

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

**FY 2011 – FY 2012**

**UNIFIED PLANNING WORK PROGRAM**

**VOLUME VI  
OTHER REGIONAL TRANSPORTATION  
PLANNING INITIATIVES**

**THIS DOCUMENT IS FOR INFORMATIONAL PURPOSES**



**FY 2011 UNIFIED PLANNING WORK PROGRAM  
VOLUME VI  
OTHER REGIONAL TRANSPORTATION PLANNING INITIATIVES**

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## INTRODUCTION

The Federal rules governing the work and responsibilities of Metropolitan Planning Organizations require that the Unified Planning Work Program produced every year “describe the planning priorities facing the metropolitan planning area (found in Volume I). This Volume, VI includes: “a description of all proposed transportation and transportation-related planning work elements or activities, including related state transportation department or transit authority corridor planning work elements or activities, regardless of funding sources; and a description of transportation-related air quality planning work elements or activities, regardless of funding sources and which entity conducts such work elements or activities.” As such this volume contains information not included in the other volumes of the FY 2011 UPWP.

The description includes:

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

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

This portion of the FY 2011 UPWP is divided into two sections. Section One is separated into four parts. Part One incorporates information from various transportation planning and operating agencies and Universities. Part Two includes the Transportation Management Associations (TMAs) of northern New Jersey. Part Three includes the TMA Handoffs. Part Four is a compilation of Local Subregional Initiatives that were previously included in the Planning Development Work Program (PDWP), as well as a compilation of the prior year Office of Smart Growth’s Smart Future Grants awarded in the NJTPA region (FY 2008 was the last year of grant funding received to date). Section Two is the New Jersey Department of Transportation State Planning and Research Program for CY 2010.

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**FY 2011**

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VOLUME VI  
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**SECTION I**

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

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**AGENCY: CITY OF NEWARK**

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**SUBJECT:** Newark Greenway Network

**DESCRIPTION:** The proposed Newark Greenway Network is a continuous dedicated public access route for pedestrians and bicyclists to be constructed in phases within each ward of New Jersey's largest city. The Greenway concept and resultant design emerged as a significant proposal within the City's 24-month Economic Development, Land Use and Transportation Plan preparation process. It was fueled by the recognized lack of direct intra-city non-motorized linkages between Newark's numerous significant activity centers, and by input from the Plan's Technical Review and Citizens Advisory Steering Committees.

Totaling some 18.5 linear miles and costing some \$30 million, the Greenway will consist of a paved, signed, lighted and landscaped pedestrian way and bikeway through many of the City's neighborhoods and parts of the Central Business District. The Greenway alignment will not only link many of the City's recreational, cultural and educational resources, but is proposed to actually pass through and potentially be an integral part of their urban design.

Where physically and functionally feasible, the Greenway will also contain benches and contiguous sitting areas, bicycle-parking facilities, playgrounds and shelters, some of which are already in place in existing municipal or county parks. During initial steps of Greenway design, each affected block will be analyzed as to the most compatible and effective bike route/pedestrian way configuration for it, and the physical and functional relationship of that cross-section to adjoining Greenway blocks.

The alignment of each Greenway phase is based on maximizing linkages between the City's parks, educational facilities, residential neighborhoods, transportation hubs, and historic resources via public rights-of way and public property, while minimizing land acquisition or easement requirements. That condition is one of the great merits of this project and will facilitate its implementation.

**SCHEDULE:** Phase One: Design completion in December 2009.  
Construction: TBD – No Funding is available at this time.

**PRODUCT:** Phase One Plans, Specifications, and Cost Estimate for a Bicycle and Pedestrian Route from Branch Brook Park to Weequahic Park, 3 miles

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**CONTACT:** Michel Gelin

Phone: (973) 733-6452  
FAX: (973)733-8880  
Email: [gelinm@ci.newark.nj.us](mailto:gelinm@ci.newark.nj.us)

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

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**SUBJECT:** NJ Turnpike Interchange 6 to 9 Widening Program

**DESCRIPTION:** This program involves the extension of the Turnpike's 12-lane dual roadway from the existing merge at Interchange 8A to the interconnection of the mainline roadway with the Pennsylvania Turnpike Extension at Interchange 6. The program will also include the addition of one lane in each direction between Interchange 8A and Interchange 9, thereby providing a 12-lane dual-dual lane roadway from Interchange 6 north. The approximate limits of the proposed widening program are from Milepost 48 to Milepost 83, totaling approximately 35 miles through eleven municipalities in three counties of central New Jersey. The program has transitioned to the final design and environmental permitting phase.

**SCHEDULE:** Construction began in 2009 and is anticipated to be completed in 2014.

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**SUBJECT:** GSP Mainline Widening From Interchange 30 to 80

**DESCRIPTION:** This project provides for the proposed widening of the Garden State Parkway between Interchanges 30 and 80. This project will add a third lane in each direction between Parkway Interchange 30 and Interchange 80 to handle existing congestion and projected traffic growth. The northern third of this section of the Parkway is currently at or over capacity, and traffic is expected to continue to increase an average of 2.5% to 3.0% annually to the year 2020. By the year 2020 the traffic capacity for the entire section of roadway will be exceeded. Five major bridges are located within this area that will also require major repairs and/or replacement.

**SCHEDULE:** Construction started in 2009 and is anticipated to be completed in 2011 between Interchanges 63 and 80.

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**SUBJECT:** GSP Interchange 91 Improvements (Burnt Tavern Road)

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

**SCHEDULE:** Final design should be completed in 2011 and with construction starting in 2012 and being completed in 2014.

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**SUBJECT:** GSP Northern Interchange Improvements Study, GSP Interchanges 127 to 172

**DESCRIPTION:** The purpose of this study is to assess the existing traffic safety and operations of the Garden State Parkway's northern interchanges. The scope of work involves a determination of future projected traffic volumes at all interchanges north of, and including, Interchange 127; an assessment of each interchange's ability to accommodate both existing and projected future traffic volumes safely and efficiently; a prioritization of interchanges for implementing improvements, and the preliminary scoping and estimation of costs for undertaking the improvements considered to be necessary.

**SCHEDULE:** Implementation of improvements will be determined.

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**SUBJECT:** GSP Interchange 125

**DESCRIPTION:** Interchange 125 is presently configured with a southbound entrance and northern exit ramp. This project will provide a northbound entrance and southbound exit ramp. The southbound exit ramp will be tolled to be consistent with one way tolls at the Raritan Toll Plaza.

**SCHEDULE:** Preliminary engineering in 2010. Construction is anticipated to start in 2011 with completion in 2012.

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**CONTACT:** Richard Brundage

Phone: (732) 750-5300, ext. 8509

Fax: (732) 750-5374

E-Mail: [rbrundage@turnpike.state.nj.us](mailto:rbrundage@turnpike.state.nj.us)

**AGENCY: NEW JERSEY MEADOWLANDS COMMISSION**

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**SUBJECT:** Meadowlands Adaptive Signal System for Traffic Reduction  
Analysis of the first of five phases of implementation

**DESCRIPTION:** A study to determine the benefits of the adaptive signal system that will be constructed in 2010.

**SCHEDULE:** Study will begin after construction is complete in Fall 2010.

**PRODUCT:** An analysis of the benefits of the adaptive signal implementation over the current traffic signals and the potential construction improvements necessary to mitigate future development.

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**SUBJECT:** Bicycle/Pedestrian Study

**DESCRIPTION:** A study to inventory existing gaps between bicycle and pedestrian infrastructure and District nodes of transit and development.

**SCHEDULE:** Scoping is slated to begin in 2010/2011.

**PRODUCT:** A framework to guide development of bicycle and pedestrian improvements throughout the District.

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**Contact:** David Liebgold, P.E., P.P.      Phone: (201) 777-2414  
Fax: (201) 460-8434  
Email: [david.liebgold@njmeadowlands.gov](mailto:david.liebgold@njmeadowlands.gov)  
Website: <http://www.njmeadowlands.gov>

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**AGENCY: NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT)**

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**SUBJECT:** Gowanus Expressway

**DESCRIPTION:** The NYSDOT is preparing the Draft EIS for the Gowanus Expressway, a key portion of I-278 which connects the Verrazano Narrows Bridge with the Brooklyn Battery Tunnel and the Brooklyn-Queens Expressway. There are three build alternatives including replacement with a tunnel along the bulkhead. At this time, NYSDOT has underway a \$600 million deck repair work on the aging and deteriorated viaduct structure.

**SCHEDULE:** On-going

**PRODUCT:** The final product will be a completed DEIS.

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**SUBJECT:** Tappan Zee Bridge/I-287 Corridor

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

**SCHEDULE:** On-going - Tiered EIS Process

**PRODUCT:** The final product will be a completed EIS.

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**CONTACT:** Edward Mark

Phone: (718) 482-4540

E-mail: [emark@dot.state.ny.us](mailto:emark@dot.state.ny.us)

Ian Francis

Phone: (718) 482-4627

E-mail: [ifrancis@dot.state.ny.us](mailto:ifrancis@dot.state.ny.us)

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

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**SUBJECT:** Regional Passenger Ferry Study

**DESCRIPTION:** The PANY&NJ is sponsoring and providing core funding for a regional assessment of the role passenger ferry services can play in augmenting the transit network and supporting sustainable development. A key goal is to identify strategies to improve the financial viability of regional ferry services through coordinated efforts of transportation agencies, local governments, and private-sector ferry operators. This is a partnership planning initiative with transportation agencies in New York and New Jersey directly involved in ferry transportation, as well as broad consultation with governmental and other stakeholders in bistate harbor area, mid-Hudson Valley, and Long Island Sound.

**SCHEDULE:** This effort is ongoing with anticipated completion in the second quarter of 2010.

**PRODUCT:** Report and Recommendations.

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**SUBJECT:** Staten Island Bridges Corridor/Goethals Bridge Modernization Program

**DESCRIPTION:** The PANY&NJ has proposed a Goethals Bridge Modernization Program (GBMP), featuring a new crossing to replace the existing Goethals Bridge, which has substandard 10-foot-wide lanes, no emergency shoulders, and escalating repair and maintenance costs. This functional obsolescence of the 79-year-old bridge impedes efforts to improve safety and reliability, accommodate modern vehicles, maintain efficient traffic operations and improve incident response. The design of the proposed new facility would reflect current traffic design standards, modern structural and seismic codes, national security safeguards, and technology enhancements. The new replacement span would also incorporate operational flexibility, which is not viable with the existing span, to facilitate future transit-service opportunities. By ensuring the ability to meet current and future interstate travel demand, the Goethals Bridge Modernization Program will support long-term economic growth and improved mobility for the local communities and the greater metropolitan area.

**SCHEDULE:** Preparation of the Environmental Impact Statement was initiated in 2004. Following release of the DEIS and completion of the comment period in 2009, issuance of an FEIS by the US Coast Guard is expected in June 2010.

**PRODUCT:** Construction of a replacement span upon completion of the FEIS process with Record of Decision, other required approvals, PANY&NJ Board authorization, and bridge completion / opening in 2015.

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**SUBJECT:** PATH Ridership Demand Study

**DESCRIPTION:** PATH will conduct a Long-Term Ridership Demand Study. This comprehensive study will identify specific development projects within the PATH service region, highlighting projected development scope (square footage, residential units, parking, etc.) and timelines, as well as projected area population, demographic trends and travel demand patterns. The study will also assess these impacts on current and projected PATH system capacity and service.

**SCHEDULE:** The project is ongoing with expected completion in the spring of 2010.

**PRODUCT:** Various consultant deliverables assessing development project scope, regional population, demographic trends, income and employment growth, and trip demand patterns from 2009-2030 – within the PATH service region. Deliverables also include impact assessments and recommendations regarding PATH system capacity and service.

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**SUBJECT:** West-of-Hudson Regional Transit Access Alternatives Analysis (Metro North Railroad/MTA is the lead agency on this project.)

**DESCRIPTION:** This study will evaluate options for expanded commuter service to/from central Orange County, New York and transit access to/from Stewart International Airport via Metro North Port Jervis line and other modal options. The PANY&NJ is funding the AA study jointly with Metro North/MTA, in consultation with NJ Transit and other partner agencies.

**SCHEDULE:** The study commenced in June of 2008. A long-list of alternatives was released in December 2008 with continuing analysis and public outreach through 2009. Metro North anticipates completion of the AA evaluation in spring, 2010.

**PRODUCT:** Alternatives Analysis Report

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**SUBJECT:** Cross Harbor Freight Movement Project EIS

**DESCRIPTION:** Federal and state oversight agencies have approved the PANY&NJ's assumption of local sponsorship of this planning effort. PANY&NJ will complete the Environmental Impact Statement (EIS) process, following the Cross Harbor Freight Movement MIS Study and other analyses previously performed by the New York City Department of Economic Development. The overarching goal of the study is to develop a project-specific strategy for improving the region's movement of goods across New York Harbor.

**SCHEDULE:** The PANY&NJ is completing consultations with the Federal Highway Administration to allow issuance of a revised Notice of Intent (NOI) in early 2010. The proposed approach is to conduct a tiered EIS with Tier I scheduled for completion by December 2011.

**PRODUCT:** Completion of NEPA environmental impact review process

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**SUBJECT:** Comprehensive Long Term Freight Movement Plan

**DESCRIPTION:** The PANY&NJ, in cooperation with its regional partners and the New York State and New Jersey departments of transportation, is undertaking a Comprehensive Long-term Regional Goods Movement Plan. The Plan will provide the region with a recommended vision and strategy, and the project concepts required to create an effective and expeditious regional goods movement network by 2040. Additionally, the plan will document current conditions and plans, identify innovative practices, and conduct visioning and needs assessment in order to draft and prioritize recommended long-term regional goods movement goals and strategies.

**SCHEDULE:** This effort commenced in late 2009 with anticipated completion by December, 2010.

**PRODUCT:** Report with Recommendations

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**CONTACT:** Lou Venech

Phone: (212) 435-4422

Email: [lvene@panynj.gov](mailto:lvene@panynj.gov)

**AGENCY: TRANSCOM FHWA-FUNDED PLANS AND ACTIVITIES**

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**SUBJECT:** TRANSMIT (TRANSCOM's System for Managing Incidents and Traffic) Operational Test

**DESCRIPTION:** TRANSCOM conducted an FHWA-funded operational test using electronic toll collection (ETC) technology to detect incidents. The test successfully demonstrated that ETC technology could be used for traffic management and incident detection. TRANSMIT Phase I is a network of 20 roadside readers (at approximately 1.5-mile intervals along 19 miles of the Garden State Parkway and New York State Thruway) that uses E-Z Pass toll transponder equipped vehicles as anonymous probes. TRANSMIT collects aggregated travel time data from these vehicles and compares them to a historical database to detect congestion-causing incidents. TRANSCOM's Operations Information Center relays this incident information to the New York State Thruway Authority and Garden State Parkway to allow rapid response and clearance, as well as directly to motorists (through variable message signs or highway advisory radio) to reduce congestion. The final evaluation reports for the project have been completed.

TRANSMIT Phase II expanded the existing by adding approximately 70 readers on major roadways in Bronx, Kings, Queens, Westchester, and Richmond counties in New York; and Middlesex, Hudson, and Union counties in New Jersey. Phase III will add approximately 20 additional readers on the Garden State Parkway, the New Jersey Turnpike, and I-287 in New Jersey. Phase IV will add additional readers on major freeways in New York and New Jersey. Phase V includes creation of a fleet management application and will develop software which will provide for the collection of origin/destination data wherever the TRANSMIT system is implemented.

**SCHEDULE:** The operational test for Phase I is complete. The final segment of Phase II, Westchester County, is complete. Construction has begun for Phase III, and is scheduled to be completed in 2010. Construction started for Phase IV and is expected to be completed in 2010. There are also nine enhancements in Phase V which will be implemented. They are:

- |                                  |                                       |
|----------------------------------|---------------------------------------|
| 1) Origin/Destination (O/D)      | 6) O/D by 15 minute time period       |
| 2) Path Travel Times             | 7) O/D approach for missed reads      |
| 3) TRANSMIT new device driver    | 8) Save O/D, path travel time queries |
| 4) Travel Times by Vehicle Class | 9) Fleet Management Application       |
| 5) O/D by Vehicle Class          |                                       |

Work will begin on all nine enhancements in 2010 with work scheduled to be delivered in 2011.

**PRODUCT:** Increase and enhance the incident detection, traffic monitoring, and fleet management system in the NJ/NY region. Completed evaluation of the use of E-Z Pass technology for determination of travel times and detection of incidents.

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**SUBJECT:** Interagency Remote Video Network (IRVN)

**DESCRIPTION:** This FHWA-funded project supplements existing interagency communication and coordination of traffic movement and incidents by creating a video network allowing TRANSCOM and its member agencies to receive Closed Circuit TV (CCTV) video transmissions from traffic surveillance cameras on each other's facilities. IRVN will be expanded and enhanced by adding additional operations centers. A plan has been advanced by the member agencies oversight committee to enhance the system so that it can receive and send digital video images. This capability will greatly increase the number of available cameras in the system.

**SCHEDULE:** The initial system was deployed in 2001. One additional transportation agency was added in 2007. The digital upgrade is expected to be completed in 2010.

