

Unified Planning Work Program

UPWP

2011-2012

**Volume III
Subregional Studies Program**



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

FY 2011-2012 UNIFIED PLANNING WORK PROGRAM
VOLUME III
SUBREGIONAL STUDIES PROGRAM

For the FY 2011 UPWP, with input from the RTAC, the NJTPA staff reached out to the four Subregions who did not participate in the Subregional Studies solicitation last year, to determine whether they may have had a concept which has emerged as a priority since the solicitation. NJTPA reached out to those four Subregions and only Warren County was interested in participating for FY 2011-2012 for a project with an estimated cost of approximately \$200,000 in matched funds.

Following approval by R-TAC (via fax ballot -allowing Warren County's participation), Warren County submitted a detailed proposal for review by a team of Central Staff and RTAC representatives, and revised their proposal based on suggested changes and other comments from this review committee.

It was determined, following further discussions with the RTAC, that in the future, any exception to the regular solicitation process would be considered on an individual case-by-case basis under emergent circumstances. These requests would be reviewed by that year's Subregional Studies Program review committee and voted on by the entire RTAC and NJTPA Board of Trustees to be included in the annual UPWP.

Therefore, the only new addition to the Volume III of the FY 2011-2012 UPWP is the Warren County study on the Morris Canal Greenway. This will be a two-year study, beginning on July 1, 2010 and ending on June 30, 2012.

FY 2011 – 2012 SUBREGIONAL STUDY
25 YEAR ACTION FOR THE MORRIS CANAL GREENWAY
WARREN COUNTY

SUBREGIONAL STUDY PROGRAM FY 2011-2012

Proposal Sponsor: Warren County Planning Department
Proposal Name: 25 Year Action for the Morris Canal Greenway
Warren County
Estimated \$ Requested: \$200,000 (Including In-Kind Match)

TECHNICAL STUDY PROPOSAL

Abstract

In 1974 the Morris Canal was listed in the National and State Registers of Historic Places. In 1981 the Board of Chosen Freeholders created the Morris Canal Committee as a special committee of the County Planning Board. The purposes of the Committee are to preserve and protect the remains of the Morris Canal and to increase the awareness of its great historical significance. The county Open Space and Recreation Plan recommends the acquisition of as much of the Morris Canal as possible in order to establish a continuous walkway/bikeway for the entire 33 mile length in Warren County. Today, close to 1/3 of the Canal is in non-contiguous public ownership.

The Board of Chosen Freeholders expressed its desire to develop a 25 Year Action Plan for the Morris Canal. The research and plan would reevaluate the vision for the Morris Canal Greenway, establish goals, propose projects and milestones towards meeting the goals, define the strategies and methods to be used, estimate costs, identify potential funding sources, and propose an organizational and management structure that would incorporate the interrelationships of public and private entities needed to implement the Plan.

The goal of this study is to provide safe pedestrian and bicycle access along the canal greenway while promoting the historic awareness of this unique historic transportation facility that contributed to northern New Jersey's economy from 1831 to 1924. To accomplish this goal the legal, social and physical impediments to reconnecting the canal corridor will be identified and recommendations to overcome the impediments will be proposed. Alternate routes will be identified to bypass unattainable portions of the canal. Spur routes will be identified to access public and private destinations outside of the canal greenway. These destinations would include bus stops and rail stations, residential neighborhoods, business districts, community facilities such as schools, government offices, and other major employment and activity centers. These routes could be other trail systems, public properties, public roadways, sidewalks, access easements, etc.

The study will develop projects that will be implemented through project statements that can be handed-off to various project development pipelines or undertaken by other agencies.

When completed, the Greenway will be a living reminder of the County's transportation heritage, providing for off road walking and biking opportunities, while promoting the economic benefits of cultural and heritage tourism.

Project Background and Description

Construction of the Morris Canal began in 1824 and it became fully operational in 1831. It stretched for 102 miles across northern New Jersey from Phillipsburg to Newark. Its purpose was to provide an artificial waterway to link the anthracite coal fields of Pennsylvania with New Jersey's iron manufacturers and iron producers in Newark and Paterson, and to provide access to the markets of New York City. To overcome the mountainous terrain through northern New Jersey, a lock and inclined plane system was used. Lake Hopatcong supplied most of the water for the canal and the Pompton Feeder was constructed to supply water from the Pequannock and Pompton Rivers in the east. The Morris Canal overcame more elevation changes than any other canal in the world. It ascended 914 feet from the Hudson River to Lake Hopatcong and then descended 760 feet to the Delaware River. In all 23 planes and 32 locks were used on the Morris Canal system.

The most prosperous time was between 1860 and 1870. In the early 1900's activity on the Canal continued to decrease due in part to the construction and use of the railroad. In 1924 the canal was officially abandoned and dismantled.

In 1981 the Warren County Board of Chosen Freeholders created the Morris Canal Committee as a special committee of the County Planning Board. Over the years, the Canal Committee has worked with the County Board of Recreation Commissioners, Land Preservation Office, the County Planning Board staff, county municipalities, and many non-profit groups in preserving the canal and increase public awareness and education.

