

Appendix C:

NJTPA

*Study and
Development
Program*

The North Jersey Transportation Planning Authority

FY 2024 Study and Development Program

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FY 2024 Study and Development Program

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FY 2024 Study and Development Program

Introduction

The Fiscal Year (FY) 2024 Study and Development (S&D) Program of the North Jersey Transportation Planning Authority (NJTPA) describes the transportation project planning work to be conducted during the Fiscal Year. As such, it is a critical link between two of the NJTPA's most important federally required products: the Long Range Transportation Plan (LRTP), which sets the long-range planning vision for the region, and the near-term Transportation Improvement Program (TIP), which prioritizes and schedules funding for project implementation over four years. The S&D Program is where project solutions to the transportation needs and challenges identified in the LRTP are examined and further refined so that they can move forward for implementation in the TIP.

The S&D Program is a subsection of the NJTPA's Unified Planning Work Program (UPWP), which summarizes all planning activities conducted by the NJTPA Central Staff, its member subregions and transportation agencies in the region. Projects scheduled for work in the S&D Program were drawn from the NJTPA's LRTP, and from work conducted in the UPWP, or were generated by the New Jersey Department of Transportation (NJDOT) Management Systems. The program includes ongoing work on projects already in development, as well as several new projects being advanced for development for the first time.

Highway project planning work takes place during the Concept Development (CD) phase, during which NJDOT considers issues associated with the project and evaluates alternative solutions. One alternative, called the Preliminary Preferred Alternative (PPA) is selected based on a variety of factors, including environmental impacts, community support, constructibility, cost, and its potential to address identified needs. Once NJDOT approves the PPA, projects generally become candidates for the TIP. For road or bridge projects listed as Local Concept Development (LCD), a subregion is the lead agency responsible for planning. NJ TRANSIT projects go through similar phases of project development, environmental assessment, preliminary engineering, and design.

At the conclusion of the project development work, projects become candidates for inclusion in the NJTPA TIP. The TIP allocates federal funding for the latter stages of projects, including completion of preliminary engineering, final design, right-of-way acquisition, and construction.

S&D Program Development

Projects are selected for inclusion in the S&D Program based on technical evaluation and consultation with interested parties. The goal is to select a reasonable and balanced mix of projects that reflects the priorities of the LRTP and can be accomplished within available resources. As such, the project mix reflected in this document represents a realistic and manageable program that can prepare projects for the TIP within prescribed timeframes.

Initial priority setting for most S&D Program projects involved application of established NJTPA project prioritization criteria. These criteria are rooted in the broad regional goals and objectives of the LRTP, and address the wide range of transportation, environmental, social, and economic factors that inform all NJTPA decision-making. The project prioritization criteria are not applicable to a limited number of projects, namely those that are not sufficiently defined to be scored or outside the scope of the criteria. Prioritization of those projects involves discussions and negotiations at the regional and subregional level.

Other considerations also come into play in deciding whether a particular project is included in the S&D Program. Among the key considerations are:

- Whether the project is currently being worked on in its current phase of work or has completed a prior phase of work. (Since such projects have already been worked on, it is likely to be cost effective to complete their development);
- Safety considerations (addressing unsafe conditions is a top priority);
- Identification of the project in NJTPA regional and/or subregional planning studies;
- Identification of the project as a priority in one of the NJDOT Management Systems;
- Relationship to other projects (for example, it may be cost effective to work on two related projects together rather than separately);
- Geographic coverage (some projects may have benefits over wide areas); and
- Limitation of certain project types (NJDOT staff resources often limit the number of certain types of projects, like drainage or bridge replacements, that can be worked on concurrently).

These considerations, together with project scoring (when appropriate), are the basis for discussions at the regional and subregional level, as well as for consultation sessions with the state's principal implementing agencies, NJDOT and NJ TRANSIT.

The S&D Program is included in the annual the UPWP, a multi-volume document that summarizes the transportation planning activities of the NJTPA Central Staff, its subregions and other transportation agencies in the region. In this way, the NJTPA Board of Trustees maintains oversight over the progress of project development work in the region, whether the work is conducted by the NJTPA or other agencies.