**PRODUCTS:** Direct links to multi-agency remote video feeds (by request to members).

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**SUBJECT:** ITS Regional Architecture System

**DESCRIPTION:** The RA provides TRANSCOM member agencies' operations centers with a gateway to a wide area network of the region's Transportation Management Centers (TMCs). Through this network, agencies share incident and construction data, transit schedules, VMS and HAR information, CCTV and real-time traffic & transit conditions. This database of shared data will be the foundation for TRANSCOM's Advanced Traveler Information System (ATIS) and Trips 123 (MDI). The Trips 123 project is described under a separate heading in this report. The TRANSCOM Regional Architecture System provides technical coordination among TRANSCOM member agencies to ensure that all ITS technologies implemented in the region are designed to be compatible for communications among the systems and with the ITS National Architecture. The TRANSCOM Regional Architecture System itself provides the links between systems to make these communications possible. TRANSCOM's Open Reach Project will transform the TRANSCOM Regional Architecture (RA) system from a system that can only be accessed by a centralized workstation at each agency to a system that will also be accessible by the web. The TRANSCOM Open Reach will be using the Google map system to improve the user friendliness of the system.

**SCHEDULE:** Implementation of the original RA was completed in 2005. The TRANSCOM Open Reach system is expected to be implemented in mid 2010. Work is also expected to begin on data interfaces between the TRANSCOM Open Reach system and both the ConnDOT's ATMS system and the NYSDOT Region 10 ATMS system.

**PRODUCT:** A seamless communications network for regional traffic operation centers.

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**SUBJECT:** USDOT Metropolitan Model Deployment Initiative

**DESCRIPTION:** USDOT awarded a grant to the New York/New Jersey/Connecticut metropolitan region for its Metropolitan Model Deployment Initiative (MMDI). The NY/NJ/CT metropolitan region was one of only four metropolitan areas in the country to receive an MMDI grant. This region's MMDI project, which has since been named Trips 123, implements a traveler information website to make consolidated, multi-modal, multi-agency transportation information available to individual travelers. The system also includes a regional transit trip planner (TransitAdvisor) that is accessible through the same website. The system has been updated to align with Internet standards and protocols. Additional features include dynamic travel times, improved graphical displays and CCTV camera images. TransitAdvisor updates include the addition of rideshare links, park-and-ride lot information, and graphical displays for the selection of itinerary origin and destination locations. Additional enhancements expected in 2010 include a free API kit and widget to enable TransitAdvisor functionality to be embedded into other websites. In addition a web based data maintenance system shall be implemented that will allow transit carriers to graphically view and maintain their data. Lastly, a standardized XML output will be available. This will enable additional down stream applications to be supported at the carriers' discretion.

**SCHEDULE:** The entire program became operational in 2005. The additional features were implemented on the website in 2007. Operations will continue and the additional enhancements to this system will be completed in 2010.

**PRODUCT:** Operational traveler information program including real-time itinerary planning system (TransitAdvisor) link to TRANSCOM member agency websites.

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**CONTACT:** Jocelyne Leal-Romero

Phone: (201) 963-4033

Fax: (201) 963-4113

Email: leal-romero@xcm.org

**AGENCY: NEW JERSEY OFFICE OF HOMELAND SECURITY & PREPAREDNESS**

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**SUBJECT:** Jersey City/Newark Urban Areas Security Initiative (UASI) Regional Evacuation Plan

**DESCRIPTION:** NJ Office of Homeland Security contracted with a multi-disciplinary team of researchers led by Rutgers-Voorhees Transportation Center to undertake a comprehensive regional evacuation planning study. The study will result in a collaborative, cross jurisdictional, all hazards regional evacuation plan for the NJ UASI region.

**SCHEDULE:** Study began September 2007 and the plan will be completed during FY2010/2011.

**PRODUCT:** Includes developing a regional transportation planning model, coordinating with other evacuation planning initiatives, developing a basic evacuation plan and annexes for special needs, regional sheltering, public notification and communications.

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**CONTACT:** Susan Winter  
Phone: 609-584-4819  
Email: susan.winter@ohsp.state.nj.us

**AGENCY: NEW JERSEY DEPARTMENT OF TRANSPORTATION  
UNIVERSITY RESEARCH EFFORTS**

**RUTGERS UNIVERSITY - VOORHEES TRANSPORTATION CENTER**

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**SUBJECT:** Quantifying Patron Needs at Intermodal Facilities: Transportation Hub Development and Design

**DESCRIPTION:** This research study will accomplish the following:

- Describe typical design, information and service characteristics of different types of transit transfer points in NJ and benchmark these against national and international best practices.
- Determine the needs, wants and concerns of riders using transit transfer points in New Jersey.
- Determine facility design elements and features, as well as technologies, identified by riders as most important for facilitating transfers between transit services and modes at representative transfer points.

**SCHEDULE:** Estimated Completion Date: June 2011

**PRODUCT:** Final Report and Technical Brief

---

**SUBJECT:** Off-Peak Rail Transit Service Study – Importance for Auto Reduction and Peak Ridership Growth

**DESCRIPTION:** This research will meet the following objectives:

- Document all modal and temporal shifts and identify new riders resulting from improved off-peak and weekend service on selected NJ TRANSIT commuter rail lines.
- Document how new and improved off-peak and weekend services have affected overall travel patterns in the region and quantify the benefits in terms of VMT reduction and greenhouse gas emissions.
- Document how people from different socioeconomic and demographic groups living and working in different environments have adapted to the changes in rail service.
- Identify the constraints such as parking availability, parking costs, and bus/shuttle access to stations on the two lines that may have affected ridership.
- Assess how the observed results may affect transit planning, operations and investment decisions over the short and long term.

**SCHEDULE:** Estimated Completion Date: January 2012

**PRODUCT:** Final Report and Technical Brief

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**SUBJECT:** Review of NJ Point System

**DESCRIPTION:** This research will produce a summary of the current state of the NJ Point System, NJ Motor Vehicle Commission (NJMVC) regulations and expand the current system of NJMVC sanctions for bad driving to something that results in significant improvements in the behavior of bad drivers. This research project will produce a model that compares the current profile of drivers with traditional points to an event driven system similar to the American Association of Motor Vehicle Administrators (AAMVA) driver improvement program.

**SCHEDULE:** Estimated Completion Date: July 2010

**PRODUCT:** Final Report and Technical Brief

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**SUBJECT:** The Impact of Demographic Changes on Transit Patterns in NJ

**DESCRIPTION:** Immigration is dramatically changing the population characteristics of New Jersey. Transit usage patterns of recent immigrants appear to be different from those of native users. There is a need to understand how transit use patterns vary in the immigrant population. In particular, there is a need to understand if transit ridership trends currently observed will continue in the future. This research will provide new tools to survey transit ridership characteristics of multi-cultural groups. It will determine if current ridership trends of immigrant groups are likely to continue into the future or will become more like those of native residents.

**SCHEDULE:** Estimated Completion Date: July 2010

**PRODUCT:** Final Report and Technical Brief

**CONTACT:** Vincent Nichnadowicz, Bureau of Research  
Phone: 609-530-5966  
Email: [Research.Bureau@dot.state.nj.us](mailto:Research.Bureau@dot.state.nj.us)

Stefanie Potatpa, Bureau of Research  
Phone: 609-530-5966  
Email: [Research.Bureau@dot.state.nj.us](mailto:Research.Bureau@dot.state.nj.us)

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**AGENCY: NEW JERSEY DEPARTMENT OF TRANSPORTATION  
UNIVERSITY RESEARCH EFFORTS**

**RUTGERS UNIVERSITY – CENTER FOR ADVANCED TRANSPORTATION AND  
INFRASTRUCTURE (CAIT)**

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**SUBJECT:** Local Technical Assistance Program

**DESCRIPTION:** New Jersey LTAP, hosted at the Rutgers University’s Center for Advanced Transportation and Infrastructure (CAIT), conducts technology transfer activities that include the dissemination of information through a monthly newsletter, conducting training programs, and administering clearinghouse activities. This ongoing effort provides public works, engineering, planning, and law enforcement employees with training and information in the areas of design, maintenance, inspection, supervision, employee development, and other transportation related subjects. NJ LTAP also supports and provides services to the transportation research community in cooperation with the New Jersey Department of Transportation.

**SCHEDULE:** Estimated Completion Date: December 2010

**PRODUCT:** Final Report and Technical Brief

**CONTACT:** W. Lad Szalaj, Bureau of Research  
Phone: 609-530-5966  
Email: [Research.Bureau@dot.state.nj.us](mailto:Research.Bureau@dot.state.nj.us)

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**AGENCY: NEW JERSEY DEPARTMENT OF TRANSPORTATION  
UNIVERSITY RESEARCH EFFORTS**

**NEW JERSEY INSTITUTE OF TECHNOLOGY**

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**SUBJECT:** Railroad Crossing Safety

**DESCRIPTION:** Highway-rail grade crossing safety is a critical issue. With more than 1,600 grade crossings in New Jersey, improving grade crossing safety is an enormous challenge that will take the combined efforts of railroads, public safety officials and the general public. The daily inspection, maintenance, and improvement of these critical areas around railroad crossings rest on the shoulders of a selected group of railroad engineers and safety officers in the New Jersey Department of Transportation.

The research team will gather information from national and international sources, investigate potential solutions, and perfect those in the stages of research or testing. A process will be developed and demonstrated that is capable of identifying the problem areas at crossings, the sight distances needed, and safe speeds at which a vehicle may approach a crossing.

**SCHEDULE:** Estimated Completion Date: July 2010

**PRODUCT:** Final Report and Technical Brief

**CONTACT:** Edward Kondrath, Bureau of Research  
Phone: 609-530-5966  
Email: [Research.Bureau@dot.state.nj.us](mailto:Research.Bureau@dot.state.nj.us)

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**ROWAN UNIVERSITY**

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**SUBJECT:** Teen Driver Safety Metrics, Effectiveness of New Jersey's GDL Law

**DESCRIPTION:** The goal of this research program is to develop a comprehensive teen driver monitoring method and program for New Jersey that utilizes current and future data sources. This system will be used to determine the effectiveness of New Jersey's Graduated Driver License (GDL) law in reducing automobile crashes, injuries, fatalities, and property damage for novice drivers, typically 16-25 years of age. The resulting system will be designed to allow evaluation of both the current and future forms of the New Jersey GDL law.

**SCHEDULE:** Estimated Completion Date: December 2010

**PRODUCT:** Final Report and Technical Brief

**CONTACT:** Robert Sasor, Bureau of Research  
Phone: 609-530-5966  
Email: [Research.Bureau@dot.state.nj.us](mailto:Research.Bureau@dot.state.nj.us)

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## AGENCY: INTER-MPO ACTIVITIES

### CENTRAL JERSEY TRANSPORTATION FORUM

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**SUBJECT:** Achieve improved and more integrated regional land use and transportation planning that will result in a better quality of community life in Central Jersey. The geography is a twenty-one municipality, four county area encompassing parts of DVRPC, NJTPA generally focused around US 1.

**DESCRIPTION:** The Central Jersey Transportation Forum serves a unique role in bringing together a wide range of public, non-profit, and private organizations with a stake in the transportation systems of Central New Jersey to facilitate a regional, cooperative approach to solving problems.

The Forum moves toward its goal through an agreed-upon action plan. In the last few years this involved work in four interrelated issues: east-west access, transit and alternative modes, land-use/transportation integration, and system-wide planning and coordination. At the same time, it remains flexible to change. The action plan and role of the Forum will be discussed and possibly changed in FY 2011.

The Forum provides technical support, improves coordination, and can initiate projects. It helped the Route 1 Bus Rapid Transit (BRT) advance through alternatives analysis and continues to support implementation. The Forum also participated in NJDOT's Route 1 Regional Growth Strategy and may help advance the results in FY 2011.

The Forum consists of NJDOT, NJ Transit, other State agencies, FHWA, FTA, DVRPC, NJTPA, Middlesex County, Somerset County, Mercer County, Hunterdon County, Greater Mercer TMA, Keep Middlesex Moving, Ridewise of Raritan Valley, study area municipalities, major businesses, and advocacy groups.

#### TASKS:

1. Implement and track progress on the agreed-upon action plan, including the Route 1 BRT effort
2. Arrange Forum meetings and prepare meeting materials
3. Maintain communication among participants including through Forum web pages
4. Coordinate with related projects on behalf of the Forum

#### PRODUCTS:

1. Presentation and communication materials
2. Summaries of analysis, reports
3. Meeting highlights and other material evaluating progress

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**CONTACT:** Zoe Neaderland

Phone: (215) 238-2839

Fax: (215) 592-9125

Email: [zneaderland@dvrpc.org](mailto:zneaderland@dvrpc.org)

Website: [www.dvrpc.org](http://www.dvrpc.org)

## PLANNING AT THE EDGE

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**SUBJECT:** Planning at the Edge, Delaware Valley Regional Planning Commission

**DESCRIPTION:** Since 2003, the Planning at the Edge collaborative effort among nine MPOs and numerous state agencies has held quarterly meetings to address issues of mutual concern and to forge unique and meaningful partnerships. The Planning at the Edge Forum discusses inter-regional issues and projects with the goal of achieving cooperative solutions and to identify ways to address the issues, both formally and informally, through coordination with the pertinent statewide, planning and operating agencies and MPOs. Planning at the Edge has proven to be very successful in fostering enhanced coordination among neighboring MPOs and regions. The Advisory Committee held numerous informative discussions, shared information, and developed and promoted appropriate changes to policies and processes to help make the mega-region a world-class destination.

The trends from the New York to Philadelphia to Baltimore mega-region are similar; commuting times and congestion will continue to increase; what used to be predominantly rural counties are seeing increased development pressure; demographic forecasts show growth, putting pressures on our already aging infrastructure.

The Planning at the Edge partners are motivated by mutual interest and shared policy objectives that promote integrated investments in mobility, environment, and economic development that are needed to guide the nation's growth in the 21st century. In some cases (Air Quality and Airport planning, for example), DVRPC already is designated as the responsible agency for multi-county and multi-state planning areas that exceed its formal boundaries. However, in most instances to date, cross-boundary planning issue identification, assessment and resolution occurs on a case-by basis, depending on the parameters of a particular project or a specific coordination initiative. These partnerships have proven to be invaluable around individual projects, such as the seven-state Regional Greenhouse Gas Initiative to reduce carbon dioxide emissions in the Northeast, developing a bi-state Smart Transportation Guidebook and forging an alliance to begin to evaluate the regional food system within a 100 radius which includes four states.

It is a fundamental opportunity to organize and direct the trillions of dollars of investments that will be made over the next generation in infrastructure, housing and urban development, environmental protection, and new energy systems and to harness these investments to improve the competitiveness and livability of the Planning at the Edge Region.

### **Planning at the Edge Agencies:**

#### **Baltimore Metropolitan Council (BALTOMETRO)**

<http://www.baltometro.org/>

Executive Director - Larry Klimovitz

Counties - Baltimore, Anne Arundel, Carroll, Harford and Howard, MD

The Baltimore region is the nation's 19th largest market, with over 2.5 million people with projections to increase in population by 15% in 2025.

**Berks County Planning Commission (BCPC)**

<http://www.co.berks.pa.us/planning/site/>

Executive Director- Mr. Glenn Knoblauch,  
County- Reading, PA

Berks County's population is projected to increase 12% by 2020

**Delaware Valley Regional Planning Commission (DVRPC)**

<http://www.dvrpc.org/>

Executive Director - Mr. Barry Seymour

Counties – Bucks, Chester, Delaware, Montgomery and Philadelphia, PA  
Burlington, Camden, Gloucester and Mercer, NJ

The DVRPC region is the nations 6<sup>th</sup> largest market with over 5.6 million people and is projected to increase in population 12% by 2030.

**Lancaster County Planning Commission (LCPC)**

<http://www.co.lancaster.pa.us/planning/site/>

Executive Director - Mr. James Cowhey,  
County – Lancaster, PA

Lancaster County's population is projected to increase 38% by 2030

**North Jersey Transportation Planning Authority (NJTPA)**

<http://www.njtpa.org/>

Executive Director - Ms. Mary K. Murphy,

Counties – Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic,  
Somerset, Sussex, Union and Warren, NJ

NJTPA's region's population is over 6.6 million people

**South Jersey Transportation Planning Organization (SJTPO)**

<http://www.sjtpo.org/>

Executive Director Mr. Timothy T. Chelius,

South Jersey Transportation Planning Organization

Counties- Atlantic, Cape May, Cumberland and Salem, NJ

Overall, the regional employment is forecast to grow about 25% and regional population is expected to grow approximately 20% by 2035

**Lehigh Valley Planning Commission (LVPC)**

<http://www.lvpc.org/>

Executive Director - Mr. Michael N. Kaiser,

Counties – Lehigh and Northampton, PA

By 2030 about 55% of the Lehigh Valley will be urban, compared to 40% in 2000 and the population will grow by 22% between 2000 and 2030.

**Wilmington Area Planning Council (WILMAPCO)**

<http://www.wilmapco.org/>

Executive Director - Ms. Tigist Zegeye

Counties - Cecil MD and New Castle County, DE

From 2000 to 2030, the two counties are projected to experience a population growth of 52%

**New York Metropolitan Transportation Council (NYMTC)**

<http://www.nymtc.org/>

Executive Director - Mr. Joel P. Ettinger,

Counties- [Nassau](#), [Putnam](#), [Rockland](#), [Suffolk](#) and [Westchester](#), NY

The NYMTC region includes New York City, Long Island and the lower Hudson Valley with a population of 11.3 million and where two million more people are expected to live by 2030.

**CONTACT:** Zoe Neaderland

Phone: (215) 238-2839

Fax: (215) 592-9125

Email: [zneaderland@dvrpc.org](mailto:zneaderland@dvrpc.org)

Website: [www.dvrpc.org](http://www.dvrpc.org)

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**AGENCY: NEW JERSEY HIGHLANDS WATER PROTECTION  
AND PLANNING COUNCIL**

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**SUBJECT:** Highlands Regional Master Plan (RMP)

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

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

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

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

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

The Act provides that the Council recognize projects that promote a sound, balanced transportation system that is consistent with smart growth strategies and principles. A preliminary evaluation of existing and planned transportation studies in the Highlands Region that are anticipated as near-term (5 years), mid-term (5 to 10 years) and long-term (greater than 10 years) projects was performed for the 2008 Regional Master Plan .