In Warren County the Morris Canal travels 33 miles through the scenic Musconetcong, Pohatcong and Lopatcong valleys from Phillipsburg, in the west, to the county line at Saxton Falls in the east. A total of 8.8 miles of the Morris Canal are publicly owned property of which the County has 5.9 miles. Another 2.9 miles have been acquired by the State and municipalities. Other portions of the canal are located within farmland preserved properties and are subject to the farmland preservation easement

The Morris Canal Greenway has been promoted by the Morris Canal Committee and advertised as a county-wide recreational resource. The Committee has concentrated resources on acquiring and preserving sections of the canal and sites of historical importance. It has made the acquired sections of the Canal more user friendly by posting informative kiosk signs, clearing brush and other debris, and building connecting walkways and bridges over inaccessible or destroyed areas of the canal towpath which is today's walking path. In other places, pocket parks have been established for the public to enjoy and learn about the canal.

Significant features of the Morris Canal are visited during 'sell out' spring and fall tours conducted by the Morris Canal Committee. The tours covers: Saxton Falls, Florence Kuipers Memorial Park in Hackettstown, Port Murray Boat Basin, Bread Lock Park (Lock

#7), and Inclined Plane #9. School groups and youth camping organizations have requested special tours and use of Canal facilities. Because the Canal Committee relies on volunteer staff, it has not been able to honor every request.

The Morris Canal Committee has developed a model conservation ordinance for use by municipalities and the County Planning Board to preserve and protect the Morris Canal. Of the nine municipalities that the Canal traverses, four have enacted a protection ordinance.

It is important to stress the long term goal of Canal acquisition. Linking parcels together over time will eventually lead to the completion of longer contiguous segments. The county has acquired a contiguous segment of 2.6 miles from Route 22 in Lopatcong Township to Stewartsville in Greenwich. Almost one mile of the segment is a conservation easement with right to public access. Acquisition of this segment began in 1994 with the acquisition of Inclined Plane #9 and was completed in 2002. On the south side of Rt. 22, the county owns portions of the Canal as well. Crossing Rt. 22 poses a significant physical impediment that must be overcome. There are other areas in the county posing similar impediments. .

It is recognized that all segments of the Canal cannot be acquired, particularly through the developed portions of Washington Borough and Phillipsburg. In these urbanized areas, the alternate route needs to be identified and marked appropriately. Stretches of the Canal from Rockport Road just east of Port Murray to Hackettstown, are not good prospects for acquisition because remnants of the canal are already destroyed or are in very close proximity to residences. Where needed feasible alternative bike/ped bypass connections need to be identified and acquired.

While most people are unlikely to walk the entire length of the canal in a single outing, one goal of the study will be to identify how the Morris Canal can be re-connected. Off-roadway connection alternatives to reach the major population centers, businesses, institutions, employment centers, and other trails and greenways that the canal intersects with are desired, but it is understood that road walks will be necessary.

Access to the Canal corridor should be considered at any road crossing and where other public open space properties intersect. The study will evaluate where parking facilities and other amenities should be located.

This 25 Year Action Plan should frame the major activities associated with acquisition, development, and maintenance of the canal corridor properties. Ideally, the Plan research will make recommendations to overcome obstacles and identify the strategies necessary for the preservation and interpretation of the canal and related historic resources that will not harm the canal's historic resources nor diminish the users' experience of the canal.

One outcome is to provide public, non-profit, and private agencies with sufficient information to develop work plans and projects with budget decisions made in the context of a well conceived and accepted 25 Year Plan.

Relationship to Other Regional and County Plans

The 25 Year Action Plan will complement the New Jersey Department of Transportation (NJDOT), effort to prepare the Route 57 Scenic Byway Corridor Management Plan already underway in the corridor. The Route 57 corridor parallels the Morris Canal Corridor and intersects at various points between Hackettstown and Phillipsburg.

The Route 57 Scenic Byway planning committee will be finalizing the plan in the Spring of 2010. The Corridor Committee is developing a vision for the byway, with special emphasis on three dominant themes: A Transportation Heritage, A Working Landscape and a History of Innovation. In addition, the Scenic Byway Plan will address the six intrinsic qualities that can be found along Rt. 57 which are Scenic, Natural, Historic, Cultural, Archaeological, and Recreational. The Morris Canal fits in with these themes.

Currently, the process of National Heritage Corridor designation of the Musconetcong River Valley and Morris Canal is being evaluated in a collaborative effort of private, non-profit, and public interests. The Morris Canal could qualify as a nationally significant landscape related to “transportation innovations and routes that played central roles in important military actions, settlement, migration, and commerce”. To help facilitate the designation efforts, it is thought that some of the work related to the Greenway Plan could be used as part of the feasibility assessment necessary for National Heritage Corridor designation.

