previous Plan and renew the project recommendations that are needed to address existing transportation needs and support the District's developments over a time frame that reaches to the year 2045. The Update will estimate the cost of the recommended transportation improvements and update the transportation mitigation assessment framework, including fee calculation methodology and VMT factors, and will consider safety and new emerging technology to assure fair and sustainable growth in the District.

SCHEDULE:

RFP was released in the 2019. Project is launched in 2020 and expected to be completed in 2022.

PRODUCT:

Updated Meadowlands District Transportation Plan.

Contact:

NJSEA

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

SUBJECT:

Garden State Parkway Mainline Widening Between Interchanges 129 – 142

DESCRIPTION:

The scope of this project will be evaluated.

SCHEDULE:

Concept development to begin in 2023

SUBJECT:

Garden State Parkway Interchange 80 Completion and Widening between MP 80 – 83

DESCRIPTION:

Proposed improvements include completing the missing moves at Interchange 80. This interchange consists of a southbound exit ramp and northbound entrance ramp at US Route 9 and County Route 530, four continuous lanes in each direction from Interchanges 80-83 to accommodate future traffic demands. Full left and right shoulders will be provided for safety and operational enhancement. These improvements will require reconstruction of several structures, including across Toms River and under Lakehurst Road (County Route 527).

SCHEDULE:

Preliminary Engineering and Environmental Permitting started in March 2021. Final Design is expected to begin Fall 2023 and construction is anticipated to commence in 2025.

SUBJECT:

NJ Turnpike Newark Bay - Hudson County Extension Mainline Widening Program

DESCRIPTION:

The New Jersey Turnpike Authority is proposing to reconstruct and widen the 8.1 mile Newark Bay-Hudson County Extension (NB-HCE) from New Jersey Turnpike Interchange 14 in Newark to Jersey Avenue in Jersey City. The main components of the Program are:

- From Interchange 14 to Interchange 14A, replacing bridges and widening the roadway to four lanes in each direction plus full shoulders, including the Newark Bay Bridge over the Newark Bay;
- From Interchange 14A to Interchange 14C, replacing bridges and widening the roadway to three lanes in each direction plus full shoulders;
- From Interchange 14C to Jersey Avenue, replacing the viaduct structure and providing full shoulders.

SCHEDULE:

Preliminary Engineering started in first quarter 2021. Final Design is expected to begin early 2023 and construction is anticipated to commence in 2026.

SUBJECT:

NJ Turnpike Westerly Alignment Mainline Widening Between Southern Mixing Bowl - 15W and Replacement of Laderman Bridge

DESCRIPTION:

This project plans to dualize the Laderman Memorial Bridge by constructing a new bridge adjacent to the existing bridge. The existing Laderman Memorial Bridge will be reconstructed with full shoulders.

SCHEDULE:

Concept Development to commence in 2023.

SUBJECT:

NJ Turnpike Westerly Alignment Mainline Widening Between Interchanges 15W - 16W

DESCRIPTION:

The scope of this project will be evaluated.

SCHEDULE:

Concept Development to commence in 2023

SUBJECT:

NJ Turnpike Westerly Alignment Mainline Widening Between 16W - North Mixing Bowl and Interchange 16W Ramps

DESCRIPTION:

The scope of this project will be evaluated.

SCHEDULE:

Concept Development to commence 2023

SUBJECT:

NJ Turnpike Tremley Point Connector at Interchange 12

DESCRIPTION:

This project will provide access from Interchange 12 through Carteret, NJ, over the Rahway River, and into Tremley Point in Linden, NJ. The project consists of a new roadway and bridges featuring two lanes in each direction with full shoulders. The total length of the project is approximately 1.1 miles.

SCHEDULE:

Project is in design. Anticipated construction to commence in 2025.

SUBJECT:

Garden State Parkway Interchange 168 Completion

DESCRIPTION:

Completion of this interchange will be evaluated.

SCHEDULE:

Concept Development to commence in 2023.

SUBJECT:

NJ Turnpike Interchange 69 (I-80/I-95) Operational Improvements Study

DESCRIPTION:

A design and construction effort for the recommended safety and geometric improvements at the roadway connection between I-95/TPK and I-80. Route continuity will be established and operational characteristics to be re-aligned at this location.

SCHEDULE:

Preliminary engineering to commence in 2022.

CONTACT:

New Jersey Turnpike Authority
New Jersey Turnpike and Garden State Parkway
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AGENCY: NJ TRANSIT

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

Planning work is undertaken within these programs on an ongoing basis, with specific efforts and initiatives advanced as required. Work products may include reports, plans, analyses, data, drawings, renderings, and other products and services, as required.

SUBJECT:

Community Services Planning and Support

DESCRIPTION:

This program focuses on planning, analysis, and support relating to human services transportation programs. Among NJ TRANSIT's responsibilities is administering the distribution and use of Federal, State and NJ TRANSIT funding intended to provide vehicles and operating assistance for community transportation including paratransit and other related services. Planning efforts include support for the development of "locally developed" Coordinated Human Services Transportation Plans (CHSTP), 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:

Work products may include reports, plans, analyses, data, drawings, renderings, and other products and services, as required.