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

The funded projects and ongoing studies selected by the Council to be recognized in the 2008 Regional Master Plan for further evaluation include: the Access to the Regions Core (ARC) project, and particularly the Trans Hudson Expansion (THE) Tunnel project, which includes upgrades to the Raritan Valley, Main/Bergen/Pascack Valley and Morris & Essex Lines; the Montclair-Boonton Line rail extension project to Andover only, along the existing right of way; the Northwest NJ Bus Study, for which 80% of the study area in the Highlands Region and which provides a transit evaluation in an area that is currently underserved or not served by transit; and the Raritan Valley Line Extension Study from High Bridge to Phillipsburg. This study supports the I-78 Corridor Study and the rights of ways have been obtained by NJ Transit, however further study is warranted regarding station locations and amenities.

The Council will continue to evaluate transportation projects with its agency partners and stakeholders and support intra- and inter-regional transportation and transit through Plan Conformance and the Transportation Safety and Mobility Program. The Council worked with the Voorhees Transportation Center in support of Plan Conformance to evaluate potential transit strategies for the Highlands Region, attended Regional Transportation Plan (RTP) 2035 technical advisory committee sessions and has been in discussions with NJ Transit regarding the enhancement of the Transit Friendly Planning Program anticipated for 2010.

The Council worked with NJDOT, NJTPA, and counties to develop a Highlands Sub-Area model based on information developed from the North Jersey Regional Transportation Model (NJRTM). There is a need to re-examine, refine, and monitor these roadway conditions and travel patterns, and the impact of future development and land use patterns on traffic conditions. The refined assessment will need to be conducted to a finer Traffic Analysis Zone standard and will require more local traffic count data in order to determine more accurately local roadway conditions by municipality in the Highlands Region. The Council will continue to partner with NJDOT, NJTPA, and counties to refine the model for future needs.

A long term goal of the Council is to incorporate a Highlands Region Sub-Area Transportation Model based on the NJRTM Focus Model and improve the nature and extent of municipal circulation plan element land use and multi-modal connections.

**SCHEDULE:** The Council expects during FY 2011 (July 1, 2010 to June 30, 2011) to continue to work with municipalities and counties in support of Plan Conformance with the RMP and intra- and inter- regional transportation and transit planning needs.

**PRODUCT:** Regional Master Plan, Land Use Capability Map Series, Transportation System

Preservation and Enhancement Technical report, Transportation Safety and Mobility Program, Plan Conformance - Circulation Plan Element and Highlands Project Review procedures.

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**CONTACT:** Eileen Swan, Executive Director  
Phone: (908) 879-6737  
Email: [eileen.swan@highlands.state.nj.us](mailto:eileen.swan@highlands.state.nj.us)

**AGENCY: DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION**

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**SUBJECT:** Delaware Water Gap (I-80) Toll Bridge ORT/Express E-ZPass Project

**DESCRIPTION:** The Delaware Water Gap Toll Bridge connects Hardwick Township, Warren County, New Jersey with the Borough of Delaware Water Gap, Monroe County, Pennsylvania. Carrying I-80 across the Delaware River near Stroudsburg, Pa., the bridge is the primary gateway between the heavily populated areas of northeastern New Jersey/New York City, and the Pocono Mountains resorts region and the Delaware Water Gap National Recreational Area.

This traffic-congestion-mitigation project involves the creation of an Open-Road Tolling (ORT) lane along I-80 westbound on the Pennsylvania side of the Delaware Water Gap Toll Bridge. ORT, also known as Express E-ZPass, allows motorists operating a vehicle equipped with an E-ZPass electronic toll collection transponder to pay their tolls while driving at highway speeds. The ORT/Express E-ZPass project is designed to help reduce significant traffic congestion in the westbound lanes of I-80 at the Delaware Water Gap, especially during peak summer travel periods. Moreover, traffic forecasts indicate that traffic congestion at the crossing will continue to worsen significantly in future years.

A concept plan for installing ORT at this location was completed in the first half of 2009. The project calls for the removal of the three left toll plaza booths and replacement with a single open-road tolling lane. Additionally, the remaining five lanes at the toll plaza will consist of a new E-ZPass only lane and four mixed-mode (cash and electronic toll collections) lanes. All lanes would be able handle both cars and trucks.

As a part of the project planning process, the Commission is conducting a public involvement program that consists of efforts aimed at raising public-awareness about the project, potential traffic delays that could occur during construction, and long-term benefits. The outreach includes a project Web page and an open house/stakeholders meeting.

The project is now in its final-design phase. The Commission is working to have this new ORT lane operational in 2010. The estimated total cost of this project is \$7.1 million.

**SCHEDULE:** Final Design 2010

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**SUBJECT:** I-78 Toll Bridge ORT/Express E-ZPass Project

**DESCRIPTION:** The I-78 Toll Bridge crosses the Delaware River just south of the Town of Phillipsburg, Warren County, New Jersey and the City of Easton, Northampton County, Pennsylvania. The structure serves as a link between Newark, N.J. and Harrisburg, Pa. and is heavily used by long-haul truckers going to and from the Newark/Elizabeth ports region. The I-78 toll plaza is located in Williams Township, Northampton County, Pa., collecting tolls in the westbound direction.

This traffic-congestion-mitigation project involves the creation of two (2) Open-Road Tolling (ORT) lanes along I-78 westbound on the Pennsylvania side of the I-78 Bridge. ORT, also known as Express E-ZPass, allows motorists operating a vehicle equipped with an E-ZPass electronic toll collection transponder to pay their tolls while driving at highway speeds. The ORT/Express E-ZPass

project is designed to help reduce significant traffic congestion in the westbound lanes of I-78 at this crossing, especially during the weekday evening and summer peak travel periods.

The plaza currently consists of seven toll-collection lanes -- five mixed-mode (cash and E-Z Pass) and two E-ZPass-only. The I-78 ORT/Express E-ZPass project will create two express lanes at the toll plaza. Three existing toll plaza lanes will be removed to provide for construction of the two (2) new ORT/Express E-ZPass lanes. The result will be a net increase in the number of vehicles that the facility can process, reducing the number and durations of traffic backups at the location.

A public-involvement program -- primarily aimed at raising public-awareness of the project, potential traffic delays and long-term benefits -- is being conducted during the project's planning stages. The outreach includes a project Web page and an open house/stakeholders meeting.

The Commission in September 2009 awarded a design-build contract to reconfigure the I-78 toll plaza to provide ORT/Express E-ZPass service.

**SCHEDULE:** Under the design-build contract, all construction work at the plaza is to be completed by the middle of 2010. The estimated total cost of this project is \$10.3 million.

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**SUBJECT:** Scudder Falls (I-95) Bridge Replacement

**DESCRIPTION:** The Delaware River Joint Toll Bridge Commission is advancing the planned replacement of the I-95/Scudder Falls Bridge, which currently has numerous traffic safety and congestion issues.

The bridge replacement project will be the largest single capital undertaking in Commission history.

The bridge is the most heavily used crossing among the 20 bridges in the Commission's system. Replacement of the I-95/Scudder Falls Bridge will provide a new, improved facility providing new capacity and other upgrades to meet future traffic demands of the coming decades. The I-95/Scudder Falls Bridge operates at the worst level of service (a federal highway classification called LOS F) during peak travel periods. Traffic volumes are projected to rise an additional 35 percent -- from an average 58,400 vehicles per day in 2007 to 77,500 vehicles per day by the year 2030.

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

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

The FHWA was the agency ultimately responsible for reviewing the EA and determining acceptability so that it may be distributed for public examination and comment during a comment period that would include an Open House/Public Hearing.

Announcements about the availability of the EA and details about the open house/public hearing are being made through the project Web site ([www.scudderfallsbridge.com](http://www.scudderfallsbridge.com)), a newsletter to project stakeholders, this press release, and advertisements in local newspaper outlets.

The Commission and its project consultants examined a wide variety of improvement options for each of the four segments of the I-95/Scudder Falls project. All of the options were aired at open houses, municipal meetings and stakeholder group sessions.

The Preferred Alternative consists of the following:

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

Other major components of the project include:

- Widening of I-95 from the Route 332 exit in Pennsylvania to the bridge by adding an additional lane in each direction (widening to the inside of the highway)
- Reconfiguration of the I-95/Taylorville Road Interchange in Lower Makefield Twp., Pa. by eliminating the existing eastern southbound off-ramp from I-95 and combining it with the existing western southbound off-ramp
- Reconstruct and reconfigure the Route 29 interchange through the use of roundabouts. This option would avoid traffic signals, resulting in a folded diamond interchange with two roundabout intersections at the ramps with I-95
- Potential addition of a bicycle and pedestrian facility on the southbound side of the bridge is being considered; a decision will be made during final design, when costs are refined and cost reasonableness can be determined
- Construction of noise-abatement walls along the approach roadways leading to and from the bridge

**SCHEDULE:** Completion of the project is tentatively scheduled for 2014. The estimated total cost of the project is \$310 million.

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**CONTACT:** Roy Little

Phone: (215) 790-1071

Email: [rlittle@drjtbc.org](mailto:rlittle@drjtbc.org)



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

**FY 2011**

**UNIFIED PLANNING WORK PROGRAM  
VOLUME VI  
OTHER REGIONAL TRANSPORTATION  
PLANNING INITIATIVES**

**SECTION I**

**PART TWO - TRANSPORTATION MANAGEMENT  
ASSOCIATIONS**



## **AGENCY: HUDSON TMA**

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**DESCRIPTION:** The Hudson TMA assists local government and the private sector to foster continued economic growth throughout the region by working to improve transportation within Hudson County. The Hudson TMA also presents Hudson businesses unique services intended to ease the commute of their employees.

Programs provided by the TMA benefit commuters and travelers by decreasing traffic, shortening the duration of the commute, lowering the cost of the commute, and improving the environment. Many of these initiatives promote the use of mass transportation as well as alternate modes of transportation in lieu of single occupancy vehicles. Other advantages from these activities are a decrease in the usage and an increase in the mobility of automotive vehicles in order to reduce the amount of toxic emissions they discharge.

Hudson TMA also offers the community as a whole a wide array of general consulting services that includes assisting municipalities with TDM related grant proposals. Additionally the TMA works to improve the safety of pedestrians and bicyclists throughout Hudson County for all age groups.

### **1. TRAVELER TDM OPTIONS:**

The Hudson TMA will:

- solicit and support requests from commuters and other travelers for information and assistance regarding alternative modes of travel and to provide and/or promote TDM services that support travelers' use of alternative modes
- educate the traveler via outreach and advertising programs to the general public regarding the usage of single occupancy vehicles affecting road congestion, health, and the environment as well as the available alternative transportation options
- provide transit fairs at employer locations to effectively reach the commuter in order to offer mass transit information and alternative transportation options
- manage and maintain a variety of commute alternatives, including carpooling, vanpooling, and mass transit options
- promote and provide trip planning services and rideshare information and matching services to all employers, commuters, tourists, and other travelers within Hudson County
- provide incentive programs to commuters encouraging the continued use of alternate modes of transportation including "Emergency Ride Home," "Empty Vanpool Seat Subsidy," "Vanpool Start Up Subsidy," "Add a Carpooler Today," "We Care for Carpools," "Bicyclists Tune Up For Work," and "Fit as a Bicyclist"
- provide an incentive program, "Switch to Mass Transit" for commuters to use mass transit and purchase monthly transit passes

- monitor ridership and promote the use of the ferry, train, light rail, and bus operations within Hudson County
- monitor and promote use of Park and Ride locations in Hudson County.
- provide mass transit maps, schedules, and other transit related information at various public and private facilities throughout Hudson County
- participate and promote the NJ Ozone Alert program
- develop and operate NJTPA TMA Hand Off Kearny Shuttle to PATH station at Harrison
- promote and support Hudson County participation in World Car Free Week and Bike to Work Week
- update and distribute the Hudson County transit map for the general public
- provide a carpool preferential parking program at the Harrison Parking Garage
- provide the TMA Bike Rehab program which receives unwanted bicycles, rehabs them at participating bike shops and provides the refurbished bicycles to eligible individuals and families. Recipients are found through the assistance of local Community Action Programs and the County Division of Family Services. Eligibility will be based on need. One criteria for adults to receive bicycles is there need to use the bicycle as part of their commute or other regular non-recreational trips.

## **2. EMPLOYER TDM SERVICES:**

The Hudson TMA will:

- inform employers of the availability of a wide range of transportation and commute-related topics that might have applications at worksites
- serve as the primary contact for employers in our service area and will conduct outreach activities to inform and provide approved services directly to employers
- coordinate with the ES contractors that will provide specialized services and will participate in the development of information materials for county-wide distribution
- perform outreach to employers to foster their understanding of Hudson TMA's role in the "working community"
- provide seminars to employees at the worksite regarding transit issues i.e. "Road Rage and You," "Driving Fatigue" and "Your Carbon Footprint"

- conduct employee surveys at worksites to determine transit needs
- assist in employer site relocation efforts focusing on educating the employer and employees on all positive travel options and TMA supported incentives
- promote the use of monthly transit passes and employer transit subsidies
- promote the use of “Commuter Choice” which allows employees to use pre-tax dollars to purchase monthly transit passes
- assist in planning, promoting and supporting employer sponsored shuttles and vanpools
- promote and support flextime, compressed work week, preferential parking, and teleworking programs for employees
- engage the employer as a partner in its TDM efforts and will recognize employers’ efforts through participation in the “NJ Smart Workplaces” program
- assist employer’s “green committees” by offering pro-environmental transit related workshops and act as a liaison to the HCIA and their recycling programs
- act as a liaison to transit agencies
- promote and assist in administering preferential parking programs
- assist builders and building owners in LEEDS applications

### **3. COMMUNITY TDM INITIATIVES:**

The Hudson TMA will:

- encourage and support expanded implementation of TDM initiatives in communities and at activity centers, by providing support and assistance to county and municipal governments and community organizations that are developing and/or implementing TDM services or programs for their constituents and/or members
- promote and encourage students to walk and bicycle to school by implementing Walking School Bus programs at grammar schools in Hudson County
- provide pedestrian and bicycle safety presentations at grammar schools
- offer TDM services to government agencies assisting individuals with employment needs in order to improve their ability to access transportation to the work sites
- monitor existing JARC routes in order to be able to offer improvements to the services

- through outreach, continue to advance a public awareness of how transit issues affect the community and our air quality
- support and participate in community environmental efforts such as Hudson County Earth Day and local municipal health and culture fairs
- provide bicycling education programs for adults such as the urban cycling class, “Savvy Cyclist”
- provide the county community program, “Stride & Ride” for teaching youth bicycling safety and promoting bicycling as well as walking
- administer the Hudson County Municipal TDM Grant Program
- increase non-motorized travel options by integrating bicycle and pedestrian opportunities into transportation systems
- support and monitor the operations of the North Bergen Community Shuttle
- promote activities of the Safe Routes to School program as well as its grant program
- act as a liaison to transit agencies
- assist municipal UEZs in transit related issues
- provide safety seminars and presentations to seniors promoting pedestrian safety
- provide bicycle safety seminars and presentations to adults with a focus on non-English speaking communities.

#### **4. STATE AND REGIONAL TRANSPORTATION SYSTEMS SUPPORT:**

The Hudson TMA will:

- work to identify, promote, plan, and implement suitable TDM initiatives that contribute to effective State and regional infrastructure planning and system operations in a corridor or regional setting, with the oversight of NJDOT and (MPOs)
- provide traffic mitigation plans, services and information including real-time e-mail traffic alerts
- support and participate in NJTPA and NJDOT sponsored studies (e.g., corridor-based parking cash-out projects)
- support and promote corridor shuttle planning
- participate in multi-year planning studies in our service area (e.g., the Bergen Arches Project, Portway, Route 1&9, I-280)

- participation as a committee member of the Comprehensive Economic Development Strategy Committee
- participate as a stakeholder in the Rt 440 Jersey City study and the Hoboken/Jersey City Connectivity study
- coordinate and assist on grade crossing establishments, and public right of way crossings, and participation in way-finding projects
- participate in activities that encourage county and municipal agencies to develop bicycle and pedestrian facilities and elements in their respective master plan.
- coordinate and participate in a study identifying current jitney services which operate in Hudson County, their effects on passenger safety and traffic/congestion with the intention of determining how they can be a recognized part of the current mass transit system
- coordinate with County and transit agencies the improvements and needed development of transit related programs to support the development occurring in Harrison
- assist in the development, promotion, and monitoring of the proposed NY MTA service from Staten Island, New York to the Bayonne stop on the Hudson Bergen Light Rail Train system
- support and assist in planning of proposed county transit expansions

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**CONTACT:** Jay DiDomenico  
Director  
Hudson TMA

Phone: (201) 792-2825  
Fax: (201) 795-0240  
Email: [jayd@hudsontma.org](mailto:jayd@hudsontma.org)

**AGENCY: HART COMMUTER INFORMATION SERVICES  
TMA OF HUNTERDON COUNTY, NJ**

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**DESCRIPTION:**

HART Commuter Information Services is a 501 (c) (4) non profit corporation, funded by the NJ Department of Transportation, NJ TRANSIT and other funding sources to provide information, support, and Travel Demand Services (TDM) to commuters, employers, municipalities in Hunterdon County, NJ. HART is committed to promoting and supporting alternatives to single occupancy vehicle travel.