Initiation of New Projects and Subsequent Planning Cycles

Each year, there is an opportunity to advance the development of a select number of new projects through their inclusion in the S&D Program. While most of the projects in the S&D Program represent work carried over from previous years, there is some capacity for new projects identified in the LRTP.

In addition, specific transportation needs can be identified through Central Staff research; input from elected officials, stakeholders and/or the public; and interagency coordination. These needs are identified through a variety of sources including planning, corridor and subarea studies, management systems and the work conducted by the state's operating agencies. For instance, the bridge, safety, drainage, and pavement management systems operated by NJDOT generate new and accruing needs. For any of these to go forward, they must be consistent with the needs and priorities of the LRTP.

For a new project to be considered for inclusion in the S&D Program, the relevant transportation needs and issues must be sufficiently defined and documented through NJTPA or partner agency analysis. Additional information on the NJTPA's local capital project intake and delivery process is available at <https://www.njtpa.org/Projects-Programs/Local-Programs/LCDP-Details>.

Further information on NJDOT's capital project intake and delivery process can be found on their website at <https://www.state.nj.us/transportation/capital/pd/>.

Other projects can be initiated through federal transportation acts passed by Congress, referred to as "Congressionally Directed Spending" items (or as congressional earmarks under prior authorizations) and competitive discretionary grant programs. Surface transportation projects in the NJTPA region that are funded through congressional directed spending items or competitive discretionary grants awarded under the USDOT are listed in Appendix J of the TIP.

It should be noted that Operations and Maintenance Projects are not included in the S&D Program or TIP as an individual project or program listing. These types of projects are incorporated directly into the Operations and Maintenance budget line items in the TIP for implementation. An example of this type of project is a minor roadway resurfacing.

Once a project is programmed into the TIP and is ready to advance to the next phase of development, it is no longer listed in the S&D Program. Concept development studies that are completed with a Preliminary Preferred Alternative (PPA) of "no build" are also removed from the S&D Program.

FY 2024 Study Development

Bergen County

Sponsor: NJDOT

22324 Grand Avenue, Pedestrian Bridge over Route 4

Counties: Bergen Municipalities: River Edge Borough

Sponsor: NJDOT MP: 5.2

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge.

9240 Route 1&9, Bridge over NYS&W RR & Division Street to Fairview Avenue

Counties: Bergen Hudson Municipalities: Fairview Boro North Bergen Twp

Sponsor: NJDOT MP: 60.56 - 61.10

Initiated by the Bridge Management System, this project will replace the bridge, built in 1942. Improvements to Route 1&9, from south of Division Street to the intersection of Fairview Avenue, with minor improvements to the intersection of Route 1&9 and Fairview Avenue will also be examined.

11406 Route 9W, Palisades Avenue to New York State Line

Counties: Bergen Municipalities: Englewood Cliffs Boro Alpine Boro Tenafly Boro

Sponsor: NJDOT MP: 2.19 - 11.17

Identified by the Route 9W Assessment for Bicycle and Pedestrian Needs, the limited ability of this roadway to accommodate bicycle traffic and pedestrian crossings at NJ Transit bus stops was identified as a safety deficiency. Bicycle and pedestrian compatibility signing, striping, and drainage grate improvements will be implemented to address these safety issues.

Essex County

Sponsor: NJDOT

99381 Route 21, Newark Needs Analysis, Murray Street to Edison Place

Counties: Essex Municipalities: Newark City
Sponsor: NJDOT MP: 1.20 - 2.25

The Feasibility Assessment will provide recommendations to relieve traffic congestion via potential widening as well as providing for safety and pedestrian improvements.

17314 Route 78 Ramp 3 over Route 78 Ramps 2 & 6, Ramp 4

Counties: Essex Municipalities: Newark City
Sponsor: NJDOT MP: 58.03

Bridge Deck/Superstructure Replacement

22379 Route 1T, Pulaski Skyway to Service Road For Park

Counties: Essex Hudson Municipalities: Newark City Kearny Twp Jersey City
Sponsor: NJDOT MP: 0.00-2.30

Initiated from the Pavement Management System, this project will resurface the pavement within the project limits.