The plans goals will be consistent with the Warren County Open Space and Recreation Plan and the County Strategic Smart Growth Master Plan of 2005. Recommendations would also focus on developing strategies and physical improvements to better link the greenway with adjacent residential neighborhoods, major activity centers, and other open space reserves.

The Warren County Health Department released its Community Health Improvement Plan on January 30, 2007. The document creates a blueprint for health improvement in Warren County and calls on the county and local communities to collaborate on ways to improve health status. One of the health issues identified in the plan is the need for good nutrition and physical activity. A Quality of Life Survey and focus group sessions that were conducted as part of the plan effort revealed that participants wanted recreational areas other than sports oriented fields and commented that all recreational and open space areas were not readily accessible. It is therefore one of the goals of this study to help ensure that the Morris Canal greenway becomes fully accessible. One of the barriers to providing sufficient recreational facilities was that no county parks system existed.

Transportation Planning Framework

This project advances mobility issues from the RTP which support compact mixed use development in walkable and bikeable communities. This project will also advance many TEA-21 and SAFTELU Planning factors that support increasing mobility options through walking and biking for residents, by reducing their dependency on the automobile and by improving their health by reducing air and noise pollution.

The 25 Year Action Plan will lead to project concepts that can go onto further project development and implementation phases. They will advance the regional goals and objectives of the NJTPA's RTP from a subregional perspective. The project will complement other planning and strategy development work in the region including the Rt. 57 Scenic Byway Corridor Management Plan and the Central Jersey Transit Study (Raritan Valley Line). The study will focus on walking and bicycling, making intermodal connections with the automobile, rail service in Hackettstown and future rail service in Phillipsburg, bus service in Hackettstown and Phillipsburg, the Rt. 57 Shuttle, and will recommend strategies to coordinate the Morris Canal greenway with municipal land use and circulation planning, the review and approval of site plan and subdivision applications. The greenway plan will attempt to complement projects being advanced by NJDOT, County, municipalities, NJ Transit, Trans-Options. Potential funding sources will be identified to fund the projects and activities recommended in the plan.

The following regional and/or federal emphasis areas will be addressed in the study.

1. Specific accessibility, mobility and congestion-related strategies from the RTP.
2. Strategies that relate to corridor planning priorities.
3. Smart Growth and other transportation system investments linked to land use.
4. Development of pedestrian and bicycle facilities, Walkable Communities and other strategies serving non-motorized travel.
5. Promotion of transit ridership and completion of major transit links (i.e. links between bus and rail).
6. Travel demand management and multimodal mobility strategies that might also serve as Transportation Control Measures (TCMs).
7. Accessibility studies for low-income, minority and/or mobility impaired populations.

In addition the project reflects consideration of several "planning factors" that have been fundamental aspects of the federal surface transportation law and accompanying regulations.

They are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety and security of the transportation system for motorized and Non-motorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation, and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and

- Emphasize the preservation of the existing transportation system.

The 25 Year Morris Canal Action Plan supports applicable NJTPA goals which are fully consistent with federal requirements and are:

- Protect and improve the quality of natural ecosystems and the human environment.
- Provide affordable, accessible and dynamic transportation systems responsive to current and future customers.
- Retain and increase economic activity and competitiveness.
- Enhance system coordination, efficiency and intermodal connectivity.
- Maintain a safe and reliable transportation system in a state of good repair.
- Select transportation investments that support the coordination of land use with transportation systems.

Applicable core principles of the NJTPA Regional Capital Investment Strategy are addressed by the following:

- “Help the Region Grow Wisely: Transportation investments should encourage economic growth while protecting the environment and minimizing sprawl in accordance with the state’s Smart Growth Plan, Energy Master Plan, and Greenhouse Gas Plan.”

When the Plan is complete, the strategies and projects will help bolster the local and regional economy by promoting tourism, curtailing motorized travel between the county’s major population centers, and promoting smart growth to encourage pedestrian activity, and preserving historic and environmental resources.

- “Make Travel Safer: Improving safety and security should be explicitly incorporated in the planning, design and implementation of all investments.”

The completion of the Greenway will provide an off road connection between the major population centers of Phillipsburg, Washington, and Hackettstown. Where motorized travel conflicts with the Greenway crossings, appropriate measures to safeguard the crossing will be addressed.

- “Support Walking and Bicycling: All transportation projects should promote walking and bicycling wherever possible.”

The completion of the Morris Canal Greenway will provide a safe walk-bike alternative in traveling the Rt. 57 corridor.

PROJECT WORK PROGRAM

TASK 1: ADMINISTRATION, RFP DEVELOPMENT, CONSULTANT SELECTION, AND MANAGEMENT

This task includes the administrative expenses that are related to grant management and report filing with the NJTPA.