**PRODUCTS:**

**TRAVELER TDM OPTIONS:**

HART promotes and monitors ridesharing in Hunterdon County, registering (free of charge) Hunterdon bound carpools, vanpools, bike commuters and transit commuters. Such tracking allows HART to capture travel trends, with particular focus on carpooling. HART monitors vehicle trip and VMT reductions of carpools, vanpools, bicycle commuters and transit users registered with HART.

HART offers two innovative incentive programs to commuters; the CarCare Program and Bike Care Program. The Car Care Program offers complimentary car washes and oil changes to registered carpools. The Bike Care Program offers maintenance subsidies to registered bike commuters. HART developed these programs in response to complaints from carpoolers and bike commuters that vanpools and transit are heavily subsidized, but no incentive exists for their mode of travel. On average, the annual cost of these incentives per carpool is nominal, approximately \$82.50 per year. This is considerably less than other subsidies. HART survey statistics indicate that the CarCare Program is a considerable incentive, second only to the Emergency Ride Home, for commuters in their decision to remain in a carpool.

HART promotes bicycling and walking as mobility options to both residents and commuters by providing information, educational materials and other assistance to municipalities, non profits, employers and other interested parties in the promotion of bicycle and pedestrian access.

**SAFE ROUTES TO SCHOOL**

HART is actively involved in the promotion and support of Safe Routes to School in Hunterdon County, working with ten elementary schools in Bloomsbury, Califon, Clinton, Flemington, Frenchtown, Hampton, Lebanon, Milford, Raritan Twp, and Stockton.

**ADULT BICYCLE AND PEDESTRIAN SAFETY**

HART is engaged in educating the public on issues of bicycle and pedestrian safety. Particular focus is on reaching the non English speaking community, primarily Latinos, who rely on bicycling and walking as their primary mode of travel. A new initiative launched in 2009, “HAZTE VISIBLE” (Let Yourself Be Seen), reinforces the importance of wearing reflective clothing, using bicycle lights, and following bicycle and pedestrian rules of the road.

### **TRANSIT INFORMATION OUTREACH:**

HART serves as the primary resource for all NJ TRANSIT bus and rail schedules, TransBridge Bus schedules, Hunterdon County LINK Transportation Bus schedules, and other public transit services available in Hunterdon County. HART maintains information racks at more than 300 locations throughout the county - libraries, employer sites, community centers, municipal buildings, retail establishments, and non-profit agencies. HART promotes mobility options via its website, [www.hart-tma.com](http://www.hart-tma.com), where the public can download or link to schedules and other resource materials.

### **SUPPORT OF HUMAN SERVICES TRANSPORTATION/UNITED WE RIDE/ HUNTERDON COUNTY LINK TRANSPORTATION:**

HART has provided technical and marketing support to the Hunterdon County LINK Transportation System (county run paratransit) for many years. HART has developed and distributes service schedules for the system. In recent years, the HART Executive Director has facilitated the development of the County Coordinated Human Services Transportation Plan (United We Ride) and current serves as the “Lead” for Hunterdon County on this effort.

### **EMPLOYER TDM SERVICES:**

HART actively promotes TDM programming at public and private sector employers in Hunterdon County. HART supports alternative commute activity at 85 employer sites. Assistance takes the form of providing for on-site commuter information sessions, provision of printed materials for new hire packets, employee relocation assistance and employee commute record keeping.

### **STATE AND REGIONAL TRANSPORTATION SYSTEMS SUPPORT:**

HART participates in those projects within NJTPA’s identified Corridor 4 (Interstate 78) and Corridor 16 (Route 31), with specific focus on development/expansion of park and ride facilities, additional rail service on the Raritan Valley Line, and mitigation of traffic congestion on Interstate 78.

Specific corridor projects and studies that HART has or will participate in include:

- Interstate 78 Exit 15 Improvements
- Interstate 78 Exit 24 Improvements
- Route 31/South Branch Parkway
- Interstate 78/Cokesbury Road Interchange
- I-78 Transit Study- Phase II ( also PA study)
- Route 202 Corridor Assessment and Multi Modal Mobility Plan
- Flemington Rail Initiative
- Hampton Rail Initiative

### **TRAFFIC MITIGATION/TRAFFIC ALERTS:**

HART provides traffic mitigation support and assistance, including, but not limited to delivery of incident and accident reports through its Traffic Alert System (fax, email alerts, cell phone text messages) for commuters. The Traffic Alert System (TAS) is HART’s most popular service, with

more than 25,000 commuters receiving alerts on a daily weekday basis. The impact of this information is dramatic, most especially on Interstate 78, where an accident can close lanes of the roadway for hours. HART maintains monthly and quarterly records of all incidents on Interstate 78, tracking them by lane direction (eastbound/westbound), by exit number, time of day, and month.

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**CONTACT:** Tara Shepherd, Executive Director    Phone: (908) 788-5553  
Fax: (908) 788-8583  
Email: [tara@hart-tma.com](mailto:tara@hart-tma.com)  
[www.hart-tma.com](http://www.hart-tma.com)

**AGENCY: KEEP MIDDLESEX MOVING, INC. (KMM)  
TRANSPORTATION MANAGEMENT ASSOCIATION**

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**DESCRIPTION:** Keep Middlesex Moving, Inc., Middlesex County's Transportation Management Association (TMA) supports transportation demand management programming for travelers, employers, and communities in Middlesex County.

**PRODUCT:** KMM continued to provide a full menu of transportation demand management services to commuters and businesses in Middlesex County.

**NJ Smart Workplaces for Commuters Recognizes Employer Programs**

In partnership with New Jersey's TMAs and the NJ Department of Transportation, KMM developed the NJ Smart Workplaces program to honor employers for their on-site commute alternative programming. Employers could be recognized at Platinum, Gold, Silver, or Bronze levels by accomplishing a specified number of activities in each level.

In Middlesex County, the following employers were recognized:

**Platinum**

Wyeth Pharmaceuticals  
Rutgers University

**Gold**

Johnson & Johnson Healthcare Systems  
C&D Detergents, A Church and Dwight Company  
IEEE

**Silver**

Brunswick Square Mall  
KMM  
Colgate-Palmolive  
Township of Edison

**Bronze**

County of Middlesex  
Township of East Brunswick  
East Brunswick Public Library  
Township of Piscataway  
Township of Woodbridge  
Metuchen Public Library  
Granville Y. Brady, Jr. Au.D., P.A.,  
Hoagland, Longo, Moran, Dunst and Doukas

## **Carpooling Makes Sense Expands Incentives**

In November, NJDOT announced the expansion of the carpooling incentive program, “Carpooling Makes Sense”. In addition to the original incentive of a \$100 gas card for carpools that operated 24 times over a 260 day period, carpools that add passengers will also be recognized. Since 2006, KMM has registered over 338 carpools. To complement ridesharing, KMM offers an Emergency Ride Home Program. In the event of an emergency such as unexpected overtime or illness, qualified registrants may take up to 3 free rides in a rental car or with a car service. Two hundred seventeen carpools have registered and are eligible for emergency rides home.

## **International Car Free Day Puts the Brakes on Motor Vehicles**

One hundred sixty two commuters registered for International Car Free Day in September. Participants pledged to go Car Free or Car Lite for at least one day. In a follow-up survey, 84% of the participants said they would incorporate the change into their daily routines. In addition to email blasts and press releases, promoted Car Free Day with posters at Park and Rides in East Brunswick, South Brunswick, and New Brunswick.

## **Municipal TDM Awards Help Towns with Projects**

Three communities received grants from KMM’s Municipal TDM Awards program. The TDM Awards were developed to help Middlesex County towns install “ready to go” or quick fix projects that support alternative commute modes or encourage improved air quality.

### **Township of Monroe**

The Township is expanding its recreational facilities with new soccer fields, bicycle paths, and a bike safety training center. KMM awarded funding to purchase 15 bike racks that will be placed at and around the location.

### **Township of Edison**

Edison received an award to purchase 10 metal, ribbon-style bike racks for installation at public parks and recreation centers. A total of 160 bikes can be parked at the racks.

### **Township of Woodbridge**

Woodbridge proposed a “No Idling Zone” educational program at all elementary, middle, and high schools in the township where hundreds of car and bus engines idle as children are picked up and dropped off each day. The anti-idling campaign addressed air quality and health issues and educated drivers about NJ’s anti-idling laws while teaching students how environmental issues affect them personally. With an award from KMM, Woodbridge purchased 50 “No Idling Zone” signs from NJ Department of Environmental Protection and printed flyers with an anti-idling message. Volunteers from the Township’s Environmental Commission assisted with the project.

## **Transit Made Easy**

Recognizing that some commuters find bus and train schedules difficult to comprehend, KMM produced *How to Read a Bus Schedule* and *How to Read a Train Schedule* in English and in Spanish. These were distributed to staff at the Middlesex County Department of Workforce Development and the One Stop Career Center for distribution to clients. Additionally, KMM created and produced a resource to help job seekers access transit information on njtransit.com and

Google/transit.

KMM introduced Ticket to Work to assist job seekers. Applicants may receive 3 round trip bus tickets to seek employment at no charge. If an applicant obtains employment, he may receive 10 round trip bus tickets for transportation during his first two weeks of work. The 10 round trip tickets are gratis.

### **Bus Stop Inventory Begun**

KMM is hoping that an inventory of bus stops in Middlesex County will lead to improved accessibility, signage and physical conditions. With over 1100 designated bus stops to visit, the project was divided into two phases.

In phase one, 738 bus stops in New Brunswick, East Brunswick, Edison, Woodbridge, Old Bridge, Highland Park, Perth Amboy, and South Amboy are being checked for the availability or lack of amenities such as bus shelters, benches, and bike rack. Sidewalks, signage, and access for disabled people are also evaluated during the field observation

When the phase one field work is completed, key findings will be detailed in a town by town report that will include photos and recommendations for improvements. KMM is hoping the report will enable communities to obtain funding for implementation of the findings.

### **Emergency Traffic Network Keeps Commuters in the Know**

KMM's Emergency Traffic Network (ETN) provides up to date information about road closure and incidents three ways – email, fax, and text. There are 738 subscribers to the free ETN service.

### **Go Green! Campaign Promotes Clean Air**

KMM's Go Green! initiative attracted 176 participants who pledge to change their behavior in order to improve air quality. Registrants could choose to:

- Say “no” to plastic and “yes” to a tote for shopping
- Go back to the tap instead of bottled water
- Replacing paper or Styrofoam cups with travel mugs
- Reducing paper use.

All participants received a KMM canvas tote or travel mug for joining the Go Green! Campaign.

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Contact: Roberta Karpinecz

Phone: (732) 745-4490

Fax: (732) 745-7482

Email: [rkarpinecz@kmm.org](mailto:rkarpinecz@kmm.org)

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## AGENCY: TRANSOPTIONS

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**DESCRIPTION:** TransOptions is one of New Jersey's eight non-profit Transportation Management Associations. As such, it partners with private employers, public agencies and interested organization in northwest New Jersey to address issues of traffic congestion, mobility and air quality. TransOptions focuses upon providing information, planning and services to the areas commuters and employers. TransOptions' staff is experienced in Transportation Demand Management and is skilled at providing cost effective TDM strategies. TransOptions services are available to individuals commuting to or living in Morris, Sussex, Warren, suburban Passaic, Essex and Union counties and to employers and public agencies located within the same area.

**PRODUCTS:** The following is a partial listing of the TDM programs and services offered by TransOptions:

- Carpool and vanpool formation
- Management of vanpool sponsorship programs
- Computerized ride matching
- Carpool and transit rider registration program
- Emergency Ride Home programs.
- Train station bike locker maintenance and promotion
- Park & Ride and public transit information
- Planning assistance to travelers that are making non-commute trips
- Surveys of employers, employees, commuters or other groupings of people; corporate relocation assistance; commute option plan development
- Marketing of TDM incentives such as Carpooling Makes Sense
- Shuttle service development, implementation of marketing
- E-Alerts, incident and construction alert communications that are e-mailed to subscribers
- Ozone alert program
- Traffic Mitigation activities including bicycle and pedestrian plan implementation and marketing
- On-site Employee Transportation Coordinator Services
- Telework and alternate work schedule program design and implementation
- NJDOT Employer Services program
- Work with developers to prepare TDM plans for new and remodeling proposals
- Develop community and commuter shuttle systems from rail stations to workplaces
- Designing and implementing plans for analyzing local commuting patterns

- Outreach and information campaigns to acquaint tourists and others non-resident travelers with alternative options within our service area
- Develop plans for shuttle services and other TDM strategies that support regional tourism
- Provide bulk supplies to tourism offices, realtors and like agencies for distribution to individual travelers
- Conduct special activities such as "Rideshare Thursdays" and "Tell a Friend" that are designed to get solo car commuters to try an alternative commute mode.
- Develop "Ride With Us" campaigns to expand van pool ridership
- Participate in the Morris County Government symposiums on economic development and environment to provide assistance with developing plans that include TDM
- Work with the Morris County Infrastructure Advisory Group to develop county response in the event of terrorist strike or other disaster
- Write, design and distribute Emergency Preparedness Programs to assist employers with developing the travel section of their business recovery plan
- Develop a top 50 prospects list for the Employer TDM Strategies Program
- Assist school districts in developing "Safe Routes to School" and "Bike to School" efforts
- Undertake market research activities or surveys to establish baselines for measuring progress in matching effectiveness, public awareness of TDM, customer satisfaction and market penetration
- Developed a RideProvide Program in which a combination of volunteer and some paid drivers use sedan vehicles to provide transportation to senior citizens for any type of appointment
- Provides a Mobility Connections Service which will assist developmental and physically challenged persons to find transportation options that will assist them in securing employment.

**See website for more information: [www.transoptions.org](http://www.transoptions.org)**

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**CONTACT:** John Ciaffone

Phone: (973) 267-7600

Fax: (973)267-6209

Email: [jciaffone@transoptions.org](mailto:jciaffone@transoptions.org)

## AGENCY: MEADOWLINK

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**DESCRIPTION:** Meadowlink is a non-profit public/private partnership that provides mobility management services in Bergen, Essex, Union, Monmouth and parts of Passaic and Hudson counties. Its mission is to implement innovative transportation programs and services that enhance quality of life, regional mobility, and economic opportunity for both employers and employees, while reducing traffic congestion and improving air quality.

### PRODUCTS:

**Carpools** – Meadowlink provides carpool services to about 9,000 commuters. To encourage participation, Meadowlink in partnership with NJDOT provides incentives like the “Carpool Makes Sense Program” that provides up to \$200 gas cards for new carpools, and the “Guaranteed Ride Home Program” that provides three free rides in the event of an emergency for commuters who carpool, vanpool or use public transit.

**Vanpools** – In partnership with NJ Transit, Meadowlink manages a Vanpool program of 70 vans that serve about 700 commuters. To encourage formation of new vanpools, Meadowlink provides \$60 subsidy for each empty seat for the first 3 months.

**Shuttles** – Meadowlink manages 18 different shuttles using a fleet of 28 vehicles and serves over 1,700 commuters daily. The shuttles provide a combination of fixed route and demand response services. The services are paid for by the Job Access & Reverse Commute program as well as private sector funds.

**Transit Information** – Meadowlink has a transit-first policy. The company maintains transit information displays at 1,500 locations and annually distributes about 200,000 bus/train schedules. Additionally, in partnership with Passaic County, Meadowlink annually distributes about 5,000 bus tickets and 800 bus passes to welfare clients.

**Community Cars Program** – Funded in part by the National Center for Senior Transportation, Meadowlink manages a pilot program in Rutherford, Lyndhurst and N. Arlington to provide rides for seniors with the help of volunteer drivers using company cars. On average we provide 10 rides per day.

**Bike Locker Program** – Meadowlink manages 78 bike lockers at 6 train stations in Cranford, Maplewood, Rahway, Roselle Park, Summit and Westfield, for commuters who choose to bike to the train station and transfer to public transit.

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**CONTACT:** Krishna Murthy

(201)939-4242

(201)939-2630

Krishna.Murthy@meadowlink.org

## **AGENCY: RIDEWISE**

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**DESCRIPTION:** RideWise, an affiliate of the Somerset County Business Partnership, is the source for sustainable travel alternatives that improve mobility, reduce traffic congestion and decrease carbon emissions. The following are highlights of programs RideWise currently offers or activities the agency will undertake in FY2010-2011:

### **COMMUTER/TRAVELER TDM OPTIONS:**

Traveler TDM Options activities encompass the administration, marketing/promotion, and delivery of services and information to help reduce vehicle trips and encourage the use of travel alternatives (carpooling, vanpooling, transit, bicycling and walking) for commuting and recreational needs.

### **ONGOING ACTIVITIES/PROGRAMS:**

- Assist commuters with finding or creating carpools/vanpools
- Assist commuters with finding or using public transit services
- Emergency ride home for carpoolers, vanpoolers, cyclists and transit users;
- Marketing support for Somerset County's public transit shuttles;
- Marketing support for NJ TRANSIT's vanpool sponsorship program
- Promotion/advertising of commuting alternatives e.g. carpooling, transit
- Monthly gas card drawings/car wash reimbursements for existing carpools
- Start-up and empty seat subsidies for vanpools
- Participation in NJ Air Quality Partnership

### **CARPOOL TO RAIL STATIONS/PARK-N-RIDE (ongoing)**

The goals of this program are to: (1) create more carpools to park-n-ride/rail station lots; and (2) increase the availability of parking for more commuters. Many park-n-ride lots in Somerset County are either at capacity or under-utilized. This program, launched in June 2008, helps commuters find carpool partners to the Raritan, Bridgewater, Somerville and Bound Brook rail stations as opposed to the worksite. As an incentive to participate, RideWise reimburses a portion of the monthly parking fee, provided the carpool is utilizing the lot at least 3 times a week for three months. Participating carpools must: (1) have at least one passenger with a current parking permit at one of the participating rail stations; and (2) must have two NJ TRANSIT monthly rail pass holders - a copy of the pass must be provided for verification. TMA staff perform routine lot inspections to ensure compliance. Program success is measured by the number of participating commuters/carpools and carpool retention after the promotion ends.