SUBJECT:

Corridor Planning and Analysis

DESCRIPTION:

NJ TRANSIT maintains this program area to determine the suitability and feasibility of transit in local and regional transportation 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. Efforts are undertaken in select corridors, working with communities where opportunities exist to leverage existing public transit services in support of redevelopment or other mobility goals. 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:

Work products may include reports, plans, analyses, data, drawings, renderings, and other products and services, 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 Groups are conducted with customers and employees to obtain opinions and attitudes which provide an understanding and clarity on issues facing the corporation. In addition, customer satisfaction studies are conducted on a regular basis. The customer satisfaction survey was designed to provide actionable data by identifying specific areas needing attention, allowing NJ TRANSIT to focus resources on key drivers of satisfaction and improve the overall customer experience. The depth of the information gathered from the surveys will continue to help drive the Corporation in making strategic decisions in the areas of its operating budget, capital programs, customer service and marketing initiatives, as well as its operations and safety and security. The survey also will give our customers, stakeholders, and NJ TRANSIT a clear window into how the Corporation is performing.

SCHEDULE:

Ongoing, as required.

PRODUCT:

Work products may include reports, plans, analyses, data, drawings, renderings, and other products and services, as required

SUBJECT:

Rail Operations and Infrastructure Planning

DESCRIPTION:

This program area provides for planning support for commuter rail and light 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, reliability and service performance goals. It includes operations planning support (schedule development, crew and equipment plans, and train performance analysis), as well as development of network performance simulations, interpretation and reporting. The program also provides for other rail infrastructure planning.

SCHEDULE:

Ongoing, as required.

PRODUCT:

Work products may include reports, plans, analyses, data, drawings, renderings, and other products and services, as required

SUBJECT

Ridership Forecasting

DESCRIPTION:

This program area involves development of ridership and revenue forecasts, as well as development and updating of forecasting models, in support of major capital projects, transit service planning, major service initiatives, and various other efforts. Much of the work is undertaken to comply with Federal Transit Administration (FTA) requirements and guidelines regarding preparation of travel demand forecasts for use in seeking FTA funding. In addition, this program provides support for MPO travel and air quality model development and training, Census, demographic and other travel data preparation and analyses, and other forecasting work. A continued focus of this work is to complete travel demand forecasts for regional transportation plans, as required for FTA's and NJ TRANSIT's longer term planning. Also, NJ TRANSIT will focus on short term travel demand on segments of its system or in areas of interest.

SCHEDULE:

Ongoing, as required.

PRODUCT:

Work products may include reports, plans, analyses, data, drawings, renderings, and other products and services, as required

SUBJECT:

Stations, Access, Parking and Site Planning

DESCRIPTION:

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

SCHEDULE:

Ongoing, as required.

PRODUCT:

Work products may include reports, plans, analyses, data, drawings, renderings, and other products and services, as required.

SUBJECT:

Trans-Hudson Planning

DESCRIPTION:

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

SCHEDULE:

Ongoing, as required.

PRODUCT:

Work products may include reports, plans, analyses, data, drawings, renderings, and other products and services, as required

SUBJECT:

Transit-Friendly Planning Program

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:

Work products may include reports, plans, analyses, data, drawings, renderings, and other products and services, as required.

SUBJECT:

Bus and Other Surface Transportation Planning

DESCRIPTION:

Bus and Other Surface Transportation Planning –Work will continue to progress both by singularly by NJ TRANSIT and in partnership with municipalities, counties, and other external parties, to plan for future bus rapid transit projects, bus terminals and support facilities, and to improve bus services so they operate faster, more reliably and address changing customer needs. Particular attention will be given to the phasing and scalability of bus improvements to effectively use available capital funding and fit within tight operating funding constraints. Planning efforts may include traditional bus vehicles as well as other types of specialized vehicles and propulsion systems.

SCHEDULE:

Ongoing, as required.

PRODUCT:

Work products may include reports, plans, analyses, data, drawings, renderings, and other products and services, as required.

CONTACT:

NJ Transit

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AGENCY: PORT AUTHORITY OF NEW YORK & NEW JERSEY

SUBJECT:

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

DESCRIPTION:

The Port Authority of New York & New Jersey (PANYNJ) and the Federal Highway Administration (FHWA) are undertaking a Tier II Environmental Impact Statement (EIS) for the Cross Harbor Freight Program (CHFP). The primary purpose of the CHFP is to improve the movement of freight across New York Harbor between the east- and west-of Hudson regions.

The New York metropolitan region is facing a freight mobility challenge. As the largest consumer market in the US and a global hub for finance, commerce, culture, and trade, the region relies on a limited network of highway bridges and tunnels to supply 90% of all goods crossing the Hudson River. By 2045, the population is expected to increase 13% and employment by 12%. A growing population and expanding businesses translate into a demand for more goods, further burdening existing infrastructure. To remain globally competitive, the region must maintain an efficient goods movement system. Forecasts indicate that freight moving to, from, or within the region will grow by 57% by 2045. The overwhelming amount is moved by truck. To that end, PANYNJ developed the CHFP to evaluate improvements to the regional goods movement network that can meet the anticipated future demand.

The CHFP would provide long-term improvements to the regional freight network, strategic redundancy for goods movement, reduce the growth of truck vehicle-miles traveled, improve air quality, and contribute to regional economic growth. The EIS is being prepared in accordance with applicable State and local review procedures, and the National Environmental Policy Act (NEPA) and its implementing regulations using “tiering,” or a staged environmental review process.