TASK 2: RFP DEVELOPMENT, CONSULTANT SELECTION, AND MANAGEMENT

The Warren County Planning staff will prepare the draft RFP for review and approval by the NJTPA staff. The standard forms, resolutions, and procedures used by the County as supplemented as needed by the NJTPA's procurement requirements, will be completed by the planning staff and the RFP approved by the Board of Chosen Freeholders for consultant selection. A consultant selection committee consisting of the Warren County Planning staff, Dept of Land Preservation, members of the Morris Canal Committee and Board of Recreation Commissioners, Warren County Chamber of Commerce, NJTPA, and NJDOT,

TASK 3: TECHNICAL ADVISORY COMMITTEE/ COMMUNITY AND PUBLIC OUTREACH ACTIVITIES

Technical Advisory Committee

Warren County Planning staff will create a Technical Advisory Committee (TAC) to oversee and direct this study. Representatives from the Warren County Planning Department, Engineering Office, Warren County Chamber of Commerce, Department of Land Preservation, WC Cultural and Heritage Commission, WC Morris Canal Committee, WC Board of Recreation Commissioners, WC Planning Board, WC Agriculture Development Board, NJDOT, NJTPA, NJ Transit, NJ Office of Smart Growth, NJ Highlands Council, Trans Options, NJDEP, elected officials, planners and engineers from the municipalities that contain the Morris Canal, and officials from Morris and Sussex Counties and the Lehigh Valley Planning Commission will be invited to participate in the TAC. Once the TAC is created, the consultant team will take the lead in presenting information at the TAC meetings.

The responsibilities of the TAC shall include, but not be limited to:

- Review and provide feedback to the consultant on draft and final project interim reports and documents throughout the study.
- Identify stakeholders, community groups and partners associated with community outreach and participation for various public participation activities. Special consideration will be given to ensure the commitment and involvement of interested parties familiar with the Morris Canal throughout the planning process.

- Guide the development of elements of the 25 Year Action Plan for the Morris Canal Greenway.
- Review the final report's projects and strategies and provide input into developing criteria which prioritize improvement recommendations

Deliverables:

- 6-9 meetings of the TAC are anticipated, at which consultant participation will be required.
- The schedule of meetings and distribution of meeting notices and associated materials to committee members will be handled by County Planning Board Staff.
- Summaries of the TAC meetings will be prepared by the consultant.
- The mailing list of stakeholders, community groups, and partners will be prepared and maintained by the County Board Planning Staff.
- Planning staff will handle posting of meeting materials on the County Planning Board and Morris Canal Committee web sites.

The consultant will be expected to meet with the TAC at the following critical points:

1. At the beginning of the project
2. To present the proposed vision and goals
3. To finalize vision statement and goals and to discuss proposed activities, projects and strategies
4. To present proposed activities, projects, and strategies and discuss costs and economic and public benefits, and funding sources
5. To discuss organizational structure and draft Action Plan
6. To present the Final Action Plan

Municipal Support

While it is anticipated that municipal TAC members will report back to their full governing bodies, the County Planning Staff will request placement on each municipal governing bodies' agenda to discuss the project. This will take place after the activities and projects are proposed but before the draft Action Plan is finalized. Comments and support for the plan will be requested.

Community Involvement

The consultant will draft a community involvement strategy, which will be reviewed and finalized by the TAC. The community involvement strategy will include, but will not be limited to the following activities:

Stakeholder Focus Groups/Interview Sessions

The sessions will be vital to the development of the vision, goal and project/strategy portions of the plan. Participants will be given study updates in writing and, where needed or requested, county staff presentations at their regularly scheduled meetings. Copies of the drafts and final reports will be provided to stakeholder groups for review. The feedback from the various stakeholder groups will help in modifying the plan to increase support for implementing proposed improvements. Interim products will be available on the County and Planning Board web sites for public review. Stakeholder groups would include the following:

Government and School Officials	Warren County Freeholders Morris Canal Committee Board of Recreation Commissioners Municipal officials along the Canal Corridor representing : elected officials, Planning Boards, Open Space Committees, Environmental Commissions, police departments, etc Warren County Planning Board Warren County Agriculture Development Board State Historic Preservation Office Green Acres Morris Canal Banking Company Warren County Community College Centenary College Public School Systems in Corridor Rutgers University
Non-Profit Groups	Musconetcong Watershed Association Pohatcong Watershed Association Skylands Tourism Council Canal Society of NJ Friends of the NJ Transportation Museum Highlands Project Youth Corps
Business	Warren County Chamber of Commerce Phillipsburg Chamber of Commerce Washington Borough Business Improvement District Hackettstown Borough Business Improvement District
Landowners	The property owners of land identified in the acquisition strategy will be obtained from property tax records, and will be contacted in writing.

Public Meetings

There will be opportunities for public input to guide the development of the various elements of the final report. It is envisioned that at least two public meetings will be held during the course of this study. The first will be to present the vision, proposed activities, projects, and strategies. The second will present the draft “Warren County 25 Year Action Plan for the Morris Canal Greenway” with all of components. The draft final plan will be presented by the consultant at a regularly scheduled Freeholder Board meeting.