Hunterdon County

Sponsor: NJDOT

19364 Route 22, Exxon Access Road to Station Road (CR 679)

Counties: Hunterdon Somerset

Municipalities: Clinton Twp Lebanon Boro Readington Twp Branchburg

Sponsor: NJDOT

MP: 19.90 - 30.67

This project will provide safety improvements at thirty-seven unsignalized median openings within the project limits.

Middlesex County

Sponsor: NJDOT

21301 Bridge Street , Bridge over Amtrak

Counties: Middlesex

Municipalities: Metuchen Borough

Sponsor:

MP: 0.11 - 0.11

Bridge Street , Bridge over Amtrak (Structure # 1249-167). Bridge rehabilitation/ Replacement.

19311 Route 27, Eighth Avenue to Brookhill Avenue

Counties: Middlesex

Municipalities: Highland Park Boro

Sponsor: NJDOT

MP: 17.58-18.04

The purpose of the project is to increase safety for all roadway users, including pedestrians, bicyclists and motorists by reducing the number of lanes from 4 to 2 and adding bicycle lanes on each side of the roadway. Sidewalks and ADA compliant ramps will be reconstructed/added throughout the limits of this project.

9169R Route 287, River Road (CR 622), Interchange Improvements

Counties: Middlesex

Municipalities: Piscataway Twp

Sponsor: NJDOT

MP: 9.8 - 10.2

This project is to make operational improvements to the on-ramp from River Road to reduce the number of vehicles in queue entering the interstate and weaving conditions.

22382 State Street (CR 611), Bridge Over Chemical Coast Branch (Conrail)

Counties: Middlesex

Municipalities: Woodbridge

Sponsor: NJDOT

MP: 2.83

Replacing the bridge will remove it from the structurally deficient and functionally obsolete categories.

Sponsor: LOCAL

9324A Tremley Point Connector Road

Counties: Union Middlesex

Municipalities: Linden City Carteret Boro

Sponsor: NJTA/Union County

The Tremley Point Connector Road is a new four-lane, predominantly pile-supported, approximately 1.1 mile long roadway/bridge that will cross the Rahway River, featuring two 12-foot lanes in each direction and 3-foot wide right shoulders. The redevelopment of the Tremley Point area of Linden has been the subject of numerous reports and analysis. The local roadway system in Linden is unable to support the increase in truck traffic anticipated by the redevelopment of the Tremley Point Brownfield into more than six million square feet of warehouse and distribution space. The Tremley Point area is located less than 10 miles from Port Elizabeth, Newark and Newark Liberty International Airport. The NJ Turnpike is currently advancing the Environmental Assessment document with the USCG for a Connector Road from Tremley Point in Linden to Industrial Highway in Carteret, which has access to NJ Turnpike Interchange 12.

Monmouth County

Sponsor: NJDOT

21345 Route 9, CR 528/CR 547 (Central Avenue/Hurley Avenue) to Estelle Lane

Counties: Monmouth Ocean Municipalities: Lakewood Howell
Sponsor: MP: 101.56 - 103.56

This project will improve safety, security, mobility, accessibility and reliability, while respecting the surrounding environment, needed within the project limits. Various alternatives with sidewalks and shared-use paths are being considered.

19604 Route 33, Bridge over Manalapan Brook

Counties: Monmouth Municipalities: Manalapan Twp
Sponsor: NJDOT MP: 23.59 - 23.59

This project will provide for the Route 33, Bridge over Manalapan Brook, Bridge rehabilitation/Replacement.

17394 Route 35, Bridge over Edgar Felix Bicycle Path

Counties: Monmouth Municipalities: Wall Twp
Sponsor: NJDOT MP: 16.9-17.1

Initiated from the Bridge Management System, this project will replace or rehabilitate the structurally deficient bridge, built in 1932. This project includes paving, drainage, roadway and bridge items as well as other roadway safety items.