### **CARPOOL/VANPOOL AD CAMPAIGN**

The TMA is creating a series of advertisements with the theme, "I carpool/vanpool because....." The advertisements will be produced into postcards, posters, and website banners, and used in conjunction with Rideshare Month, commuter fairs, and the rideshare promotion mentioned above. The purpose is to show real people commuting into Somerset County and the positive reasons they've chosen to rideshare. This idea may be expanded later in the contract year to include bicycle, transit and vanpool commuters. The effectiveness of the advertisements will be measured by the number of phone calls and/or website hits.

### **DRIVE LESS SOMERSET CHALLENGE (ongoing)**

The goal of this promotion is to challenge solo drivers to commute by carpool, vanpool, biking, walking or public transit 3 times per week for three weeks. The TMA is looking to reduce the number of people commuting alone, while promoting other transportation options. Solo drivers, 18 years of age or older, who work or study in Somerset County, and who are not already carpooling, vanpooling, biking, walking or using public transit are eligible to participate. Only work-related trips with a Somerset County destination are part of the promotion – recreational/social trips and errands are not included. However, the TMA may look at including recreational and social trips in the future if this program is well received by commuters. Preference will be given to applicants who: (1) are not already registered with RideWise as a carpooler, vanpooler, cyclist, walker or transit rider; (2) have not participated in *Bike to Work*, *Go the Distance*, *Carpooling Makes Sense* or *Club Rideshare* for the past year. Selected participants will be asked to complete a pre-challenge survey so RideWise can gather baseline data about current commuting patterns and make recommendations about which commute option(s) might work best for them. During the challenge, participants must complete and submit a daily travel log indicating the type of commute alternative used for each work or school-bound trip.

### **ONLINE CARPOOL PROFILES (ongoing)**

Successful carpools involve more than passengers having similar work hours and locations. Depending on the length of the commute, carpoolers can spend anywhere from 3-5+ hours per week together so compatibility is important. If one commuter is a morning person and the passenger isn't, chances are the carpool won't last. Most of the potential matches in the RidePro system are strangers and compatibility is based on work hours and locations. This is a natural impediment to creating new carpools and many potential matches go unfulfilled since commuters are often reluctant to pursue rides with strangers. RideWise created a password protected section on its website where potential carpoolers can self-disclose personal information about themselves e.g. smoker vs. non-smokers, individual likes/dislikes after they enter the RidePro system. The program allows commuters to register, create a password, create his/her customized profile and view the profile of other commuters interested in carpooling. Users cannot post a profile until they are authorized by RideWise staff and all posts are monitored for offensive content. The program launched in October 2008 and staff activity in FY10-11 will involve marketing and outreach to commuters and employers. Success will be determined by the number of commuters registered and the number of new carpools formed.

### **EMPLOYER TDM SERVICES:**

Employer TDM Services encompasses outreach and educational activities designed to help Somerset County employers implement worksite TDM services. RideWise is the primary contact for any employer, large or small, interested in developing basic worksite TDM services including, but not limited to, employer shuttles, carpooling, vanpooling, emergency ride home, and transit services.

One of the TMA's strengths is its affiliation with the Somerset County Business Partnership, an enhanced Chamber of Commerce that links leaders of business, government, education and non-profits, and addresses issues involving economic and community development, small business, the workforce, tourism, traffic/transportation and public affairs. The Partnership is often the first place Somerset County employers contact for information, assistance and referrals.

### **ONGOING OUTREACH ACTIVITIES:**

- Cold calls by phone and in-person to inform employers of RideWise services;
- Scheduling one-on-one and/or group meetings with prospective employers;
- Mailing flyers, brochures, and program materials to employers
- Networking at chamber of commerce, trade associations, human resources meetings;
- Developing partnerships with other business service providers e.g. (IFMA, BOMA);
- Participation in business expos/conventions oriented to NJ employers/businesses;
- Development/distribution of case studies profiling employer TDM strategies;
- Awards and recognition for participating *NJ Smart Workplace* employers

#### **ONGOING ADMINISTRATIVE ACTIVITIES:**

- Maintain records of employer contacts made;
- Maintain records on the types and quantity of services provided;
- Assist NJDOT with the collection/tracking of data for performance measures;
- Attend meetings or trainings as requested by NJDOT;

#### **ONGOING PROGRAMS/SERVICES**

- Providing TDM information materials for distribution to employees.
- Conducting/analyzing employee surveys to better understand the commuting needs, patterns and attitudes of employees.
- Analyzing employee zip code data to help employers implement more structured and active ridesharing and/or transit programs.
- Developing/implementing worksite-based TDM programs e.g. Emergency Ride Home CP/VP programs, preferential parking, on-site transit pass sales,
- Providing information and referral resources to employers on TDM programs
- Providing “lunch & learn” workshops for employers.
- Administering employer-sponsored vanpool programs (e.g., arrange for van leasing, insurance, driver selection and training, and maintenance; administer fare collection)
- Developing/administering shuttles, transit services, buspools/subscription buses, and demand-responsive services (e.g., develop route, define stops, conduct rider promotions, monitor driver performance, evaluate service ridership and rider satisfaction)

#### **SPEED CARPOOLING (ongoing)**

The goal of this program is to assist employees with forming reliable and lasting carpools with colleagues by breaking down one of the biggest barriers in carpooling – riding with a stranger. This program will give commuters the opportunity to meet with individuals from their own company to carpool with. The target audience will be large companies (1,000+ employees) since they have the best potential to generate carpools based on the sheer volume of employees, or an office complex comprised of several small to mid-size employers who can combine employees for better matching potential. Employees at a selected site or sites will be asked to pre-register and provide their name, city, zip and work hour information. RideWise staff will break the employees down into small groups and conduct a short ice breaker session. This will give employees the opportunity to chat with fellow employees and provide additional information regarding their commute habits, patterns,

likes/dislikes. Staff will follow up with participants to see if carpools were formed, and to encourage their participation in Stars for Cars, Ticket Home, Club Rideshare etc. The success of this program will be measured by the # of employee participants, the # of carpools formed, the # of carpools retained, and the # of commuters who enroll in other RideWise programs.

### **NEW JERSEY SMART WORKPLACES (ongoing)**

The goals of this recognition program are: (1) to encourage employers to offer commuter services benefits and (2) to increase employer participation in RideWise. Success is measured by the # of new employer applications, the # of employers re-applying each year and the # of # of platinum and gold nominees vs. silver and bronze. One of the barriers the TMA addressed in FY09-10 is the lack of real tangible incentives offered by the program, other than a plaque and recognition event. The silver, gold and platinum levels require employers to spend money in the form of subsidies or transit passes. Ultimately, the TMA will reach a saturation point in terms of the number of new nominations each year.

In FY09-10, RideWise added a financial incentive to make NJSWP more attractive to employers. New vanpools at platinum level employer sites began receiving an ongoing \$65 per van monthly sponsorship. This funding is contingent on the employer maintaining the platinum level status, which requires an employee subsidy. This incentive started a successful vanpooling initiative at a major pharmaceutical company in FY08-09, which has created three new vanpools to date (two, 14 passenger vanpools from NYC and one 7 passenger vanpool from Jersey City. Additional vanpools from Pennsylvania and other locations may be pending.

Another incentive the TMA added was the creation of a breakfast meeting for NJ Smart Workplace recipients. RideWise organized a meeting with employer representatives over the summer where employers could address employee commuting concerns. The goals of the meeting were: (1) to have employers share their concerns about gas prices, lack of transit; (2) to provide employers with an opportunity to hear how other employers were addressing employee transportation needs (flextime, employee shuttles, etc.); and, (3) to help RideWise identify potential solutions to the top concerns expressed by attendees. This resulted in four of the six participating employers providing the TMA with zip code data for a mapping analysis and one of the employers is considering implementing a last mile shuttle using the company's van. The TMA will continue organizing these meetings two times per year as a benefit for NJSWP recipients.

### **Government & Community TDM Assistance**

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#### **PEDESTRIAN SAFETY INITIATIVES FOR SENIORS**

Seniors 65 years and older comprise 15.4 percent of the thirteen pedestrians killed in Somerset County in the three years from 2005 to 2007, though they make up only a little over 10 percent of the population. People 75 years and older comprise only 5.1 percent of the total population, but 15.4 % of pedestrian fatalities. Older pedestrians are at higher risk of falling or being hit by a vehicle, because mobility and perception deteriorate as part of the aging process. Compared with younger pedestrians, seniors have a greater chance of suffering serious or fatal injuries if involved in crashes. Next to driving or riding in cars, walking is the most frequent way senior adults get around. But staying cooped up at home is no solution. The ability to walk safely outside the home is a major key to keeping seniors connected to the community and sustaining their physical and mental health. In most cases, the benefits of the exercise, independence and social activities associated with walking outweigh the risks. RideWise proposes developing pedestrian safety initiatives for seniors similar to

the educational component of Safe Routes. The TMA will utilize its relationships with nonprofits, senior centers, assisted living facilities, churches and municipalities to conduct community outreach to draw attention to the problem and deliver safety presentations to seniors.

### **SHUTTLE PASSENGER SURVEYS**

The TMA will conduct onboard passenger surveys for SCOOT, DASH and CAT to update the passenger data collected from the 2005 survey administered for Somerset County Division of Transportation. The survey will ask passengers to respond to a set of origin and destination questions and attitudinal questions relating to their trip. The data will be used to determine future service needs and how to possibly adjust existing service/routes to better serve customers. Additionally, on-board data will be collected such as the number of passengers boarding, on-time performance, where passengers are boarding, etc. The survey and the ride check will give a complete picture of the customer experience. All data collected will be shared with NJDOT and LDA Associates.

### **TRANSIT CONNECTION JOB FAIR**

The goal of this fair is to identify solutions that address the transportation needs of social service agencies and clients. Frequently, the TMA is contacted by social service agencies or welfare to work clients for transportation assistance after the client has found employment. All too often, the job is not located along or near a transit route. This purpose of the TMA job fair is to connect clients in need of employment with employers along transit routes who are hiring. The TMA's first job fair was held on November 20, 2008 with 8 employer participants and more than 80 job seekers. One obstacle staff had not anticipated was the number of employers who were not hiring due to the economic climate. However, a number of new nonprofit and employer contacts were made as a result of the outreach. Based on the results, the TMA will hold another fair in October 2009. Both of the TMA's contacts at the Department of Labor (Angelo Corradino) and the One Stop Center in Somerville (Debbie Kull) suggested waiting until October 2009 to hold the second fair in the hope the economic climate would improve and more employers might be hiring. Success will be measured by the number of job fair participants, # of tickets redeemed on buses, # of new hires/clients finding jobs, and clients needing tickets. Staff will also follow-up with employers for anecdotal feedback.

### **SENIOR TRANSPORTATION**

This senior ride program being proposed by the TMA will utilize vouchers and cab companies to provide general transportation for seniors who are not eligible for Somerset County's para-transit program or those who cannot access public transit. This program is designed to supplement, rather than duplicate, existing public and private transportation services.

Senior citizens who don't drive or don't have access to public transportation face significant barriers in accomplishing day-to-day activities such as the grocery store, hair salon, bank, post office, pharmacy or for recreational or social needs. Somerset County's Division of Transportation provides essential transportation to seniors 60+ years old, but this transportation is primarily limited to medical, nutritional or other "life-sustaining" trips due to capacity and resource limitations. Somerset County also operates three public transit routes (SCOOT, DASH & CAT) that are available for day-to-day transportation needs, but the operating hours of these shuttles are limited to weekdays and in some cases, one day per week service, due to funding constraints.

Staff time in FY08-09 was spent researching other senior ride programs across the country, surveying local cab companies on the cost of rides to/from various towns, and gathering information from Somerset County's Division of Transportation on unmet client needs. After researching this program for the past year, it is the opinion of the TMA executive director and board of directors that implementation will require the hiring of a part-time program manager whose sole responsibility will be to implement and administer the senior voucher program. The TMA expects client referrals will come from Somerset County government and local nonprofit agencies including Somerset County Division of Transportation, Somerset County Office on Aging, Somerset County United Way, and Somerset County Human Services. The program manager will develop, market and administer the ride provide program, negotiate with taxi companies, review/approve voucher applications, distribute vouchers, and track and collect data. Program success will be measured by the number of applicants registered, the number of referrals, and the number of rides provided.

## **REGIONAL TRAVEL STUDIES**

### **EASTON AVENUE CORRIDOR STUDY**

The Easton Avenue (CR 527) corridor, in addition to providing a major commuter connection between Route 18 and the City of New Brunswick to Interstate 287 and Franklin Township, connects the Bound Brook Train Station on the New Jersey Transit (NJT) Raritan Valley Line with the New Brunswick Train Station on the NJT Northeast Corridor Line. The Easton Avenue Corridor Study will focus on improving multi-modal travel through the corridor, reviewing not only vehicular traffic concerns, but looking to optimize transit opportunities along the corridor, particularly between the two train stations. Currently there are few alternatives to traveling by automobile between these areas. Land uses along the corridor tend to promote automobile travel rather than promoting transit, pedestrian or bicycle trips. Transit service between the two rail stations along the Easton Avenue Corridor is limited. Land use patterns are not interconnected and the roadway system in certain areas funnels traffic onto the Easton Avenue Corridor. A comprehensive analysis of the land use and transportation options, particularly with regard to mass transit options, is needed to reduce congestion in this corridor and increase mobility options for people living, studying, and working in and around this vital travel corridor. The Easton Avenue Corridor Study will identify and advance a series of multi-modal mobility improvements, intended to increase safety and manage traffic congestion along the Corridor by maximizing the use of non-auto dependent modes. Enhanced transit service between train stations and along the corridor will be reviewed to improve the interconnectivity of the transit network along the corridor. The TMA's role includes serving on the steering committee, helping with data collection as needed, ensuring the involvement of commuters and employers, working with employers/employees to obtain survey, participating in focus groups and including appropriate project hand offs into future work programs.

### **SOMERSET COUNTY CIRCULATION ELEMENT UPDATE**

The goal of the Circulation Element Update is to create a pedestrian friendly, traffic calmed, congestion mitigated transportation system and provide public transit service options connecting home, workplace, school, recreation and shopping destinations for the regional commuter as well as county residents. The Circulation Element Update will review local and county land use and transportation plans to identify innovative strategies that will make the existing transportation system operate safely and more efficiently, while reducing traffic congestion and minimizing adverse impacts on the environment. Study goals include: (1) enhancing corridors by expanding

modal choices; (2) improve linking of jobs with residential development by offering increased mobility choices i.e. increased public transit and walking options; (3) work to improve environmental quality by implementing transportation solutions that reduce adverse impacts on the environment and reduce our dependence on the automobile. The TMA's role includes serving on the steering committee, helping with data collection as needed, ensuring the involvement of commuters and employers, working with employers/employees to obtain survey, participating in focus groups and including appropriate project hand offs into future work programs.

Contact: Donna Allison, Executive Director  
(908) 704-1011 ext. 16  
donna @ridewise.org

**AGENCY: GREATER MERCER TMA/COAST**  
**(Commute Options and Sustainable Transportation)**

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**DESCRIPTION:** Founded in 1984, Greater Mercer TMA is the first privately funded TMA on the East Coast. Greater Mercer TMA is a 501 c3 non profit, public/private partnership that provides employers, commuters and the general public with transportation and commutation choices designed to reduce congestion and improve mobility. Though our service area is Mercer County, it includes grandfathered employers and municipalities in Middlesex and Somerset Counties. In addition, in 2003, we were selected by the New Jersey Department of Transportation to provide Travel Demand Management services in Ocean County and have continued to do so since.

**PRODUCTS:**

- Carpool and vanpool information and assistance, including facilitation of carpools to schools
- T-CAM implementation – anti idling campaign targeted to schools.
- Bike/ped assistance ; currently coordinating with Lacey Rail Trail Committee for outreach and information
- Administration of NJ Transit Vanpool Sponsorship program
- Free computerized ride matching
- Emergency Ride Home program
- Empty seat vanpool subsidy.
- Train station bike locker maintenance and promotion (Point Pleasant)
- Park & Ride and public transit information
- TDM incentive programs
- Traffic/construction e-mail and text message alerts
- Clean Air partnership program information and alerts
- On-site events to promote ridesharing and transit at public buildings and employment facilities
- Human Services County Coordination planning assistance
- Market research and marketing for Ocean Ride transit routes
- Conduct monthly training sessions on how to ride transit , read schedules at One Stop Career Center
- Provide information and assistance to schools wishing to participate in Safe Routes to School (SRTS) programs or less formal walk to school programs
- Provide technical assistance to municipalities wishing to implement or encourage TDM strategies.
- Train Link Shuttle Service, since 1990, GMTMA has managed a corporate sponsored shuttle service between Princeton Junction and the Princeton Forrestal Centers.