Media Relations

Press releases, cable TV and radio announcements, feature articles, press briefings, and interviews will be provided to all major local newspapers and media outlets. County Planning Staff will work with the County Public Information Officer in preparing and distributing press related materials and scheduling events. The consultant will support these activities by providing project information and material as needed. Up to four project newsletters will be produced by the consultant reporting the status of the project.

Deliverables:

- The consultant will conduct four to six focus group sessions and provide summaries of each.
- The consultant will provide presentations and lead discussions at the public presentation of the draft report.
- Copies of PowerPoint presentations and other presentation aides will also be provided by the consultant.
- Summaries of the public meetings will be prepared by the consultant.
- Four project newsletters will be jointly prepared by the consultant, County Planning Staff and will be reproduced and distributed by the County Planning staff.
- The full report, executive summary, interim reports, and draft and final plans will be posted on the Planning Board Web Site. Copies of the report will be available on CD ROM.

TASK 4: DATA GATHERING AND REVIEW OF PREVIOUS PLANNING STUDIES AND BACKGROUND INFORMATION

The County Planning staff will collect and review with the consultant the following information as it pertains to the Morris Canal Greenway and connecting corridors from municipal, county and state sources.

Municipal Master Plans
County Open Space, Transportation, and Strategic Growth Plans
Tax Maps
Zoning Ordinances
Existing Land Use Maps

Existing Cultural and Historic Resource Inventories, Warren County Historic Site Survey
Existing Capital Improvement Plans
NJDOT, Warren County, municipal transportation plans
Trails Plans
Digital Aerials
Highlands Council, County and municipal Environmental Resource Inventories
Wetland and Floodplain Maps
Brownfield Inventories
Open Space and Park Land Inventory
Farmland Inventory
Steep Slopes Inventory
Critical Habitats and Streams Inventory
Municipal storm water and non point pollution plans
Municipal Sidewalk Inventories
Safe Route to School Improvement Plans
Transit Routing for Bus and Rail
Location of Bicycle Routes, Paths and Shared Road Inventory
NJDOT Accident Data Involving Bicyclists and Pedestrians
Subdivision and site plan regulations and ordinances

Specific Canal Related Resources include:

The Historic Preservation Survey of the Morris Canal in Warren County by Brian Morrell
Weir Maps
Historic Preservation Plans for Inclined Plane #9 and Lock #7
Restoration Plans between CR 519 and Strykers Road,
Slides of the Canal when it was operating

The planning staff will collect and review the existing municipal ordinances regarding requirements for Morris Canal preservation, open space set asides, non-motorized circulation and pedestrian improvements for use by the consultant. As a project in the action plan, the consultant will recommend changes to the ordinances and plans for consideration by municipalities and the county. In addition, the consultant will build upon previous studies and plans and identify all greenway opportunities within the Canal corridor and analyze existing land uses and ownership patterns along existing and proposed greenway corridors.

Municipal Stormwater plans will be reviewed by county planning staff, inasmuch as, often times the canal functions as stormwater detention facility. The information collected will be used by the consultant as it develops its recommendations. Existing and future uses of the canal need to be identified so that potential conflicts can be resolved.

Field Reconnaissance

The consultant will meet with the Morris Canal committee and identify areas that should be field checked and to evaluate where the Morrell study may no longer be valid because of new development, demolitions, or decay. The committee will identify areas that have drainage

and erosion problems to be field checked. In addition to be consistent with the Warren County Development Review Regulations, the land uses and features within 100 feet of either side of the Canal will be identified and mapped by county planning staff in GIS using existing coverages, aerial photos, the 1874 Beer's Atlas, the weir maps, and other available data layers. The Planning Department has countywide parcel mapping tied in with the ownership information that will be useful in the project.

In addition, the consultant will evaluate pedestrian, bicycle and greenway connections and associated safety conditions. Access points for possible vehicular and pedestrian accesses to and through the corridor will be identified. This will include an assessment of surrounding land uses, an examination of cultural and historic sites and districts; community aesthetics and character; vista locations; and an inventory of the existing transportation infrastructure. The field analysis will include an environmental screening to verify known environmental constraints to walking and biking. The environmental scan will analyze current storm water run off and non-source pollution management within the Canal corridor. A photo log of all features identified as well as scenic vistas will be provided and indexed with full logistical description.

Lastly, based on the review of existing documentation and the field survey the boundary of the Morris Canal Greenway will be defined and delineated. The Greenway is envisioned to be more than just the physical remnants of the canal and its appurtenant boat basins, locks, inclined planes, etc. The boundary should be defined to enable the user to fully experience the setting of what may have been experienced by travelers when it was operational to the maximum extent possible.