22363 Route 33 and Route 34 Intersection

Counties: Monmouth Municipalities: Howell Twp
Sponsor: NJDOT MP: 34.77

The purpose of the project is to improve safety and address traffic operational and capacity issues at the Route 33 and Route 34 Intersection. The intersection ranks high on the NJDOT Safety, Congestion and Freight Management Systems. As cited in the Problem Statement from the Bureau of Traffic Engineering, a complete redesign at this location will improve the overall traffic operation in the area while also providing a reduction in motorist accidents.

20326 Route 34, CR 524 (Allaire Road) intersection

Counties: Monmouth Municipalities: Wall Twp
Sponsor: NJDOT MP: 2.60 - 2.70

The Route 34 Allaire Road Project will provide a replacement to the existing traffic circle at this location. A number of alternatives are being studied, including signalized intersection, roundabout and/or adding an overpass.

Sponsor: LOCAL

N2303 County Route 3 Corridor Improvements from Devon Drive to Kensington Drive

Counties: Monmouth Municipalities: Manalapan Township
Sponsor: Monmouth MP: 1.43 - 2.82

County Route 3 is a two-lane roadway classified as an urban minor arterial per NJDOT Straight Line Diagrams, with an ADT of approximately 17,000 vehicles. The posted speed limit within the study area is 40 MPH. For most of its length, C.R. 3 contains one lane in each direction with minimal or no shoulders. total of 55 crashes with 18 injuries and 1 fatality were reported in total. Twenty-one (21) crashes occurred in 2017, sixteen (16) in 2018 and eighteen (18) in 2019. A large percentage of these crashes were of the rear end type, indicative of the extreme congestion throughout the corridor. A contributing factor to the crashes is the limited roadway width along a significant portion of the subject roadway. There are four County bridge structures within the study limits. They are County structure numbers MN-69, MN-55, MN-56, and MN-72.

Morris County

Sponsor: NJDOT

12303 Route 10, EB widening from Route 202 to Route 53

Counties: Morris

Municipalities: Morris Plains Boro

Sponsor:

MP: 10.7-11.3

This project will provide improvements to address congestion and safety issues, including the possible widening Route 10 Eastbound.

9237 Route 57/182/46, Hackettstown Mobility Improvements

Counties: Warren Morris

Municipalities: Hackettstown Town Washington Twp

Sponsor: NJDOT

MP: 0 - 0.96

Initiated from the Congestion Management System, this project will help relieve congestion at four intersections located on a congested commuter corridor in Warren County. Substandard ADA features at each intersection will also be upgraded. US 46 and East Ave. - Curb radius will be widened on the Southeast quadrant of the intersection. Revised signal phasing will provide a right turn overlap phase for the Northbound East Ave. approach right turn movement onto US 46. US 46 and NJ 182 (Mountain Ave.)/Willow Grove St./Warren St. - Traffic signals will be retimed. US 46 and High Street/Grand Ave. - Realign the High St. Southbound approach to improve traffic flow. NJ 57 and NJ 182 - Will be reconfigured to allow a left turn lane and a shared left/through/right turn lane on the Eastbound NJ 57 approach to the intersection.

Sponsor: LOCAL

N2307 Lenape Island Road Bridge over Indian Lake

Counties: Morris

Municipalities: Denville Twp

Sponsor: Morris County

MP: 0.0-0.21

The existing Lenape Island Bridge (Lenape Trail) (Morris County No. 1400-935) over Indian River is an eight-span structure consisting of continuous rolled steel multi-girders with a corrugated steel deck. Lenape Island Road Bridge is the only form of access on and off the island. The bridge was originally built 1966 The poor superstructure rating is due to advanced corrosion, section loss, holes to several girders. This poor condition of the superstructure has also caused the bridge to be classified as Structurally Dificient and currently has a Sufficiency Rating is 37.7.