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**CONTACT:** Sandra Brillhart

Phone: (609)452-1491x225

Fax: (609)452-0028

Email: Sbrillhart@gmtma.org

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

**FY 2011**

**UNIFIED PLANNING WORK PROGRAM  
VOLUME VI  
OTHER REGIONAL TRANSPORTATION  
PLANNING INITIATIVES**

**SECTION I**

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

**AGENCY: HUDSON TMA**

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**SUBJECT:** Harrison Path Station/Kearny Shuttle

**DESCRIPTION:** This shuttle service will operate from North Arlington to the Harrison/PATH station. Since the loss of direct commuter service on the Boonton line to Hoboken, residents and commuters have had to find other means of transportation and the existing Transit routes are overburdened and have too many stops along the existing bus route # 39.

**SCHEDULE:** This shuttle program will start in early 2010.

**PRODUCT:** This project is a complementary strategy to offset changes resulting from the Montclair Connection.

**CONTACT:** Jay DiDomenico

Phone: (201) 792-2825

Fax: (201) 946-9390

[www.hudsonoma.org](http://www.hudsonoma.org)

## **AGENCY: MEADOWLINK**

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**SUBJECT:** Meadowlink - Carsharing Pilot Implementation Program

**DESCRIPTION:** This program is the second phase of the pilot Car Share program. The program will be targeted at transit dependent clients who do not have a car and cannot always access public transit, i.e. shift workers and employment in hard-to-reach locations. It will also help in promoting use of transit among those commuters who may need a car occasionally for business or personal trips at their work site. The use of the cars will ultimately determine the financial viability of the program.

**SCHEDULE:** The pilot program started in September 2005 and is fully operational. The program will be expanded in 2010.

**PRODUCT:** A Car Share program to serve several areas within Bergen, Hudson and Passaic counties.

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**SUBJECT:** Willow brook Mall – Fairfield/ W. Caldwell Demand Response Shuttle

**DESCRIPTION:** This project seeks to improve the mobility for the transit dependent residents from Paterson to employment centers in the Fairfield/ W. Caldwell area by providing a demand response service from the Willow brook Mall, which is the last stop for NJ Transit buses from Paterson. The service connects Willow brook Mall to businesses located on the 13.5 mile stretch along Fairfield and Passaic Avenues. This shuttle carries an average of 1800 passengers per month.

**SCHEDULE:** The program has been in operation for about two years.

**PRODUCT:** Demand response shuttle service to link various employment centers along the Fairfield/ Passaic Avenues in Fairfield to the Willow brook Mall.

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**SUBJECT:** Elizabeth - Newark Airport Night Shuttle

**DESCRIPTION:** Newark Liberty International Airport employs about 20,000 people. Many of them are entry-level, part-time and/or seasonal jobs at companies like FedEx, HMS Host, and Chelsea Catering. A large percentage of this work force resides in or around the City of Elizabeth.

In order to gear up for their morning peak, most of the companies have a change of shift between 2:00 to 5:00 a.m. Turnover is high and it is hard to find workers who either finish their shift or begin their shift at this time. This is largely attributed to lack of public transit during these late hours combined with the fact that entry-level workers do not have reliable personal transportation. Employees work varying shifts based on demand that change daily and/or weekly. Scheduling trips and ensuring reliability for the ever-changing shifts is a major challenge. Safety is another major issue at these late hours. Therefore, a shuttle service to/from the home of these workers is

apparently a necessity to access jobs at the airport.

**SCHEDULE:** The shuttle program started in October 2007 & carries an average of 3,000 passengers per month.

**PRODUCT:** A pilot shuttle program using 2 minibuses that provides door to door service during the hours of 1:00 a.m. to 5:00 a.m. between the City of Elizabeth and Newark Liberty International Airport.

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**SUBJECT:** Meadowlands Airport Shuttle

**DESCRIPTION:** The Meadowlands, just 5 miles from midtown Manhattan and 6 miles from one of the greatest ports in the world has 54 hotels with about 8,000 rooms. These hotels are a great alternative to high priced New York City hotels. They are the anchor to transform the Meadowlands into a “destination of choice.” The Meadowlands Regional Chamber of Commerce and the hotels in the region created the Meadowlands Convention and Visitors Bureau (MLCVB) to help the economic growth of the region.

A major limitation is the lack of direct and affordable transportation for patrons to and from Newark Liberty International Airport and Teterboro Airport. While taxi services are available they do not provide the economy of scales offered by connecting various hotels on a semi-fixed route, fixed schedule service using larger vehicles like mini-buses.

Meadowlink is working to launch a shuttle service that would connect the various hotels and provide a seamless connection to Newark Liberty International Airport and/or Teterboro Airport in partnership with the Meadowlands Regional Chamber of Commerce, the MLCVB and the hotels in the region.

**SCHEDULE:** This shuttle program will start in early 2010. It is awaiting an authorization to proceed from NJ Transit, expected to be issued in February 2010.

**PRODUCT:** A pilot shuttle program using minibuses that links the hotels in the Meadowlands with the two airports – Newark Liberty International Airport and Teterboro Airport.

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**SUBJECT:** Long Branch/ Neptune/ Asbury Park Shuttle

**DESCRIPTION:** The long-term sustainability of traditional shuttle services in Monmouth County poses a challenge because of less densely populated developments and fewer concentrations of employment centers. At the same time, we have the working-poor and transit-dependent employees dispersed in towns like Long Branch, Asbury Park, Keansburg and Neptune seeking gainful employment along major corridors like Route 34 south of the Route 33/34 Circle, Route 36/Keyport/Bayshore area, and Route 35 in Monmouth County.

The largest component of vehicle operating expense is labor and accounts for nearly 50% or more of the operating costs. Vanpool programs are cost-effective for a very simple reason – driver costs are practically zero. Unfortunately, the traditional vanpool program which is employment-centered also

poses a challenge as we do not have the ridership at individual employment-centers to set up the service. In short, the traditional transit, shuttle and vanpool services do not meet the needs of this market. Meadowlink is exploring a new approach, namely a Shuttle Pool program that will meet the needs of its riders.

**SCHEDULE:** This shuttle program will start in early 2010.

**PRODUCT:** The “Shuttle Pool” program would incorporate features from traditional shuttle and vanpool programs. It would operate on fixed route and schedule.

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**CONTACT:** Krishna Murthy

Phone: (201)939-4242

Fax: (201)939-2630

Krishna.Murthy@meadowlink.org

## AGENCY: TRANSOPTIONS

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**SUBJECT:** Rt. 23 Vernon Township Shuttle

**DESCRIPTION:** This handoff provides the economic resources to develop a new fixed route shuttle service that will only operate during the AM and PM peak commute and will connect NJT bus services to residents who commute out of the area as well as transit dependent individuals who would like to access the jobs available within the rapidly expanding hospitality industry located in the area. The original concept of developing a new P&R facility in Vernon and then using the shuttle to connect that facility to the NJT end of the line facility in Hardyston has been abated for now due to issues related to acquiring a site for the Vernon P&R and the extension of the NJT Route 194 bus service further west and the closing of the P&R at Route 517. Discussions with NJT, Hardyston and Vernon have been held and all agree that the shuttle is needed. Assurances were given to TransOptions by County and Locals that shuttle will continue beyond 3 years. County agreed to add it to the County Transportation system. NJ Transit will revise the contract to add the County of Sussex to the contracting parties.

**SCHEDULE:** A commitment to fund this project past the three years funding limit was received from Sussex County and local officials. TransOptions is ready to move with project in 2010.

**PRODUCT:** A shuttle service that will connect commuters into and out of Vernon, either by going south on Rt. 517 and joining the 194 bus service in Hardyston, or will go west along Rt.194 to the junction with Rt. 23 where it will meet the extended NJT 194 bus service.

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**SUBJECT:** RT. 57 Shuttle

**DESCRIPTION:** This hand off project is designed to be an enhancement to the existing Warren County Shuttle that is a fixed route service along Rt. 57. The existing service consists of two loop routes that connect Hackettstown to Washington and Washington to Phillipsburg. At the point where the two routes intersect in Washington riders may transfer to the other loop for no fee and with minimal or no waiting. The new shuttle service will use a 14 passenger vehicle to connect the residents of some lower income and transit dependent (senior citizens, residents without cars, unlicensed drivers and high school students) areas in Phillipsburg with the existing shuttle service and also with some newly constructed large scale retail establishments in Lopatcong Township. The main goal of this project is to increase the mobility of these low income and transit dependent residents so that they will be able to access employment opportunities at these new retailers or at any other point along the existing shuttle routes. The new service will be provided by the vendor that is selected by Warren County to be its service provider so as to easily coordinate schedules and service connectivity. TransOptions staff will be involved in route and schedule development as well as in marketing the service. Marketing will include outreach through local newspapers, cable TV, mailings, flyers, outreach through prospective employers, and promotions such as free rides for a designated time period and surveys.

**SCHEDULE:** TransOptions is still searching for a funding commitment past the first three years. It is presently planning the route.

**PRODUCT:** A shuttle service that will be integrated with the existing Rt. 57 Service. This will provide increased mobility and access to employment, retail and medical services.

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**CONTACT:** John Ciaffone

Phone: (973) 267-7600

Fax: (973)267-6209

Email: [jciaffone@transoptions.org](mailto:jciaffone@transoptions.org)



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PLANNING INITIATIVES**

**SECTION I**

**PART FOUR - LOCAL SUBREGIONAL INITIATIVES**

**AGENCY: BERGEN COUNTY**  
**Bergen County Department of Planning and Economic Development**

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**SUBJECT:** Bus Rapid Transit Study

**DESCRIPTION:** The project proposes to further explore several Bus Rapid Transit routes identified in an earlier BRT Feasibility Study. Bergen County is working together with New Jersey Transit to identify routes that link key activity centers with existing intermodal transit hubs in Central Bergen County.

**SCHEDULE:** Local Preliminary Design and Scoping in 2010

**PRODUCT:** Preliminary Design and Project Scoping

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**SUBJECT:** Tri Borough Transit Shuttle Service

**DESCRIPTION:** Working together with the Boroughs of Montvale, Woodcliff Lake and Park Ridge, establish a shuttle bus service to serve the corporate park activity center along Chestnut Ridge Road that will be linked the Pascack Valley and Bergen Lines of New Jersey Transit with the Garden State Parkway Park and Ride Center in Montvale.

**SCHEDULE:** FY 2009-2010

**PRODUCT:** Final Design and Implementation of Shuttle Service

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**CONTACT:** Farouk Ahmad, Director  
Bergen County Department of Planning & Economic Development  
Phone: 201-336-6437  
Email: [fahmad@co.bergen.nj.us](mailto:fahmad@co.bergen.nj.us)

**AGENCY: HUDSON COUNTY**  
**Hudson County Economic Development Commission**

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**SUBJECT:** I-280 - Harrison Twp Operational Improvements (DB 04305)

**DESCRIPTION:** The project proposes the consolidation of interstate ramps at a single location at the east end of Harrison to serve access needs to the southeastern part of town and alleviate traffic bottlenecks. The project will develop access into the designated redevelopment areas in Harrison. Linkages from I-280 into the area will be studied and the feasibility of building an overpass over I-280 and the NJ Transit line into the target area will be investigated. Congestion/Operation Improvements will also be assessed within and in the surroundings.

**SCHEDULE:** LCD in 2010/2011

**PRODUCT:** Concept Development

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**CONTACT:** Norman Guerra  
Hudson County Improvement Authority  
Phone: 201-795-4555  
Email: Norman@hcia.org

**AGENCY: JERSEY CITY**  
**Department of Housing, Economic Development and Commerce**

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**SUBJECT:** Route 440/Routes 1&9T Multi-Use Urban Boulevard & Thru Truck Diversion Concept Development

**DESCRIPTION:** The purpose of this project is to prepare a Concept Development study for the creation of a multi-use urban boulevard along Route 440/Routes 1&9 Truck in Jersey City and to determine if it is possible to remove through truck traffic from Route 440/Routes 1&9T in Jersey City. The product of this project shall be the identification of a preferred alternative or combination of alternatives (and associated projects) to advance to the next phase of project development, Feasibility Assessment.

**SCHEDULE:** Study is underway

**PRODUCT:** Identification of a preferred alternative or combination of alternatives (and associated projects) to advance to the next phase of project development, Feasibility Assessment.

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**CONTACT:** Douglas Greenfeld, Supervising Planner  
Department of Housing, Economic Development and Commerce  
Phone: 201-547-4205  
Email: [Douglas@jcnj.org](mailto:Douglas@jcnj.org)

**AGENCY: MONMOUTH COUNTY**

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**SUBJECT:** Ocean Avenue Streetscape improvements (DB 02361)

**DESCRIPTION:** Streetscape designs, improved signage, improved pedestrian access to the waterfront areas and safer interface with vehicular traffic will be investigated by various municipalities along Ocean Avenue (Bradley Beach Boro, Spring Lake Boro, Avon-by-the-Sea Boro and Belmar Boro).

**SCHEDULE:** Local Preliminary Design in FY 2010.

**PRODUCT:** Operational and Safety Needs Assessment & Design.

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**CONTACT:** Joe Ettore  
Monmouth County Engineering Department  
Phone: 732-431-7760  
Email: [jettore@co.monmouth.nj.us](mailto:jettore@co.monmouth.nj.us)

**AGENCY: MORRIS COUNTY**

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**SUBJECT:** Rockaway River Greenway (DB 03348)

**DESCRIPTION:** This bike trail will utilize a freight rail ROW designed to take advantage of a vacated ROW through downtown Dover after a bypass is built to serve a local industry. The project is active again now that a private company is considering building the rail bypass, thereby opening up the line for potential Greenway improvements. The project will eliminate 11 downtown grade crossings. Funding sources are unknown at this point.

**SCHEDULE:** 2011

**PRODUCT:** Concept design by Morris County

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**CONTACT:** Gerald Rohsler, Director  
Morris County Board of Transportation  
Phone: 973-829-8101  
Email: [grohsler@co.morris.nj.us](mailto:grohsler@co.morris.nj.us)

**AGENCY: OCEAN COUNTY**

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- SUBJECT:** Ocean County Barnegat Branch Trail, Barnegat to Toms River
- DESCRIPTION:** The trail will extend from Barnegat Township to Toms River, a distance of 15.6 miles along the former CNJ rail line. The landscape of the trail varies through each of seven municipalities - ranging from forest and sand mining to neighborhoods and commercial centers. Trailhead and comfort stations will be constructed at access nodes, and interpretive and historic signage will be installed throughout the trail to educate trail users.
- SCHEDULE:** Ocean County Planning, Engineering, Parks Departments and consultant team are actively working to develop and construct the trail in phases. Trail improvements are being funded by Ocean County and supplemented by various grants.
- PRODUCT:** Conceptual Plan - complete. Phase I (2 miles) - complete. Phase II (1.1) miles - complete. Phase III (2.0 miles) - construction FY Spring 2010. Phase IV - permitting FY2010, construction FY2010.

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**SUBJECT:** Fischer Boulevard Extension Alternatives, Toms River Township, Ocean County

**DESCRIPTION:** Currently, Fischer Boulevard terminates at Hooper Avenue and is a point of significant congestion. Ocean County is studying options to address congestion at the intersection of Fischer Blvd and Hooper Avenue in Toms River Township. Several alternatives exist including the following:

- Extend Fischer Boulevard westerly to connect with College Drive; however, significant environmental constraints exist on this alignment.
- Construct a connector road through a previously preserved an alignment through Block 442, Lots 8.02 and 8.03, in what is now Toms River Township Open Space. This alignment would allow a connector road between the intersection of Hooper Avenue/College Drive and Fischer Boulevard/Waters Edge Drive.
- Provide intersection improvements along the Hooper Avenue from the intersections of Hooper Avenue/College Drive to the intersection of Hooper Avenue/Church Road.

All options are to address the proposed infrastructure improvements for the OCC/Kean University Campus expansion which include completion of a complete campus loop road

**SCHEDULE:** The project is currently in the Alternatives Analysis Phase. Total project design schedule is anticipated to be 15 months.

**PRODUCT:** Alternatives Analysis, Preliminary and Final Design documents and permits.

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**SUBJECT:** Western Boulevard Extension, Berkeley Township, Ocean County

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

**SCHEDULE:** The project is currently in the Conceptual Development Phase.

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**SUBJECT:** Interchange 83 Connector Road, Toms River Township, Ocean County

**DESCRIPTION:** The construction of Interchange 83 Connector Road and related improvements includes the following:

- New northbound Garden State Parkway Ramp direct to State Highway Route 166 southbound
- Relocated Ramp B at State Highway 166 and a new traffic signal.
- New Ocean County Connector Road between State Highway Route 166 and Ocean County Route 571. This is a two (2) lane restricted access road except where turn lanes are shown at intersections.
- New traffic signal at relocated Ramps A and D and new Connector Road.
- New traffic signal at Ocean County Route 571 and Connector Road/Intermediate Way West.
- Widening of Intermediate Way West at Old Freehold Road.
- Widening of Ocean County Route 571.
- Removal of portions of existing Ramp A.