Deliverables:

- Arranged by the Canal segments described in the Open Space Plan the consultant will provide GIS Coverage and a Report that includes base maps which show and discuss the following:
 - Maps and report documenting the information collected in the planning staff's review of existing documents
 - Existing conditions relating to the information collected and identified in the field survey including but not limited to observations from the field reconnaissance including different land uses, findings from the environmental screening and existing conditions, opportunities and constraints.
 - Identification of linkages to transit hubs, schools businesses, governmental and school institutions, and major trip generators. The maps will be used to develop targeted improvements to address identified system needs.
- The consultant will create a photo log documenting pedestrian facilities; land uses; cultural and historic sources; community aesthetics and character; vista locations; documenting existing transportation infrastructure. The photo log will be utilized for highlighting existing conditions and for illustrating potential improvements in conjunction with GIS mapping.

- The Morris Canal Greenway boundary will be identified on maps and a written description will be provided.

TASK 5: VISIONING, GOAL SETTING AND PROJECT/STRATEGY DEVELOPMENT

Vision

The County seeks a comprehensive ‘Vision’ of the Greenway that will guide all other aspects of the planning process. The ‘Vision’ should provide a sense of mission, conduct and culture. To provide a background for the visioning process, the existing vision statement as printed in the Morris Canal Greenway brochure will be used as a starting point. An initial Needs Analysis from the existing documents, mapping of the canal and field reconnaissance from the previous task of the canal resource will then be prepared and presented at a joint meeting with the Morris Canal Committee and the TAC. Using the information presented, the planning factors, the NJTPA RTP Goals, and Regional Capital Investment Strategy as discussed on pages 6 and 7 under Transportation Planning Framework, and the ideas, expertise and knowledge of the Committees, the consultant with the TAC and Morris Canal Committee will refine the Vision Statement.

After a final review with the Morris Canal Committee, the consultant will prepare the final Vision for endorsement at the TAC meeting.

Goals and Indicators

After the Morris Canal Greenway Vision is endorsed, the consultant will work directly with the TAC to develop a set of actionable goals and indicators for determining successful completion. Goals may be set using both objective and subjective characteristics. Indicators may be based on monetary value, recognition by historic societies, grants awarded, and so on. In addition, indicators may incorporate user satisfaction surveys, attendance figures, and subjective assessments that can be consistently applied over time.

Projects and Strategies

Working with the TAC the consultant will recommend projects, strategies and methods to accomplish the goals and to establish milestones. The development of projects and strategies will incorporate the concepts and goals contained in the Transportation Planning Framework section of this proposal. They should “Help the Region Grow Wisely by providing for transportation investments that encourage economic growth while protecting the environment and minimizing sprawl in accordance with the state’s Smart Growth Plan, Energy Master Plan, and Greenhouse Gas Plan.” It is envisioned that when the Plan is complete, the recommended strategies and projects will help bolster the local and regional economy by promoting tourism, curtailing motorized travel between the county’s major population centers, and promoting smart growth to encourage pedestrian activity, and preserving historic and environmental resources.

Travel will be safer by improving safety and security in the planning, design and implementation of all investments which would include providing an off road connection between the major population centers of Phillipsburg, Washington, and Hackettstown. Where motorized travel conflicts with the Greenway crossings, appropriate measures to safeguard the crossing should be addressed as a project.

Walking and Bicycling will be supported by ensuring that all transportation projects proposed in the plan will promote walking and bicycling wherever possible. The completion of the Morris Canal Greenway will provide a safe walk-bike alternative in traveling the Rt. 57 corridor.

The projects and strategies may involve the improvement, redevelopment and reconstruction of certain segments of the Canal for bicycle and pedestrian use, locks, and inclined planes; the acquisition of targeted properties; the location of access points including parking areas for cars, buses and bicycles; interpretive signs; areas to allow for emergency motor vehicle access; facilities and strategies to meet the needs of persons with disabilities consistent with the Americans with Disabilities Act; areas needing natural buffers and/or screening and fencing; proposed bicycle and pedestrian linkages to nearby attractions, businesses, transit, restrooms, schools, parks, neighborhoods, governmental buildings; the promotion of supporting businesses for trail use needs, policing concerns, wayfaring signage, public events, bus tours, designation of the Morris Canal as a National Heritage Corridor; drainage improvements, tourism strategies and promotions; educational activities etc.

Resources and methods to ensure that the human story of the Morris Canal is not missed needs to be included as a project. The consultant must outline a strategy for uncovering the stories of the people and commerce of the canal and present those stories in the context of the physical sites. The Morris Canal had its own money and there are ledgers recording commerce activity. It is known that an African-American boat captain resided in Washington Borough, and that the former hotel in Port Colden was once used to hold slaves. The final plan will identify ways to research and tell stories along the Greenway.

There are instances where the canal was preserved and related historical buildings and other modern buildings were acquired as part of the acquisition. In addition there are areas of the Canal that pose public/private conflicts where public access easements are located behind people's homes. Farmers have concerns with and object to granting public access across their properties. The Plan will evaluate alternatives for the use of the structures and for resolving public access conflicts.