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

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

In February 2018, PANYNJ announced it had awarded an agreement to a consultant to initiate the Tier II study. PANYNJ and FHWA have advanced early planning efforts in preparation of publishing the Notice of Intent (NOI) for the Tier II EIS in the Federal Register. Publication of the NOI and advancement of the environmental review is anticipated with improvement to the

PA’s Capital Program as the Coronavirus pandemic subsides. Following updated federal guidelines which have set a goal of completing environmental impact statements within 24 months, a Tier II ROD is anticipated to be issued 24 months from the date the NOI is published.

SCHEDULE:

Project Start: February 2018
Estimated Project Completion: December 2024

PRODUCT:

Tier II Environmental Impact Statement

SUBJECT:

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

DESCRIPTION:

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

The renewed examination of this long-proposed link also includes evaluation of the potential to include station access for residents of the underserved Newark Dayton neighborhood and park-and-ride and bus transfer capacity at the terminus of the PATH system extension, to accommodate commuters and others traveling to and from Lower Manhattan and other points served by the PATH system. This engineering and planning assessment includes updates of project cost estimates and ridership projections for the extension, as well as time frames for planning, intergovernmental coordination and approval, and construction. In February 2017, the Port Authority Board of Commissioners included funding for this project in its ten-year capital plan, subject to completion of external reviews and approvals and project authorization by the PANYNJ Board.

SCHEDULE:

Project Start: April 2017
Estimated Project Completion: Ongoing

SUBJECT:

Port Authority Bus Terminal Replacement Planning

DESCRIPTION:

In 2013, the Port Authority initiated a Midtown Bus Master Plan process to evaluate options for redevelopment of the Port Authority Bus Terminal (PABT). Opened in 1950 and expanded in the early 1980’s, in 2015 the PABT accommodated approximately 260,000 total passenger trips and more than 7,900 bus movements on a busy weekday. The planning initiative addressed a range of considerations, including life-cycle issues for the existing facility, constraints in accommodating larger and heavier modern buses, operational limitations, anticipated future growth in interstate commuter and intercity bus demand, and development in West Midtown.

In March 2015, staff presented the agency’s Board of Commissioners with findings that included the recommendation to replace the outmoded existing terminal, and a range of project concepts. In October 2015, the Board authorized a “Design and Deliverability” competition soliciting conceptual designs for a new facility to inform its deliberations. The Board also initiated a Trans-Hudson Commuting Capacity Study to examine factors likely to affect long-term demand on the interstate bus network as well as multi-modal approaches for addressing the region’s trans-Hudson commutation needs. Findings and recommendations of both efforts were presented to the PANYNJ Commissioners in late 2016. In February 2017, the agency’s board approved a ten-year capital plan including \$ 3.5 Billion toward a project to replace the current facility. In addition, the plan included funding for near- term improvements to maintain efficient operations and improve facilities for customers, as well as authorization and funding to initiate planning for a replacement facility as well as intermediate improvements to support efficient operation of the existing terminal based on forecasts of steadily increasing commuter transit demand.

In May 2019, the agency released a Planning-Level Draft Scoping Document, starting a 120-day public comment period that included public meetings in New York City and New Jersey on July 10, 2019, and September 5, 2019. Written comments were received until September 18, 2019.

The Planning-Level Draft Scoping Document was prepared by PANYNJ to provide a description of the Bus Terminal Replacement Project’s purpose and need, goals and objectives, an initial alternatives screening assessment, and an overview of the formal environmental review process. A Final Scoping Report was published by the PANYNJ on January 21, 2021. The Final Scoping Report summarizes the initial scoping that was used to identify a Locally Preferred Alternative (LPA) that will be studied in more detail in the EIS.

In June 2021, the Federal Transportation Administration published a Notice of Intent (NOI) and NEPA Scoping Information Packet. The Scoping Information Packet summarizes the development of the alternatives and provides the framework for analysis in the Draft Environmental Impact Statement (DEIS). This started the NEPA process and a 45-day comment period that included virtual public scoping meetings held on June 23, 2021, and June 24, 2021. Written comments were received until July 19, 2021. Following updated federal guidelines which have set a goal of completing environmental impact statements within 24 months, a Record of Decision (ROD) is anticipated to be issued 24 months from the date the NOI is published.

SCHEDULE:

Project Start: April 2017

Estimated Project Completion: June 2023

CONTACT:

Port Authority Of New York & New Jersey

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AGENCY: TRANSCOM

SUBJECT:

Travel Time Data Acquisition

DESCRIPTION:

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

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

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

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

SCHEDULE:

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

PRODUCT:

Travel time and speed data for major roadways for the states of New Jersey, New York, and Connecticut which will be available to the TRANSCOM Member Agencies via the TRANSCOM DFE.

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

FY 2023

**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

SUBJECT:

NJDOT Safe Routes to Schools TMA Program

DESCRIPTION:

The Federal-aid SRTS Program provides funds to states to substantially improve the ability of primary and middle school students to walk and bicycle to school safely. The purposes of the program are to:

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

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

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

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

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

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

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

SCHEDULE:

This is an ongoing program funded on a bi-annual basis. The current grant runs to Spring 2022. Continued funding is anticipated.

PRODUCT:

The work products can take many forms and will vary with each TMA depending on the exact needs for their service area. Anticipated products include applications for Safe Routes to School and Transportation Alternative Program infrastructure funding, Walk to School Days, Walking School Busses, pedestrian and bicycle safety education for students in grades K-8, maps of safe corridors leading to the schools and any other acceptable way to encourage Safe Routes Programming within the community.