Ocean County

Sponsor: NJDOT

21345 Route 9, CR 528/CR 547 (Central Avenue/Hurley Avenue) to Estelle Lane

Counties: Monmouth Ocean

Municipalities: Lakewood Howell

Sponsor:

MP: 101.56 - 103.56

This project will improve safety, security, mobility, accessibility and reliability, while respecting the surrounding environment, needed within the project limits. Various alternatives with sidewalks and shared-use paths are being considered.

Sponsor: LOCAL

N2305 Kennedy Boulevard (C.R. 6) & County Line Road (C.R. 526) Congestion Mitigation

Counties: Ocean

Municipalities: Lakewood Township

Sponsor: Ocean

MP: 0.00 - 1.30; 31.2 - 32.5

The parallel corridors of Kennedy Boulevard (C.R. 6) and County Line Road (C.R. 526) experience very heavy congestion, particularly during the AM and PM peak hours, due to a densely-spaced mixture of commercial and residential uses in the project area. With an ADT of approximately 18,000 vehicles. State Route 9 bisects the project area. In addition to the high volume of vehicular traffic along these corridors, the residents of Lakewood fully utilize alternative means of transportation, such as walking and bicycling. The heavy volumes of vehicular, pedestrian and bicycle traffic create unsafe conditions along these corridors. Modifications are needed to improve traffic flow and safety for all road users. East and West County Line Road and Kennedy Boulevard were identified as corridors in need of additional improvements to accommodate future traffic volumes identified in the 2017 update to the County's Transportation Model.

Passaic County

Sponsor: NJDOT

22323 River View Drive (CR 640), Bridge over Totowa Spur (NS)

Counties: Passaic Municipalities: Totowa Borough

Sponsor: NJDOT MP: 1.79 - 1.79

River View Drive (CR 640), Bridge over Totowa Spur (NS). Bridge Replacement.

16324 Route 23 Rockfall Mitigation, West Milford Township

Counties: Passaic Municipalities: West Milford Twp

Sponsor: NJDOT MP: 17.0-22.0

Rockfall mitigation measures are anticipated to include mass excavation, scaling, rock bolting, wire mesh drapes, and rock catch fences.

Somerset County

Sponsor: NJDOT

19364 Route 22, Exxon Access Road to Station Road (CR 679)

Counties: Hunterdon Somerset Municipalities: Clinton Twp Lebanon Boro Readington Twp Branchburg
Sponsor: NJDOT MP: 19.90 - 30.67

This project will provide safety improvements at thirty-seven unsignalized median openings within the project limits.

22368 Route 287 NB Bridge over Route 202/206

Counties: Somerset Municipalities: Bedminster
Sponsor: NJDOT MP: 22.21

This bridge has sagging superstructure beams so it needs deck and super structure replacement.

Sponsor: LOCAL

N2306 Easton Avenue (CR 527) Safety Improvements

Counties: Somerset Municipalities: Franklin Township
Sponsor: Somerset MP: 48.1- 48.8; 50.5 - 51.35

Easton Avenue consists of two travel lanes in each direction with 2-foot shoulders through most of the project area; there are no shoulders north of Cedar Grove Lane. Some sections of Easton Avenue through Franklin Township have a concrete central median to restrict turning maneuvers into and out of the travel lanes from side streets and driveways, but the two project sections in this project are undivided. Easton Avenue has a posted speed limit of 40 to 45 miles per hour (mph) and an AADT of more than 41,000 vehicles. The 2019 NJTPA Network Screening list for Roadway Corridors ranks this roadway at number 1 within Somerset County and number 3 Statewide with 270 total crashes from 2014 through 2016. The proposed project will look at improvements to facilities to improve safety conditions and pedestrian circulation these two sections.