As each project is defined, the strategies and methods to accomplish them will be listed and described. In defining the strategies, the consultant should pay attention to political and public information strategies to overcome potential barriers or obstacles that may arise in opposition to a project. When recommending projects, the consultant must conduct an overview of pertinent federal, state and local regulations to ensure that no obvious obstacles are present that would prohibit the project from proceeding. Examples may be the presence of freshwater wetlands, or encroachments into the floodplain etc.

A system for prioritizing and sequencing projects will be developed with the TAC. Factors such as connectivity, cost, timing, personnel requirements, impacts on tourism, historic preservation, recreation, business support, and others will be considered in developing the criteria.

The projects and strategies will be arranged by the segments identified in the County's Open Space Plan. In addition, the projects will be indexed by type and strategy, time frame, priority, method, implementation agency, and cost so that proposed projects can be categorized and searched easily regardless of canal segment that it may affect. Each project identified should include the following information:

- A project description
- Location
- Why proposed and needed
- Responsible implementation agency or person(s)
- Responsible agency for operating/maintaining the project or activity on an ongoing basis
- Method and Strategy to accomplish project
- Time frame for implementation
- Estimated project cost from project planning to construction to annual operating costs
- Funding sources to implement each project phase

The projects will be indexed by the type, implementation agency, method/strategy, time frame, and project cost to cross reference and sort projects easily.

Current, high priority capital projects are the ISTEPA Canal Restoration Project in Lopatcong Twp. for which construction plans have been prepared, and projects described in the Preservation Plans for Inclined Plane #9 West in Greenwich, and Lock #7 West (a/k/a Bread Lock Park) in Franklin Twp.

At this point the stakeholder groups identified in Task 1 above will be interviewed in focus group sessions to review the vision, goals and strategies that have been developed so far. The consultant will summarize the results of the sessions in a report back the TAC. The TAC will revise as appropriate.

Deliverables:

- The consultant will prepare a technical memorandum including narrative and maps highlighting the vision, goals, projects and strategies and developing a system for prioritizing and implementing the projects and strategies described in the plan.
- The consultant will prepare a report summarizing the focus group sessions.

TASK 6: DEVELOPMENT OF ECONOMIC AND PUBLIC BENEFITS AND COSTS AND FUNDING SOURCES

Economic and Public Benefits

The consultant will develop the methods to measure and estimate the economic and public benefits that may be derived from the implementation of the projects provided in the Morris Canal Greenway Plan. Benefits should be evaluated and categorized by the following: health, transportation, educational, environmental, social and cultural, historical, and recreational and other quality of life issues and the consultant will define how to promote public acceptance and participation in implementing the plan. For example, economic benefits would include potential impacts on employment, property values, property and sales tax income. It is anticipated that there would be a positive impact on support businesses such as bicycle rentals, bed and breakfasts, hotels, restaurants, etc. Public benefits would include the reduction of vehicle miles travelled, the reduction of greenhouse gases, and healthier lifestyles.

An estimate of seasonal and year round local and regional/national use resulting from the completion of each project or milestone will be provided.

Costs

The consultant should provide estimated costs of implementing each project or strategy. Estimates should be provided in current dollars. The cost of each project/activity is to be itemized according to the following broad categories; acquisition, planning, engineering, construction; annual operating and program costs, and intangible costs such as noise, glare, traffic etc. Where volunteer initiatives are proposed, the costs saved by using volunteer efforts should be considered and quantified.

Funding Sources

Potential revenue sources that can help with project development, implementation, and maintenance will be collected. Potential revenue sources may include: local taxes, state and federal grants, foundations, private grants, corporate and private sponsorships, user permit fees for special events (e.g., charity walks, company events), marketing and advertising fees opportunities on the trail, others. It is recognized that an in depth search for funding would occur when an agency may be ready to begin the project planning for implementation phase.

Deliverables:

- The consultant will prepare a technical memorandum discussing the benefits, costs and funding sources for each project/activity proposed and the methods used to estimate them.

TASK 7 PROPOSE ORGANIZATIONAL STRUCTURE

The policy and administrative changes that will be needed to successfully acquire, develop, maintain and manage the Morris Canal Greenway will be identified. The current approach to dealing with Canal projects and events is that they are scheduled annually or in an ad hoc fashion during the year. The completion of projects often depends on the availability of community and volunteer groups, the Morris Canal Committee, and commitment from county departments. The Organizational Structure section will recommend how the county and other governmental, non-profit, and private agencies and individuals should interact with one another, provide guidance on how to navigate through the web of public, non-profit, and private agencies to accomplish the 25 Year Action Plan and identify partners to carry out the proposed activities and projects. In addition, project statements will be developed for projects that can be handed-off to various project development pipelines including but not limited to the NJTPA, NJDOT, NJ Transit, and other agencies

The consultant will research and present management options for involved entities and show cost estimates for all options. One member of the Morris Canal Committee has drafted a “structure” that should be considered in this task. Management options should consider all combinations of the potential roles of public (federal, state, county, municipal) and non-public agencies, roles of community organizations and other volunteer groups.