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AGENCY: NJ TRANSIT

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 ensure all information is updated in a timely fashion.
4. The TMA staff will utilize its e-mail system to reach out to employers with weather alerts, transit information, emergency disruptions and changes in schedules as they become available.
5. The TMA staff will identify and assist in maximizing distribution points for transit information.
6. The TMA staff will attend NJ TRANSIT sponsored meetings to network and exchange ideas concerning TMA transit promotion ideas and strategies. The TMA

staff will also attend the NJ TRANSIT seasonal marketing campaigns and include NJ TRANSIT marketing material in our newsletters.

7. The TMA staff will distribute all available information to companies in our service area.
8. The TMA staff will provide information and assistance on NJ TRANSIT's Vanpool Sponsorship Program.
9. The TMA staff will provide and make transit information, described above, available to all requestors. The TMA will also provide applicable transit information to employers and their employees at Transportation Fairs.
10. The TMA will provide trip-planning assistance to all requestors, using the NJ TRANSIT Website.

B. Advocacy to Employers and Other Service

Organizations Goal:

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

Objective:

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

Sample Tasks:

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

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

C. Outreach to Commuters and Potential

Transit Users Goal:

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

Objective:

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

Sample Tasks:

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

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

D. Feedback Goal:

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

Objective:

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

Sample Tasks:

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

SCHEDULE:

This effort is an annual program.

PRODUCT:

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

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

SUBJECT:

NJ Division of Highway Traffic Safety Grant Program

DESCRIPTION:

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

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

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

SCHEDULE:

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

PRODUCT:

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

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AGENCY: NJ TRANSIT ACCESS LINK

SUBJECT:

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

DESCRIPTION:

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

SCHEDULE:

The MOU between NJ TRANSIT and RideWise runs from February 2017 to October 2026.

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**AGENCY: GOHUNTERDON
HORIZON FOUNDATION FOR NEW JERSEY**

SUBJECT:

Hunterdon Healthcare Transportation Access Project

DESCRIPTION:

This Horizon Foundation for New Jersey project addresses the transportation barriers of adult and older adult patients of Hunterdon Healthcare who have been identified as transportation dependent and at risk of missing appointments. goHunterdon TMA applied for and received funding to address this transportation gap by facilitating Uber and Lyft rides for patients.

SCHEDULE:

The initial grant was awarded from October 2019- 2021. The grant has been renewed through December 2023.

PRODUCT:

Schedule Uber and Lyft rides for patients. Fund 100% of Uber/Lyft fares for transportation dependent patients. Eliminate transportation barrier to patient compliance and health outcomes.

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AGENCY: TRANSOPTIONS

SUBJECT:

Morris Area Bike Share

DESCRIPTION:

TransOptions continues to work toward installation of a bike share system in the Morristown-Morris Township-Madison corridor. Timeframe is not yet determined, but fundraising is ongoing, and bikes are intended to be in use in FY23, barring additional delays caused by the Covid-19 pandemic. 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:

Potential launch in FY23, and ongoing project support throughout FY23

PRODUCT:

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

SUBJECT:

On-Demand Human Services Transportation

DESCRIPTION:

TransOptions will continue to serve as dispatch for on-demand Sussex County Human Services and Morris County Human Services rides using transportation network companies, such as Lyft. The projects, launched in November 2020 in Sussex and December 2021 in Morris, leverage SCDRTAP funds to cover the costs of rides for seniors, veterans, people with low incomes and people with disabilities and provides supplementary service to existing County transportation services. The goal is to advance the goals of NJTPA's *Go Farther* CHSTP and to replicate successes of the Tri-Town 55+ Coalition's Rides for Seniors program, an effort on which TransOptions provided significant guidance. TransOptions will continue to help facilitate the partnership between local government and private providers to improve service availability, establish a subsidy model using non-federal funds, and launch promotional and outreach efforts in the community.

SCHEDULE:

Dispatch services, planning and promotion to continue through FY23.

PRODUCT:

Greater availability of on-demand rides for seniors, people with disabilities, people with low incomes, and veterans in Sussex and Morris Counties to improve mobility and quality of life.

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FY 2023

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

SECTION I

**PART THREE - TRANSPORTATION MANAGEMENT
ASSOCIATIONS /COUNTY TDM TRANSIT SERVICES**

AGENCY: BERGEN COUNTY COMMUNITY TRANSPORTATION DEPARTMENT

SUBJECT:

Bergen County Community College Shuttle

DESCRIPTION:

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

SCHEDULE:

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

PRODUCT:

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

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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 serves numerous residential complexes, retail centers, a medical facility and other smaller employment locations. This service connects with three NJ TRANSIT buses, enabling passengers to reach employment opportunities in Atlantic City, Ocean City and other shore points. A reciprocal transfer agreement between the shuttle service and connecting NJ TRANSIT buses enables passengers to ride both systems at a reduced fare. The shuttle service is funded by the Pascale Sykes Foundation and a NJ-JARC grant, and is a partnership between Atlantic County, NJ TRANSIT, South Jersey Transportation Authority (SJTA) and Cross County Connection.