**SCHEDULE:** Construction is anticipated to occur in Spring 2011.

**PRODUCT:** Preliminary and Final Design documents.

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**SUBJECT:** Interchange 88/89 Interchange Improvements,  
Lakewood Township, Ocean County

**DESCRIPTION:** The construction of Interchange 88/89 improvements includes the following:

- Provides all On and Off movements for all directions of traffic between GSP and Route 70 (and Shorrock Street).
- New GSP SB On/Off movements to Airport Road/Cedar Bridge Road.
- New NB GSP exit to Cedar Bridge Road.
- Southeast Quadrant
  - NB off ramp removed
  - NB on ramp for EB Route 70 modified both now carried on new Access Road bridge over Route 70.
  - NB Access Road has on-off connection to Shorrock Street to Route 70
- Northeast Quadrant
  - NB Access Road onto NB Garden State Parkway through new toll plaza also exits to Cedar Bridge Road
- Northwest Quadrant
  - SB on from Airport Road to SB Access Road can also exit to WB Route 70.
- Southwest Quadrant
  - New WB Route 70 jug to SB Garden State Parkway (existing to be removed)
  - New EB Route 70 ramp to SB Garden State Parkway
  - New SB Garden State Parkway exit to EB Route 70

**SCHEDULE:** Preliminary/Final Design 2011-2012, Construction 2013-2014

**PRODUCT:** Preliminary and Final Design documents.

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**CONTACT:** Frank S. Scarantino, Office of the Ocean County Engineer  
Phone: 732-929-2130  
Email: [fscarantino@co.ocean.nj.us](mailto:fscarantino@co.ocean.nj.us)

**AGENCY: SOMERSET COUNTY**

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**SUBJECT:** Davenport Street Extension (DB 06378)

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

**SCHEDULE:** Final Design in FY10.

**PRODUCT:** Final Design and Construction.

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**SUBJECT:** Orchard Road Connector (DB 06381)

**DESCRIPTION:** Alternate solutions to relieve congestion were explored and a determination was made to investigate the use of loop roads. One of Montgomery Township Master Plan roads is known as Orchard Road connector which would be a north/south connector roadway to link Orchard Road and CR 518. In order to implement the construction of this connector road, a crossing of Bedens Brook is necessary.

NJDOT and Somerset County Engineering Department have supported the concept of improving the Route 206/CR 518 intersection by constructing loop roads such as the Orchard Street connector. This method has been deemed the most cost effective method to alleviate traffic congestion.

**SCHEDULE:** Local Concept Development in FY 2010 and Local Feasibility Assessment in FY 2011.

**PRODUCT:** Concept Development and Feasibility Assessment.

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**SUBJECT:** Rte 22 Sustainable Corridor Long Term Improvements (DB 03318)

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

**SCHEDULE:** Local Concept Development and Feasibility Assessment in FY 2010 and 2011.

**PRODUCT:** Breakout projects from feasibility study when completed.

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**CONTACT:** Walt Lane, Somerset County Planning Board  
Phone: 908-231-7021  
Email: [lane@co.somerset.nj.us](mailto:lane@co.somerset.nj.us)

**AGENCY: UNION COUNTY**

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**SUBJECT:** Elizabeth Ferry Project (DB HP01016)

**DESCRIPTION:** A new Ferry Terminal in Elizabeth will connect New Jersey to Manhattan and provide an alternative to the commuting public. The Ferry Terminal is proposed in an area just east of the Jersey Garden Mall, south of Port Elizabeth.

**SCHEDULE:** Preliminary design and construction in FY11.

**PRODUCT:** Preliminary design and construction.

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**CONTACT:** Liza Betz  
Union County Dept. of Parks & Community Renewal  
Phone: 908-558-2273  
Email: [ebetz@ucnj.org](mailto:ebetz@ucnj.org)

**AGENCY: OFFICE OF SMART GROWTH  
SMART FUTURE PLANNING GRANTS**

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In furtherance of the State's efforts to promote smart growth principles through the implementation of the State Development and Redevelopment Plan (SDRP), the New Jersey Department of Community Affairs, Office of Smart Growth administers the Smart Future Grant program. Smart Future Grants awarded in prior years in the NJTPA region are listed below. FY 2008 was the last year in which grant funding was received.

The following list of grant recipients are reflected for FY2007 and FY 2008 and those of which are cancelled, closed, awarded, or completed are notated. The FY2007 Smart Future Grants focus on five key categories: Main Street Community Design, Rural Sustainability, Regional Sustainability, Downtown Parking Solutions and Transfer of Development Rights (TDR) Real Estate Market Analysis. In FY 2008, the following categories were considered: Community Visioning, Agriculture Retention & Farmland Preservation, Transit Oriented Design, Reconnecting Your Community, Urban TDR or Neighborhood Planning.

**2007 Smart Future Grant Recipients**

<b>Municipality/Organization</b>	<b>County</b>	<b>Category/Project</b>	<b>Award Amount</b>
Tenafly Borough- <b>Completed</b>	Bergen	Special Improvement District Challenge Grant	\$10,000
East Orange City- <b>Completed</b>	Essex	Downtown Parking Solutions	\$50,000
City of Newark	Essex	Neighborhood Planning Grant for Lincoln Park and Ironbound (Ironbound Parking Analysis/Wayfinding Study and Lincoln Park Neighborhood Revitalization Plan)	\$90,000
City of Orange Township	Essex	Downtown Revitalization Study	\$40,000
City of Orange Township	Essex	Special Improvement District Challenge Grant	\$9,500
South Orange Township	Essex	Strategic Planning Charette	\$20,000
Jersey City Redevelopment Agency-Closed	Hudson	Downtown Parking Solutions	\$99,290
Clinton Town- <b>Closed</b>	Hunterdon	Downtown Revitalization Study	\$45,000
Delaware Township	Hunterdon	Rural Sustainability	\$50,000
West Amwell Township	Hunterdon	Rural Sustainability	\$50,000
Edison Township	Middlesex	Downtown Parking Solutions	\$46,000
Metuchen Borough	Middlesex	Community Design	\$50,000

Middlesex County	Middlesex	Regional Sustainability	\$75,000
Rutgers University- <b>Closed</b>	Middlesex	Regional Sustainability	\$50,000
Woodbridge Township- <b>Closed</b>	Middlesex	Downtown Revitalization Study	\$50,000
Howell Township	Monmouth	Green Feasibility and Design Study	\$40,000
Keansburg Borough- <b>Closed</b>	Monmouth	Special Improvement District Challenge Grant	\$10,000
Manalapan Township	Monmouth	Downtown Revitalization Study	\$45,000
Manasquan Borough	Monmouth	Downtown Parking Solutions	\$60,000
Neptune City- <b>Award Cancelled</b>	Monmouth	Route 33 Highway Commercial Redevelopment Plan	\$39,570
Upper Freehold Township- <b>Award Cancelled</b>	Monmouth	Agriculture Sustainability Study	\$45,000
Lakewood Township	Ocean	Downtown Parking Solutions	\$50,000
Plumsted Township	Ocean	Community Design	\$50,000
Little Falls Township- <b>Cancelled</b>	Passaic	Special Improvement District Challenge Grant	\$10,000
Pompton Lakes Borough	Passaic	Special Improvement District Challenge Grant	\$10,000
Newton Town- <b>Closed</b>	Sussex	Community Design	\$50,000
Elizabeth Development Co.	Union	Downtown Parking Solutions	\$75,000
Fanwood Borough	Union	Green Feasibility and Design Study	\$50,000
New Jersey Institute of Technology		Rural Sustainability Grant Coordination	\$100,000
Regional Plan Association		Community Design Grant Coordination	\$74,745

### **2008 Smart Future Grant Recipients**

<b>Municipality/Organization</b>	<b>County</b>	<b>Category/Project</b>	<b>Award Amount</b>
Lodi Borough	Bergen	Reconnecting Your Community	\$50,000
Urban League of Essex County	Essex	Neighborhood Plan	\$75,000
Newark City	Essex	Transit Oriented Design	\$50,000
Bloomfield Town Township	Essex	Transit Oriented Design	\$50,000
Jersey City Redevelopment Agency-Closed	Hudson	Community Visioning	\$50,000
Jersey City	Hudson	Urban TDR	\$90,000

PlanSmartNJ	Mercer	Reconnecting Your Community	\$75,000
Catholic Charities, Diocese of Metuchen	Middlesex	Community Visioning	\$50,000
Spotswood Borough	Middlesex	Community Visioning	\$50,000
Metuchen Borough	Middlesex	Reconnecting Your Community	\$60,000
Hazlet Township	Monmouth	Community Visioning	\$50,000
Marlboro Township	Monmouth	Community Visioning	\$55,000
Seaside Heights Borough	Ocean	Community Visioning	\$50,000
Plumsted Township	Ocean	Reconnecting Your Community	\$60,000
Tuckerton Borough	Ocean	Reconnecting Your Community	\$80,000
NJ Community Development Corp.	Passaic	Neighborhood Plan	\$75,000
Paterson City	Passaic	Transit Oriented Design	\$50,000
Township of Bridgewater	Somerset	Reconnecting Your Community	\$60,000
Bound Brook Borough	Somerset	Transit Oriented Design	\$50,000
Frankford Township	Sussex	Reconnecting Your Community	\$55,000
Newton Town	Sussex	Reconnecting Your Community	\$60,000
Linden City	Union	Community Visioning	\$55,000
Regional Plan Association		Conduct Mayor's Institute on Design	\$50,000

In addition, through the Office of Smart Growth's Plan Endorsement process, they anticipate helping municipalities coordinate transportation plans with adjacent municipalities, and will soon complete a draft of the State Plan. The plan will contain significant material not just on transportation planning but also regional planning and infrastructure spending.

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**CONTACT:**

Jennie Purcell  
Phone: (609) 633-0600  
Email: [jpurcell@dca.state.nj.us](mailto:jpurcell@dca.state.nj.us)  
<http://www.nj.gov/dca/>

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

**FY 2011**

**UNIFIED PLANNING WORK PROGRAM  
VOLUME VI  
OTHER REGIONAL TRANSPORTATION  
PLANNING INITIATIVES**

**SECTION II**

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

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Statewide Planning - 4510009/5680  
**MANAGER:** James B. Lewis  
**UNIT:** Bureau of Statewide Strategies

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### **PURPOSE:**

To develop statewide strategies to shape transportation policy and enhance statewide transportation services. Among the directives affecting statewide transportation planning are the following: SAFETEA-LU, the federal Statewide and Metropolitan Planning rule, New Jersey's Congestion Relief and Transportation Trust Fund Renewal Act, and the State Highway Access Management Act. All of these directives contain provisions that require transportation planning activities at the statewide level that this activity supports. Primary among these requirements is the preparation of a statewide long-range transportation plan. While the FHWA uses a 20-year horizon time period for states to produce their long range transportation plans, New Jersey by state statute must prepare and update its statewide long range transportation plan every five years. The Department, in conjunction with NJ TRANSIT, fulfilled this requirement in 2008 with the publication and distribution of *Transportation Choices 2030*. In addition, the establishment of a website, [www.njchoices.com](http://www.njchoices.com), has provided the opportunity for continuing a broad-based public outreach. This activity will continue and strengthen these products along with other statewide, multimodal planning tasks. This effort will coordinate with MPO regional transportation planning in terms of policy, performance indicators, financial assumptions, and applicable SAFETEA-LU requirements.

### **OBJECTIVES:**

- Implement the updated Long-Range Transportation Plan, *Transportation Choices 2030*.
- Begin concept work on the next five-year Long Range Transportation Plan, *Transportation Choices 2035*.
- Collaborate with MPOs on LRP and RTP activities for updates of our plans.
- Research and maintain current demographic, transportation, economic, and market information for Division reference.
- Support the planning elements of the State Highway Access Management Code.
- Implement recommendations from the Access Code Reevaluation Study to enhance Department procedures and programs and improve Access Code provisions to support the state's Smart Growth goals and objectives and ensure consistency with the policies and strategies of the State Development and Redevelopment Plan (SDRP).
- Evaluate Appendix B of the Access Code to determine validity of highway segment desirable typical sections.
- Develop a guidance document to assist municipalities to achieve zoning conformity with the Access Code.
- Complete development of a Smart Growth Management System to help the Department incorporate smart growth and sustainability considerations more systematically into the project development and prioritization process.

### **TASKS/ACTIONS:**

#### Implement the 2030 Long-Range Transportation Plan (LRP):

- Maintain and enhance the LRP 2030 Website ([www.njchoices.com](http://www.njchoices.com)) as a key element of the Long Range Plan development and rollout plan.
- Market/distribute the Education Program (Teacher Handbook) via the LRP 2030 website.
- Evaluate/assess the plan's implementation agenda.
- Refine performance indicators serving as prototypes for tracking and annual reporting.
- Refine reporting system to track performance indicators.
- Enhance the existing State Post Processor.
- Conduct Statewide Financial Model training for NJ TRANSIT.
- Prepare a Lessons Learned synopsis.

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Statewide Planning - 4510009/5680  
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### ***TASKS/ACTIONS: (continued)***

- Coordinate LRP activities with MPOs and their RTP activities for updates of these efforts to ensure they support one another, including attendance at coordination/committee meetings and review of draft materials.

#### Research and maintain demographic, transportation, economic and market information:

- Represent the Department on the State Data Center affiliate network.
- Field data requests from within and outside the Department.

#### Support the planning elements of the State Highway Access Code:

- Review requests for access classification changes (Desirable Typical Sections and Access Levels) and decide Department position; prepare draft text for publication in New Jersey Register for public review; address comments; and prepare final determinations on access classification changes, which are listed in Appendix B of the Code.
- Maintain Access Code database and a GIS based map representation of Appendix B.
- Manage consultant assisted study to determine the consistency of the current desirable typical sections with Department policies and direction.
- Manage consultant assisted study to develop guidance that can easily be used by municipalities in meeting the requirement to comply with the Municipal Land Use Law provision for municipal zoning conformity with the New Jersey State Highway Access Management Code.
- Implement findings of the consultant task that identified Main Street segments for inclusion in the Access Code.
- Manage consultant task for enhanced traffic signal optimization provision in Access Code.

#### New Jersey State Highway Access Code Reevaluation Study

- Spearhead implementation by relevant units of the recommendation of the Access Code Reevaluation study conducted for consistency with Smart Growth policies and the SDRP.

#### Smart Growth Management System

- Manage consultant Task Order under State-funded Term Agreement to develop an interim roadway-based assessment tool to help generate problem statements that reflect smart growth and sustainability objectives.

### ***PRODUCTS:***

- Task reports for the 2030 NJ LRP Phase III (Contract Modification No. 4 through 6)
- Update Website for *Transportation Choices 2030*
- LRP animated visual display tool
- LRP Education Program (Curriculum/Teacher Handbook)
- LRP Marketing/Rollout plan and informational materials
- LRP Lessons Learned abstract
- LRP Reporting system to track performance indicators
- LRP Enhanced post-processor (CD-ROM)
- LRP Financial Model users manual and training session for NJ TRANSIT staff
- Comments on MPOs RTPs and related efforts

STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Statewide Planning - 4510009/5680  
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***PRODUCTS: (continued)***

- Comments on pending legislation
- Responses to data requests
- Attendance at data coordination and SDC network meetings and conferences
- Periodic updates of the Access Code's Appendix B
- Interim reports from evaluation of the Access Code Desirable Typical Sections
- Guidance document to assist municipalities with compliance with the Municipal Land Use Law provision for municipal zoning conformity with the Access Code
- Recommendations for Main Street Access Code designations on appropriate state highway segments
- Recommendation for enhanced language in Access Code regarding signal optimization
- Interim Smart Growth Management System tool

***EXTRAORDINARY ACCOUNTS:***

None.

***STAFFING PLAN:***

Susan Weber, Supervising Transportation Analyst	.20 py
Danielle Graves, Project Engineer, Planning	.60 py
Yvette McKoy, Principal Engineer, Planning	1.00 py
Swati Gandhi, Principal Engineer, Planning	1.00 py

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Land Use and Transportation Planning - 4510009/5670  
**MANAGER:** James B. Lewis  
**UNIT:** Bureau of Statewide Strategies

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### ***PURPOSE:***

To integrate the state's growth management strategy, known as Smart Growth and the State Development and Redevelopment Plan (SDRP), and other land use policies and planning into the statewide transportation planning process.

### ***OBJECTIVES:***

- Develop a systematic process for comprehensive review of Plan Endorsement petitions and map amendments by pertinent NJDOT units.
- Evaluate transportation studies, proposals, and projects being prioritized for inclusion in the Department's Capital Plan for their consistency with the SDRP.
- Participate in ROW's excess parcel review system to identify parcels that should be retained for Smart Growth/SDRP and Access Code consistency reasons.

### ***TASKS/ACTIONS:***

- Provide staff support to the Department's designee on the State Planning Commission.
- Continue staff participation in various subcommittees of the State Planning Commission, which includes the review of petitions for Plan Endorsement and proposed amendments to the State Plan Policy Map, as well as participation in the final phase of the cross-acceptance process for the State Plan update.
- Maintain and coordinate the activities of the NJDOT Smart Growth Implementation Team to mainstream smart growth principles into the Department's regulations, policies, procedures and practices.
- Continue to evaluate Department studies, proposals and projects proposed for inclusion in the Department's Capital Plan for consistency with Smart Growth principles and SDRP goals and policies.
- Sustain increased integration between transportation plans, programs, and investments and SDRP policies, through interagency collaboration.
- Represent the Department in interagency teams such as the Brownfields Redevelopment and Development Opportunity Interagency Teams and the Greyfields Task Force to provide incentives for private development projects to be consistent with Smart Growth and the SDRP.
- Provide subject matter comments on pending legislation to advocate consistency with Smart Growth and SDRP goals and principles that support efficient transportation and wise investment.
- Participate in the Department's initiative to designate Scenic Byways with Corridor Management Plans.
- Participate in the Department's Property Management Excess Land Parcel Review Process and Farmland to be designated for preservation in New Jersey's Farmland Preservation Program review.
- Work with the Bureau of Capital Program Development and the State's 3 Metropolitan Planning Organizations to enhance compatibility between the planning goals of Smart Growth and the SDRP and the regional planning process.
- Manage Route 1 Regional Smart Growth Strategy (RT1RGS) and facilitate implementation of the RT1RGS recommendations.
- NJDOT will assist NJ TRANSIT in advancing the Route 1 BRT effort by assessing study findings and incorporating them into NJDOT projects in the Route 1 corridor and throughout the study area, and coordinating with state, county, local, public and private-sector entities on planning efforts to incorporate study recommendations.