Deliverables:

- The consultant will prepare a technical memorandum discussing organizational structures considered and the rationale used in its recommendations
- Project statements will be prepared in draft form

TASK 8: PRODUCE FINAL REPORT

Final Plan Format

Twenty color printed copies of the final plan and 150 copies of the Executive Summary will be provided. At a minimum, the Executive Summary will describe the goals, projects, and benefits contained in the full plan. The Executive Summary will be distributed to those participating in the stakeholder groups, elected officials, and the general public. In addition, editable electronic copy of the document using Microsoft Office software (Word, Excel, etc.) and maps and figures prepared in jpg, PDF format, or other County-compatible software. The plan containing the elements specified above will be prepared in the following format:

Executive Summary
Methodology
Existing Features and Conditions
Morris Canal Greenway Vision
Goals

Organizational Structure

Overall Economic and Public Benefits of Morris Canal Greenway

Projects and Activities (to be presented in the following format)

Morris Canal Segment (insert segment)

Description of Existing Conditions including potential for establishing continuous bike/ped connection and possible alternate routes

Description and Map

Goal(s) Addressed

Strategies/Methods

Time Frame and Milestones

Costs: Initial and Operational

Funding Sources

Economic Benefits

Public Benefits

Short and long term operational requirements

Suggested Implementing Agency(ies) and, if applicable, problem statements prepared

The projects and activities will be cross referenced and indexed by the type, implementation agency, method/strategy, time frame, and project cost. It is probable that the projects will be entered into an Access database with the proper indexing tag lines.

STAFFING PLAN FOR 25 ACTION PLAN FOR MORRIS CANAL GREENWAY

STAFFING PLAN

Project Task Budget

	1.3.1 Time Spent	1.3.2 Total Cost
Task 1 Administration	85	\$3,200
Task 2 and RFP development, consultant selection, contracting, management	45	\$2,000
Task 3	255	\$10,400
Task 4	200	\$8,000
Task 5	115	\$4,800
Task 6	110	\$4,800
Task 7	75	\$3,600
Task 8	80	\$3,200
Sub-Total Personnel	965	\$40,000
Direct Non-Labor Costs		
Indirect Costs		
TOTALS	965	\$40,000

Staffing Plan

Personnel	% of Time Involved in Project	1.3.3 Total Hours
Brian Appezzato	27.46%	265
David K. Dech	16.58%	160
Nancy Dietz	1.55%	15
Rosemarie Homa	4.66%	45
Albert Krouse	5.18%	50
Richard Miller	13.99%	135
Elizabeth Roy	30.57%	295
	100.00%	965

**WARREN COUNTY
 FY 2011-2012 BUDGET PLAN
 SUBREGIONAL STUDY PROGRAM
 Warren County 25 Year Action Plan for Morris Canal Greenway**

I			<u>DIRECT COSTS (PERSONNEL SERVICES)</u>	
1.	Salaries			\$ 26,700
2.	Fringe Benefits (%)			\$ 13,300
3.	Leave Additive (%)			_____
			SUBTOTAL	\$ 40,000
II			<u>DIRECT NON-LABOR COSTS</u>	
1.	Supplies			_____
2.	Travel			_____
3.	Printing & Reproduction			_____
4.	Postage			_____
5.	Conference/Training			_____
6.	Other (Specify)			_____
			SUBTOTAL	_____
III			<u>INDIRECT COSTS</u>	
1.	Indirect Cost Allocation			_____
			SUBTOTAL	\$ 0.00
IV.			<u>CONSULTANT COSTS</u>	
	CONSULTANT			\$ 160,000
			SUBTOTAL	\$ 160,000
			TOTAL PROGRAM BUDGET	\$ 200,000

<p>This estimated budget is based upon projected costs to perform the work program for FY 2011- 2012 as outlined in the Subregional Studies Agreement. Changes within or between Parts I, II and III will be authorized upon written recommendation of the Program Director and approved by the NJTPA.</p>
--

FUNDING SOURCES

FEDERAL SHARE (80%)		LOCAL MATCH (20%)	
TOTAL	\$160,000.00	TOTAL	\$ 40,000.00

TOTAL BUDGET PROGRAM

FEDERAL SHARE	\$ 160,000
LOCAL MATCH	\$ 40,000
TOTAL BUDGET	\$ 200,000

Project Timing

Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Task 1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Task 2	X	X	X																					
Task 3				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Task 4				X	X	X	X	X																
Task 5							X	X	X	X	X	X	X											
Task 6										X	X	X	X	X	X	X	X							
Task 7														X	X	X	X	X	X					
Task 8																			X	X	X	X	X	X

Consultant Task Budget

	Time Spent	Consultant Cost
Task 1	0 months	\$0
Task 2	0 months	\$0
Task 3	21 months	\$32,000
Task 4	6 months	\$40,000
Task 5	8 months	\$48,000
Task 6	8 months	\$16,000
Task 7	6 months	\$8,000
Task 8	6 months	\$16,000
Total	24 months	\$160,000