SCHEDULE:

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

PRODUCT:

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

SUBJECT:

Rt. 54/40 Community Shuttle

DESCRIPTION:

This shuttle operates between Hammonton and Richland in Atlantic County and began operations January 2016. The 25-mile route includes rural communities in the municipalities of Hammonton, Buena Vista Township and Buena Borough and is designed to enable residents of rural areas to reach employment opportunities in Hammonton, Vineland and other regional destinations via connections with NJ TRANSIT. The shuttle connects with two NJ TRANSIT bus routes and the Atlantic City Rail Station in Hammonton, enabling passengers to reach regional employment opportunities in Vineland, Atlantic City, Camden County and Philadelphia. The shuttle is fare free. The shuttle service is funded by the Pascale Sykes Foundation and a 5311 Innovative grant through NJ TRANSIT. The Rt. 54/40 shuttle is a partnership between Atlantic County, SJTA, the Pascale Sykes Foundation, NJ TRANSIT, community members, municipal representatives and Cross County Connection.

SCHEDULE:

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

PRODUCT:

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

SUBJECT:

Pureland East-West Community Shuttle

DESCRIPTION:

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

SCHEDULE:

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

PRODUCT:

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

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AGENCY: EZ RIDE INC.

SUBJECT:

WAVE Shuttle Service

DESCRIPTION:

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

SCHEDULE:

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

PRODUCT:

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

SUBJECT:

Essex Night Owl Shuttle Service

DESCRIPTION:

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

SCHEDULE:

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

PRODUCT:

EZ Ride provides late-night shuttle service to and from Newark Penn Station for residents from Irvington, Newark, Orange and East Orange

SUBJECT:

Route 10 Shuttle Service

DESCRIPTION:

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

SCHEDULE:

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

PRODUCT:

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

SUBJECT:

Fairfield-West Caldwell Shuttle Service

DESCRIPTION:

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

SCHEDULE:

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

PRODUCT:

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

SUBJECT:

The Monarch Shuttle Service

DESCRIPTION:

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

SCHEDULE:

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

PRODUCT:

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

SUBJECT:

Waters' Edge Shuttle Service

DESCRIPTION:

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

SCHEDULE:

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

PRODUCT:

High frequency service between residential community in Harrison and PATH station.

SUBJECT:

Rutherford- Lyndhurst Shuttle

DESCRIPTION:

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

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

SCHEDULE:

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

PRODUCT:

High-frequency shuttle service connecting Rutherford and Kingsland Train Stations and the bus stop at the intersection of Polito and Rutherford Avenues with Lyndhurst's residential and corporate communities.

SUBJECT:

Harmon Meadow Shuttle Service

DESCRIPTION:

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

SCHEDULE:

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

PRODUCT:

EZ Ride provides a high-frequency shuttle service between Secaucus Junction train station and businesses in Harmon Meadow.

SUBJECT:

Kearny Commuter Shuttle

DESCRIPTION:

This shuttle provides transportation between the PATH station in Harrison and bus stops along Ridge Road and Kearny Avenue up to Garden Terrace in North Arlington. The shuttle is funded in part by NJ-JARC program. EZ Ride launched the service in January 2010. One-way fare is \$1.50.

SCHEDULE:

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

PRODUCT:

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

SUBJECT:

One Harrison Shuttle

DESCRIPTION:

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

SCHEDULE:

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

PRODUCT:

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

SUBJECT:

HelloFresh Shuttle

DESCRIPTION:

The service was launched in December 2020 and is funded by HelloFresh. The shuttle operates between the Willowbrook Mall parking lot in Wayne and the HelloFresh facility in Totowa.

SCHEDULE:

Service operates seven days a week from 5:00am – 8:30am & 5:00pm – 8:30pm using two minibuses.

PRODUCT:

High frequency shuttle service for HelloFresh associates only.

SUBJECT:

Kearny Point Shuttle

DESCRIPTION:

The service is expected to launch in early 2022 with a CMAQ Grant. Shuttle linking Hugo Neu Development in Kearny with Journal Square & West Side Light Rail

SCHEDULE:

Service will operate five days a week from 7:30am – 11:40am & 3:40pm – 7:00pm with one minibus.

PRODUCT:

Peak time commuting shuttle service for Hugo Neu and businesses in Kearny Point area in Kearny.

SUBJECT:

Ryde4Life Program

DESCRIPTION:

In 2017, EZ Ride launched a state-wide program using Transportation Network Companies (TNCs) like Lyft and Uber to provide personalized, curb-to-curb transportation for all 18 and older riders. The primary goal was to serve older adults. Riders do not require a smartphone or make a reservation for the ride. EZ Ride staff monitor the ride and assist if needed.

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

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

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

SCHEDULE:

Service is provided Monday through Friday from 8 a.m. to 8 p.m. and on Saturday from 8 a.m. to 5 p.m. No service is provided on Sundays.

PRODUCT:

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

CONTACT:

EZ Ride

Krishna Murthy

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Email: kmurthy@ezride.org

AGENCY: GREATER MERCER TMA

SUBJECT:

ZLine Shuttle Services (Zline and Zline2)

DESCRIPTION:

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

SCHEDULE:

GMTMA launched the service in July 2014. Funding is through an NJ JARC grant with the match provided by Amazon and Mercer County. NJ JARC funding was expanded to add midday service to both parks in July 2020. Service is provided daily.

PRODUCT:

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

SUBJECT:

Dynamic Rideshare Program Pilot

DESCRIPTION:

Carpool program developed to connect essential workers in Mercer County to the warehouse district in East Windsor and the 8A area.