N2102 West County Drive Extension

Counties: Somerset Municipalities: Branchburg
Sponsor: Somerset County

The project is an expansion of the the Old York Road (CR 637) Intersection Improvements project. The project includes the construction of West County Drive from Old York Road to US 202 to the west of the existing traffic patterns along US 202, Old York Road and Chubb Way. This bypass road would accommodate historical regional traffic, that normally creates the congestion at the Old York Road and US 202 signal. By constructing West County Drive, traffic would circumvent the Old York Road and US 202 signal and alleviate congestion in the region. The Project includes a new 48' wide 2800 ft. long roadway, a new traffic signal at the west terminus at Old York Road, and a reconstruction of the traffic signal at the west terminus at US 202. The Project is included in the County Master Plan and critical to support the community's infrastructure. It will also accommodate future commercial, industrial, retail, and residential development scheduled for the surrounding area all of which will increase traffic in the region.

Sussex County

Sponsor: NJDOT

19352 Route 206, Bridge over Big Flat Brook

Counties: Sussex

Municipalities: Sandyston Twp

Sponsor: NJDOT

MP: 122.61-122.61

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge.

Union County

Sponsor: LOCAL

9324A Tremley Point Connector Road

Counties: Union Middlesex

Municipalities: Linden City Carteret Boro

Sponsor: NJTA/Union County

The Tremley Point Connector Road is a new four-lane, predominantly pile-supported, approximately 1.1 mile long roadway/bridge that will cross the Rahway River, featuring two 12-foot lanes in each direction and 3-foot wide right shoulders. The redevelopment of the Tremley Point area of Linden has been the subject of numerous reports and analysis. The local roadway system in Linden is unable to support the increase in truck traffic anticipated by the redevelopment of the Tremley Point Brownfield into more than six million square feet of warehouse and distribution space. The Tremley Point area is located less than 10 miles from Port Elizabeth, Newark and Newark Liberty International Airport. The NJ Turnpike is currently advancing the Environmental Assessment document with the USCG for a Connector Road from Tremley Point in Linden to Industrial Highway in Carteret, which has access to NJ Turnpike Interchange 12.

Warren County

Sponsor: NJDOT

9237 Route 57/182/46, Hackettstown Mobility Improvements

Counties: Warren Morris

Municipalities: Hackettstown Town Washington Twp

Sponsor: NJDOT

MP: 0 - 0.96

Initiated from the Congestion Management System, this project will help relieve congestion at four intersections located on a congested commuter corridor in Warren County. Substandard ADA features at each intersection will also be upgraded. US 46 and East Ave. - Curb radius will be widened on the Southeast quadrant of the intersection. Revised signal phasing will provide a right turn overlap phase for the Northbound East Ave. approach right turn movement onto US 46. US 46 and NJ 182 (Mountain Ave.)/Willow Grove St./Warren St. - Traffic signals will be retimed. US 46 and High Street/Grand Ave. - Realign the High St. Southbound approach to improve traffic flow. NJ 57 and NJ 182 - Will be reconfigured to allow a left turn lane and a shared left/through/right turn lane on the Eastbound NJ 57 approach to the intersection.

21365 South Main Street, Bridge over Washington Secondary (Conrail)

Counties: Warren

Municipalities: Phillipsburg Town

Sponsor: NJDOT

MP: 0.43

South Main Street, Bridge over Washington Secondary (Conrail). Bridge rehabilitation/ Replacement.

FY 2024-2025 NJ TRANSIT Planning Study & Development Programs

Bus and Other Surface Transportation Planning

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

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 service improvements, bus rapid transit projects, bus terminals and support facilities, to improve bus services and facilities so they operate better 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.

Community Services Planning and Support

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

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 the "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.

Corridor Planning and Analysis

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

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.

Qualitative and Quantitative Research

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

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.

Rail Operations and Infrastructure Planning

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

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 transit infrastructure planning.

Ridership Forecasting

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

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.

Stations, Access, Parking and Site Planning

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

This program focuses on planning for transit facility improvements and needs, and prioritization for future capital investment, including specialized facility design, access to transit, accessibility and other potential 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 micro-transit, 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.

Trans-Hudson Planning

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

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. Under this program, pertinent elements of capital investment in the Northeast Corridor are pursued by NJ TRANSIT in coordination with Amtrak, the Federal Railroad Administration and other regional agencies.

Transit-Friendly Planning Program

Counties: Various

Municipalities: Various

Sponsor: NJ TRANSIT

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.