SCHEDULE:

The project pilot, funded through a grant from the NCMM, began in June 2021. Due to COVID 19 delays, the pilot funding was extended until June 2022.

PRODUCT:

This project seeks to solve the problem of getting underserved workers in Mercer County to unserved jobs in the 8A warehouse district in Middlesex County/Eastern Mercer County. The product developed is a peer-to-peer ridesharing program using the Waze Carpool app to apply subsidies and incentives within the app for trips made between the targeted origin-destination locations.

CONTACT:

Greater Mercer TMA, Inc.

Cheryl Kastrenakes

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AGENCY: MONMOUTH COUNTY

SUBJECT:

NJ-JARC Route 836 Extended Services

DESCRIPTION:

This NJ-JARC and Monmouth County funded service extends the schedule of the existing NJ TRANSIT Route 836 bus connecting Freehold and Asbury Park on nights and weekends.

SCHEDULE:

The route is currently in operation with NJ-JARC Round 8 Funding.

PRODUCT:

Extended hour service on an existing NJ TRANSIT Bus Route.

SUBJECT:

The Jersey Blues Line

DESCRIPTION:

Shuttle Service linking selected Brookdale Higher Education Centers with transit service.

SCHEDULE:

3 years of CMAQ Funding

PRODUCT:

Transit Supportive Shuttle Services.

CONTACTS:

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**NORTH JERSEY
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FY 2023

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

SECTION I

PART FOUR – LOCAL SUBREGIONAL INITIATIVES

AGENCY: MIDDLESEX COUNTY

SUBJECT:

Destination 2040 Strategic Plan

DESCRIPTION:

Destination 2040 is Middlesex County's strategic plan that will guide County policies, plans, programs and investment decisions. The Transportation & Mobility chapter of the Destination 2040 Strategic Plan explores ways to improve the safety, efficiency and reliability of the County's transportation system. It will also explore options to increase access to transit and equitable, public, and shared mobility options, improve freight transportation, and prepare the County for emerging innovations in transportation such as electric, automated, and connected vehicles. The County is preparing numerous functional plans related to Transportation & Mobility that include the following:

- **Bike Easy, Walk Safely.** – Middlesex County's Bicycle and Pedestrian Master Plan will provide a framework for future investments that make it easier and safer for County residents to walk and bike.
- **Vision Zero Action Plan** – The Vision Zero Action Plan will aim to eliminate all motor vehicle fatalities and serious injury crashes in the County while providing safe, healthy, and equitable mobility for all. It will propose a series of actions designed to promote crash prevention through engineering, education, encouragement, enforcement, continual evaluation, and partnerships.
- **Forward Together.** – Forward Together, Middlesex County's Coordinated Public Transit Human Services Transportation Plan, will assess and identify gaps in existing public transit and human service transportation, and present comprehensive recommendations for meeting the existing and future mobility and accessibility needs of County residents, workers, and visitors.
- **Invest Smart.** – Middlesex County's Strategic Investment Framework will identify strategic investment areas within each of the county's 25 municipalities for focused development.
- **Nature and Place.** – Middlesex County's Integrated Landscape and Ecosystems Services Plan, will combine a comprehensive ecological assessment with analysis of Middlesex County's cultural landscape. It will provide an environmental decision-making framework for county departments and agencies. The Plan will be the first of its kind in New Jersey and represents an innovative approach to regional planning that acknowledges and embraces the interrelationships between human-wellbeing and our surrounding landscape. It will also identify a comprehensive greenway network for Middlesex County.

SCHEDULE:

Ongoing Through FY 2022-2023

PRODUCT:

Functional Plans of the Destination 2040 Strategic Plan

SUBJECT:

DataCity, First & Last Mile Transportation Study

DESCRIPTION:

DataCity, Middlesex County’s Autonomous & Smart Mobility Initiative is a testing ground on a stretch of New Brunswick roadway that will be fully equipped with self-driving-grade roadside sensors and computing Internet of Things (IoT) devices to continuously collect vehicle, pedestrian, and infrastructure data from this urban corridor. Within DataCity is the home of the New Jersey Innovation & Technology Hub (The Hub) (currently under construction), a 550,000 square foot development that will be a center of innovation, research, and medical education in downtown New Brunswick, NJ.

The Hub will not contain on-site automobile parking. Employees, students, patrons and visitors who choose to drive to the site will be offered parking at remote locations to minimize delay in travel to The Hub and to avoid contributing to local traffic congestion in downtown New Brunswick.

The goal of this study is to provide Middlesex County and the core partners of the New Jersey Innovation & Technology Hub a plan for “First/Last Mile” transportation services to conveniently and efficiently access the Hub from remote parking locations as part of the DataCity initiative.

SCHEDULE:

Anticipated Start Date in Spring 2022.

PRODUCT:

First/Last Mile Solutions for employees and visitors accessing The Hub.

SUBJECT:

Middlesex County Electric Vehicle Readiness Plan

DESCRIPTION:

Middlesex County is seeking to expand the use of electric vehicles (EVs) for County operations and encourage Middlesex County residents and businesses to make the switch to electric vehicles. By creating an EV Readiness Plan, the County can utilize a detailed strategy for electrifying the County vehicle fleet and install of charging infrastructure to support the new fleet, while making efforts to expand electric vehicle charger accessibility countywide for public use.

SCHEDULE:

Anticipated start date in Spring 2022.

PRODUCT:
EV Readiness Plan

SUBJECT:
North Brunswick Train Station

DESCRIPTION:
A new train station is planned to be located in North Brunswick along the Northeast Corridor line.

SCHEDULE:
To be Determined

PRODUCT:
Commuter Rail Train Station Planning & Design

CONTACT:
Middlesex County
Doug Greenfeld, Planning Director
Phone: (732) 745-3061
Email: doug.greenfeld@co.middlesex.nj.us

AGENCY: MONMOUTH COUNTY

SUBJECT:

Corlies Avenue Bridge O-12, Allenhurst Borough & Ocean Township

DESCRIPTION:

Concept Development Study for major rehabilitation or replacement of the existing Corlies Avenue Bridge (O-12) to address its structural deficiencies and to maintain an important transportation connection of the region

SCHEDULE:

LCD FY 2022

PRODUCT:

Preferred Preliminary Alternative which will be advanced to Preliminary Engineering Phase

SUBJECT:

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

DESCRIPTION:

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

SCHEDULE:

Preliminary Engineering FY 2022 – 2024

PRODUCT:

Advance Concept Plans to Final Design

SUBJECT:

Monmouth County Cultural and Heritage Virtual Tours (Scenic Byways) and Upper Freehold Historic Farmland Byway

DESCRIPTION:

County-based network of physically interconnected community based assets showcasing the various natural, historic, cultural, recreational, and architectural resources found throughout the 53 towns that comprise Monmouth County. Designated as a New Jersey Scenic Byway, the Upper Freehold Historic Farmland Byway is managed through a committee including state, county, and local representatives.

SCHEDULE:

Ongoing development and maintenance

PRODUCT:

Cultural and Heritage Byway Network Story Maps; Display Map, Corridor Management Plan Update, Wayfinding Signage, Marketing Materials for Upper Freehold Historic Farmland Byway

SUBJECT:

Monmouth County Multi-Modal Transportation Guide

DESCRIPTION:

An online multi-modal transportation guide including information on transit, electric vehicle charging stations, cycling information, and bicycle level of stress index.

SCHEDULE:

Ongoing development and maintenance

PRODUCT:

Online multi-modal transportation guide for Monmouth County

SUBJECT:

Municipal Electric Vehicle Assistance

DESCRIPTION:

Sharing grant, technical, and newsworthy information with Monmouth County municipalities, as well as providing technical assistance related to electric vehicles and their supporting infrastructure when requested.

SCHEDULE:

Ongoing

PRODUCT:

Ongoing assistance to Monmouth County municipalities

SUBJECT:

Bike Share Analysis

DESCRIPTION:

Building on the existing analysis of the Asbury Park Bike Share program, continue the analysis with new data from Asbury Park and Keyport, as it is available.

SCHEDULE:

Ongoing through FY 2021

PRODUCT:

Bike Share Analysis Report

SUBJECT:

Brookdale College Technical Assistance

DESCRIPTION:

Provide technical assistance to Brookdale Community College with issues related to transportation and transit access

SCHEDULE:

Ongoing

PRODUCT:

Schedules, maps, and recommendations provided to Brookdale College staff

SUBJECT:

Electric Monmouth

DESCRIPTION:

This TCAM project seeks to purchase, install, maintain, and operate public level 2 EV chargers on publicly accessible County properties.

SCHEDULE:

The project was approved by the NJTPA Board of Trustees in November of 2020, is expected to take place through the Spring of 2023.

PRODUCT:

Publicly available electric vehicle charger installation, maintenance, and operation, as well as data collection on usage.

CONTACTS:

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AGENCY: CITY OF NEWARK

SUBJECT:

Riverfront Pedestrian and Bicycle Access Project

DESCRIPTION:

The Newark Riverfront Pedestrian and Bicycle Access Project aims to improve pedestrian and bicycle connection between Broad Street and McCarter Highway throughout the length of the Center Street corridor. on Broad Street (MP 1.71-MP 1.83) from Rector St to Washington Pl and Central Avenue (MP 11.28-MP 11.48) from Broad St to Mulberry St. (NJDOT Straight Line Diagrams)

This corridor provides important connectivity between the Passaic Riverfront and trip generators within downtown Newark. Major origin and destination points include the New Jersey Performing Arts Center (NJPAC), Military and Washington Parks, Rutgers University and major employers such as Prudential and Audible. Improvements can include new curb and sidewalk, ADA curb ramps at all crosswalks, new traffic signals at all intersections as necessary within the project area, enhanced pedestrian scale street lighting, street furniture, dedicated bike lanes, bicycle racks and public transit amenities.

There are seven intersections within the corridor

1. Broad Street and Washington Place
2. Broad Street and Fulton St
3. Broad Street and Central Avenue / Park Place
4. Broad Street and Rector Street
5. Park Place and Rector Street
6. Center Street and Park Place
7. Center Street and Mulberry Street

SCHEDULE:

Unknown

PRODUCT:

Concept Development Study

SUBJECT:

North Broad St Redevelopment Project

DESCRIPTION:

The North Broad Street Redevelopment Area Corridor is within the Lower Broadway Neighborhood. The corridor is adjacent to New Jersey Transit's Broad Street Station and serves as the northern gateway into Newark's Central Business District (CBD). The Lower Broadway Neighborhood is desirably located on the northern edge of Downtown Newark, affording its residents easy access to employment, educational, cultural, entertainment and transportation amenities. The Corridor provides direct access to State Route 21 and Interstate 280 and connects

to the Clay Street Bridge over the Passaic River and into the Borough of East Newark. New and pending high-rise residential and commercial development will add additional people and traffic to the North Broad Street Redevelopment Area. This study aims to improve various intersections within the corridor for pedestrians and bicyclist.

This study will examine traffic signal improvements to existing signalized and un-signalized intersections, improved pedestrian connections including traffic calming and control measures, crosswalks, sidewalks and signage with special attention to pedestrian safety at intersections. The intersections with the study area are:

1. Broad Street and 8th Avenue
2. Broad Street and Broadway Ave/Clay Street
3. Clay Street and Spring Street
4. Clay Street and Mt Pleasant Avenue
5. Mt Pleasant and Clay Street

SCHEDULE:

Unknown

PRODUCT:

Concept Development Study

SUBJECT:

Local Freight Impact Fund Program (LFIF-19)

DESCRIPTION:

The Doremus Avenue Port Newark Connect provides connectivity to Port Newark/Elizabeth, Newark Airport, various warehouse distribution and freight nodes. The project begins at Port Street and ends at Route 1&9 along Doremus Avenue. Doremus Avenue is identified as a National Highway System (NHS) road. As a NHS road Doremus Avenue is recognized as a road that is important to the nation's economy, defense and mobility. Doremus Avenue is a freight corridor that connects major highway routes such as Route 1&9 Interstate 78 and the NJ Turnpike to Port Newark/Elizabeth. This corridor is vital for freight movement in the region. This area is a hub for freight infrastructure, hosting freight rail and yards, an airport, maritime facilities and major highways used by trucks. The Corridor is 2.8 miles.

SCHEDULE:

Ongoing FY2022

PRODUCT:

Plans Specifications and Estimates

CONTACT:

City of Newark

Trevor Howard

Principal Planner

Department of Engineering

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AGENCY: PASSAIC COUNTY PLANNING DEPARTMENT

SUBJECT:

Cultural Resource Survey of the Morris Canal located within the County of Passaic

DESCRIPTION:

This project will 1) identify, record, map, photograph and assess the integrity of the Morris Canal within its existing cultural landscape; 2) develop recommendations on preservation treatments for both architectural remains and archaeological features; and 3) provide a management tool to guide treatment of cultural resources for future development of the Morris Canal.

The canal is an important historic feature and the Morris Canal Greenway project, a statewide partnership among local communities, nonprofit organizations, and historical societies, are working to preserve and interpret the historic remains of the canal and create opportunities for passive public recreation. Nearly twenty (20) miles of the Morris Canal Greenway meander through Passaic County with four (4) separate sections of the Morris Canal that are county owned. Some historic fabric remains at several of the Morris Canal sections including the canal bed, towpaths, and other canal infrastructure. Greenway development within these parcels is ongoing and has been made a priority for the County.

SCHEDULE:

Final Report expected to be completed in Spring of 2022.

PRODUCT:

Report that will contain: Development of a Historic Context, Identification of Resources, Conditions Assessment, Field Investigation, and Development of Preservation Treatment Recommendations.

CONTACTS:

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AGENCY: SOMERSET COUNTY

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:

LCD is almost complete.

PRODUCT:

Preferred Preliminary Alternative.

CONTACTS:

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Walt Lane, AICP/PP, Director of Planning
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AGENCY: WARREN COUNTY

SUBJECT:

County Transportation Plan Update (Part II)

DESCRIPTION:

This is an update to the Warren County Transportation Plan, which was last updated in 1982. This work was funded through the NJTPA's Subregional Studies Program. It was completed virtually due to Covid and completed in the summer of 2021. After the project was completed, additional edits were required and are in process of being made. Next step is to present to the County Planning Board for review and adoption.

SCHEDULE:

Update completed in summer of 2021. Review and adoption by County Planning Board in 2022.

PRODUCT:

An Adopted Warren County Transportation Plan

SUBJECT:

Purchase and Installation of EV charger for County Motor Pool

DESCRIPTION:

The County is in the initial stages of planning for the purchase of electric vehicles and the installation of chargers at strategic locations in the county

SCHEDULE:

Continue to work on implementation plan in 2022.

PRODUCT:

EV purchase and chargers installed at strategic locations in County

CONTACT:

Warren County

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**UNIFIED PLANNING WORK PROGRAM
CHAPTER IV
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SECTION II

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

*The NJDOT SPR Program Report for CY 2021-2022 (Year 2)
is currently under development.*

**NORTH JERSEY
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**UNIFIED PLANNING WORK PROGRAM
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SECTION III

**NJTPA STUDY AND DEVELOPMENT
PROGRAM**

The NJTPA S&D Program 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 [https://www.njtpa.org/Projects-Programs/Transportation-Improvement-Program-\(TIP\)/Study-Development.aspx](https://www.njtpa.org/Projects-Programs/Transportation-Improvement-Program-(TIP)/Study-Development.aspx).

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

Projects in the S&D undergo concept development. This identifies and compares reasonable alternatives and strategies that address the purpose and need statement and selects a preliminary preferred alternative (PPA). At the conclusion of this project development work, projects become candidates for inclusion in the NJTPA 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.