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** Land Use and Transportation Planning - 4510009/5670  
**MANAGER:** James B. Lewis  
**UNIT:** Bureau of Statewide Strategies

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***TASKS/ACTIONS: (continued)***

- Assist DVRPC with the facilitation of the Central Jersey Transportation Forum (CJTF), a mechanism to address transportation issues that border DVRPC and NJTPA mutual regional boundaries. CJTF also is assisting the coordination efforts for the RT1RGS and the Route 1 BRT. Represent Department at standing committees of the CJTF.

***PRODUCTS:***

- Attendance at State Planning Commission meetings and Committee meetings
- Review comments for various Smart Growth Policy Council and State Planning Commission products
- Smart Growth and SDRP consistency assessments for Department projects
- Department Smart Growth Implementation Team (I-Team) achievements and recommendations
- Interdepartmental approach to SDRP implementation
- Review comments on pending legislation related to transportation-land use issues
- Route 1 Regional Smart Growth Strategy study recommendations for an economically sustainable regional land use/transportation strategy and alternative smart growth scenario for Route 1 and the BRT, including a land use/build-out analysis, economic market analysis, transportation system assessments, final land use/development proposal with scenario analyses for land use and transportation and an outreach effort with communities that will ultimately result in consensus on a regional growth strategy.
- Attendance at coordination meetings with state, county, local, public and private-sector entities on implementation of RT1RGS recommendations.
- Attendance at CJTF and standing committees
- Excess Parcel review request responses to the Division of Right-of-Way

***EXTRAORDINARY ACCOUNTS:***

None.

***STAFFING PLAN:***

Susan Weber, Supervising Transportation Analyst	.80 py
Danielle Graves, Project Engineer, Planning	.40 py

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** SPR Program Management - 4510009/5395  
**MANAGER:** James B. Lewis  
**UNIT:** Statewide Strategies

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### **PURPOSE:**

To manage the State Planning and Research (SPR) / Management System work program that supports Departmental planning studies and programs, and to ensure compliance with federal and state regulatory requirements for Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) SPR, STP, CMAQ, Equity Bonus and State Transportation Trust Fund funding sources.

### **OBJECTIVES:**

- To streamline the financial management process at all points including funding sources, agreement execution, invoice payment to project close out.
- Provide program management support to all areas of the Department performing activities funded under the SPR/Management System Work Program within the provisions of SAFETEA-LU in financial and contractual records for participating federal and state funded contracts and provide financial management support to project managers.
- Ensure federal and state regulatory compliance with FHWA and FTA funded planning study programs.

### **TASKS/ACTIONS:**

- Prepare and manage CY 2009-2010 SPR/Management System Work Program activities, incorporating program revisions required by changing priorities. Prepare and submit half year reports to FHWA.
- Execute Federal-aid agreements with the Federal Highway Administration for SPR Program.
- Establish/monitor all federal operating accounts and expenditures.
- Prepare and submit final acceptance request to close out completed program.
- Prepare CY 2011-2012 SPR/Management System Work Program for submittal and authorization to FHWA.
- Review existing practices to identify improvements to streamline delivery.

### **PRODUCTS:**

- CY 2009-2010 SPR/Management System Work Program and Second Year Update.
- CY 2009-2010 SPR/Management System Work Program Half Year Progress Reports.
- CY 2007-2008 SPR/Management Systems Final Report.
- CY 2011-2012 SPR/Management System draft Work Program.

### **EXTRAORDINARY ACCOUNTS:**

None

### **STAFFING PLAN:**

Cherie Shreve

Administrative Assistant 2

1.00 py

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Technical Analysis – 4510009 / 5700  
**MANAGER:** Andrew Swords  
**UNIT:** Bureau of Systems Planning

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### **PURPOSE:**

To analyze, evaluate and monitor New Jersey's transportation system performance in support of the development of strategic directions, long range planning, capital investment strategies and other initiatives of the New Jersey Department of Transportation.

### **OBJECTIVES:**

*Maintain* the various analytical tools at our disposal to ensure up-to-date and accurate baseline data and program routines.

*Enhance* these tools with additional features and capabilities to provide the best system performance and/or asset management analyses possible at a statewide, regional, corridor, or sub-corridor level.

*Implement* these tools to provide Department management, staff and others with various system performance and /or asset management data and summaries in support of transportation projects and studies, capital investment strategies and strategic planning.

*Supplement* the Technical Analysis Unit's capability with other related tools (e.g.; GIS and databases) to provide better visualization and presentation of system performance and/or asset management, or other related information.

### **TASKS/ACTIONS:**

#### *Maintenance:*

- For various tools, maintain functionality and data integrity through on-going updates to elements such as network structure (and associated geometrics), traffic count data and/or analytical processes to keep the tools functioning properly and up-to-date.

#### *Enhancements:*

- Through continued cooperation, coordination and information exchange via the Congestion Management Committee, improve the data capabilities, analytical focus and ease-of-use of various system performance and asset management-related tools, in line with the Department's Asset Management policy and mission of the CMC.
- Develop a new (or substantially improved) congestion management system – dubbed *CMS-2I* - in coordination with the state's three MPOs.
- Where feasible, integrate the completed Phase 2 work on "Alternative Performance Measures for Evaluating Congestion" software and the Statewide Intersection Analysis Process (SIAP) into system performance and/or asset management-related tools or efforts.
- Refine and expand data in the tools to better reflect New Jersey-specific conditions – such as seasonal traffic patterns in the Shore area - to better reflect "conditions on the ground".
- On-going coordination with the DCIS and DPD to develop standard protocols for generating appropriate system performance and/or asset management processes and associated data for Tier I and Tier II screenings, and/or a revamped Problem Statement process.

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Technical Analysis – 4510009 / 5700  
**MANAGER:** Andrew Swords  
**UNIT:** Bureau of Systems Planning

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### **TASKS/ACTIONS:** *(continued)*

#### *Implementation:*

- Building off of the Bureau’s Technical Guidance Plan, an in line with the NJDOT policies and procedures construct, support system performance and/or asset management–related tools, such as the Division of Capital Investment Strategies’ Asset Management Decision Support Model.
- Continued participation I.T.’s Management System Integration and Data Warehousing projects, to ensure compatibility to and integration with the current and future system performance analysis needs of the Department.
- Support Department planning projects and studies with system performance and asset management-related data, including: project new starts (i.e.; problem statements); Tier I and II Screenings; Concept Developments; Feasibility Assessments; the Capital Program process; the Transportation 2030 Plan update, and; other project-related, regional or statewide plans.
- Support the Department’s CIS Unit in their *Asset Management Tactical Plans* through interviews, system performance data summaries, and/or access to various databases (structure/content), information and consultant resources.
- Support NJ’s three MPOs (the NJTPA, DVRPC and SJTPO) in their formulation of congestion relief strategies via the Congestion Management Process (CMP) and Strategy Evaluation & Refinement through continued coordination and cooperation, technical expertise of the CMC and system performance and asset management analysis output and summaries.
- Working with ITS Engineering and Traffic Operations, support development of an ITS strategic Plan that: defines the current state of ITS in New Jersey; considers the National vision of ITS, and; through partnerships, outreach and supporting data analyses defines an approach to update NJDOT’s ITS Investment Strategy in line with the National Vision while targeted to New Jersey’s specific congestion needs.
- Expand the role of the Congestion Management Committee (CMC), beyond the Capital Investment Strategy process, by fostering continued coordination and cooperation, data-sharing and analytical compatibility.
- Utilize system performance analyses to support the congestion-related components of the Asset Management Plan.
- Continued support of the joint NJDOT/FHWA Local Bottleneck Reduction Program with a “Before and After Study” of the candidate project – the 17/Bergen County Intersection Improvements Project, part of a new national initiative to identify and mitigate significant traffic bottlenecks in each state.
- Develop *New Jersey’s Congested Places*, a multi-faceted technical evaluation that targets and prioritizes mainline bottlenecks, problem area interchanges and high-need signalized intersections on the State system. Work through the CMC to vet and refine locations and priorities that will eventually lead to problem statements.

#### *Supplements:*

- Institute more robust GIS-based data presentation for system performance and/or asset management-related information (or other data) through thematic mapping using ARCVIEW.
- Institute additional graphics capabilities (VISIO, GOOGLE Earth) to supplement the mapping above.
- Use database capabilities to manage system performance and/or asset management-related data (or other data) in a more targeted fashion with easy to use interface
- Full utilization of all electronic and digital formats (e.g.; Web, .pdf’s, PowerPoint presentations, etc.) to provide paperless, cost-effective content.

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Technical Analysis – 4510009 / 5700  
**MANAGER:** Andrew Swords  
**UNIT:** Bureau of Systems Planning

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### **PRODUCTS:**

#### *Maintenance:*

- Updated analytical tool (functionality and data integrity)

#### *Enhancements:*

- Development of *CMS-21* system
- Completion of the “Alternative Performance Measures for Evaluating Congestion” software update
- Completion of Phase II of the Statewide Intersection Analysis Process
- Integrate seasonal variation protocol into the CMS tool
- A standard protocol and/or revisions to the problem statement process for generating appropriate congestion-related data for Tier I screenings

#### *Implementation:*

- Tier I and II Screenings (on request)
- Concept Development and Feasibility Assessment support data (on request)
- Capital Program Project Pool rankings (on request)
- Other congestion-related data and summaries for other projects, regional or statewide plans (on request)
- Supply all necessary data and expertise for I.T.’s *Management Systems Integration and Data Warehousing Projects*
- MPO CMP support (on request)
- All necessary ITS Planning support to ITS Engineering Strategic Plan development.
- CMC-guided evaluation of Capital Program funding scenarios and performance curves applicable to the Capital Investment Strategy document
- New project starts for Pipelines 3 & 4 from the NJCMS SIAP module.
- A report that summarizes the queuing, delay and congestion impact reduction the 17/Bergen County Intersection Improvements Project, as part of the Local Bottleneck Reduction Program.
- Initiation of a joint FHWA/NJDOT/MPO effort to develop a Interstate Partial Interchange Evaluation Protocol
- Completion of Congested Places technical work and vetting and refinement of priority locations.

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** Technical Analysis – 4510009 / 5700  
**MANAGER:** Andrew Swords  
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***EXTRAORDINARY ACCOUNTS:***

Consultant Activities (36) – Year 1: \$0 Year 2: \$0

***STAFFING PLAN:***

John Allen, Section Chief	1.00 py
Ira Levinton, Project Engineer, Plng.	1.00 py
Neha Galgali, Principal Engineer, Plng.	1.00 py
Simon Nwachukwu, Principal Engineer, Plng.	1.00 py

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Transportation Air Quality/ Travel Demand Modeling Program – 4510009 / 5970  
**MANAGER:** Andrew Swords  
**UNIT:** Bureau of Systems Planning

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### **PURPOSE:**

To analyze and evaluate New Jersey's transportation system performance, travel, trends and related data in support of the development of strategic directions, long range planning, capital investment strategies and other policy initiatives of the New Jersey Department of Transportation and the State's three Metropolitan Planning Organizations (MPOs).

To help meet SAFETEA-LU and subsequent federal transportation bill requirements for New Jersey to update its State Implementation Plan (SIP) to attain federal air quality standards.

### **OBJECTIVES:**

Working in partnership with the MPOs, New Jersey Transit and others, develop, maintain and enhance various components of a "technical toolbox" (i.e.; travel demand models and/or other state-of-the-art tools) to ensure the best analyses possible at a statewide, regional, corridor, or sub-area level. Ensure the tools are regularly upgraded to the latest versions possible or are enhanced through custom programming, with appropriate technical support (including software maintenance agreements and regular staff training); and, that the data, inputs, assumptions and processes are current, reasonable and complete. The state's MPOs will be involved fully in the development and use of these tools.

Through various data and statistical analyses of the transportation system's performance, travel characteristics and trends (via the use of system wide performance indicators and comparisons of various benchmarks), evaluate projects and strategies that remediate recurring and nonrecurring congestion (and the air quality impacts thereof) and provide consistent, targeted, comprehensive products and information to decision-makers that can guide the allocation of resources in support of the NJDOT Pipeline Process, Capital Program Management and other initiatives.

To evaluate federal clean air policies; to assist with MPO conformity determinations and CMAQ justifications; to investigate and analyze innovative mobile source emissions reduction strategies; and to prepare transportation-related portions of the SIP.

### **TASKS/ACTIONS:**

#### Maintain and Enhance the "Technical Toolbox"

- Benchmark the updated Statewide Model against the previous version of the model, to develop expertise in running the updated model.
- Further enhance the various components of the Statewide Model and the South Jersey Model by incorporating data from the NJDOT *Comprehensive Statewide Freight Plan for New Jersey*.
- Evaluate the various model components of the DVRPC model, and work with the DVRPC on the necessary enhancements and applications of the model specific to the NJ Counties.
- Train staff in the use of Cube and the NJTPA's enhanced NJRTM to develop in-house model runs, GIS plots and 3D dynamic simulation capability.

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Transportation Air Quality/ Travel Demand Modeling Program – 4510009 / 5970  
**MANAGER:** Andrew Swords  
**UNIT:** Bureau of Systems Planning

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### *TASKS/ACTIONS: (continued)*

- Explore/research micro-simulation models for state-of-the-art visualization techniques and products in support of the Department's/Governor's goals and philosophies (e.g.; the Governor's Smart Growth program).
- Incorporate data needs and data collection (including available and requested seasonal volume data), in partnership with the NJ MPOs, to update the seasonal traffic model.

### Transportation and Air Quality Initiatives

- Continue to perform various model applications (e.g.; select link analyses and build/no-build model runs) to support planning studies and projects, the Capital Program process, the MPO's Long Range Plans, and other specialty studies (such as the Route 1 Regional Smart Growth Assessment Study; the Truck Network Options Study, the Route 52 Travel Analysis Study, the Goethals Bridge Study and the New Jersey Main Streets Screening Analysis).
- Participate in the NJ Turnpike Widening Project (Interchange 8A to 6) in a Technical Advisory Committee capacity.
- Support NJDOT's Bureau of Transportation Data Development (BTDD) in its development of the FHWA/MPO Interstate Partial Interchange Evaluation Protocol.
- Utilize the travel demand models and the latest approved EPA emissions model (currently Mobile 6.0) to provide input and guidance relative to air quality and conformity impacts relative to the annual elements of the NJDOT Capital Program, TIP/STIP revisions and submittals, air quality analyses, SIP Conformity and the MPO's TIP Conformity.
- Participate in the DVRPC Travel Demand Model Upgrade Steering Committee.
- Participate in a multi-state effort to develop a model linkage between transportation planning models (NJRTM-E, SJTPO) and the updated EPA emissions model (MOVES).
- Participate on the TAC for the PANY&NJ Value Pricing Pilot Program Project to assess a High-Occupancy Toll (HOT) Lane from Northern New Jersey to Midtown Manhattan (XBL2).
- Maintain participation on the NASTO Air Quality Subcommittee and the AASHTO Air Quality Subcommittee and attend meetings as needed.
- Continue to send Department-wide e-mail alerts on specified Ozone Action Alert Days. These alerts shall include the following:
  - Status of Alert (Hazardous, Very Unhealthy, Unhealthy, Unhealthy for Sensitive Groups, Moderate)
  - Brief explanation of ground level ozone
  - Other sites to learn more about ground level ozone and its effects on health.
- Analyze and coordinate the advancement of travel demand and/or other appropriate strategies recommended by the MPOs to reduce mobile source emissions as stand-alone or complementary strategies in the project pipeline (e.g., NJTPA's Transportation Clean Air Measures (TCAM) project).
- Participate on Smart Growth and other special task forces, and manage consultant activities to investigate and analyze initiatives relative to the impacts on the transportation and mobile source emissions.
- Continued support of the NJTPA's Model Integration effort in the NJRTM-E Users Group.
- Manage consultant activities to investigate and analyze innovative transportation initiatives for their ability to contribute to the reduction in VOCs, NO<sub>x</sub>, CO, PM<sub>2.5</sub> and greenhouse gases (CO<sub>2</sub>, etc.). Such initiatives may include measures that embrace technology measures, non-traditional transportation control measures, other non-mandatory mobile source strategies, market-based and travel demand management strategies.

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Transportation Air Quality/ Travel Demand Modeling Program – 4510009 / 5970  
**MANAGER:** Andrew Swords  
**UNIT:** Bureau of Systems Planning

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### *TASKS/ACTIONS: (continued)*

#### Climate Change Activities:

- Develop a tool to analyze the construction-based carbon footprint of various transportation projects in order to assist in project selection.
- Work with NJDEP to develop methodologies to analyze candidate projects for NJDEP's Greenhouse Gas Reduction Local Grant Program.
- Work with NJDEP and NJ Transit to provide an environmental assessment of the NJ Transit system in regards to impacts of the ARC Tunnel.
- Assist the NJDEP in developing the transportation component of the New Jersey Greenhouse Gas Plan.
- Assist the NJDEP in writing Greenhouse Gas Plan Implementation Reports for the strategies outlined in the New Jersey Greenhouse Gas Plan.
- Participate in the North Jersey Transportation Planning Authority's Climate Change Working Group.

#### MPO Conformity Determination Assistance, Policy Analysis and CMAQ Justification:

- Review and comment on proposed legislative language, guidelines and regulations including, but not limited to new conformity and the new EPA emissions model (MOVES).
- Provide input to and coordinate conformity activities among NJDOT, NJDEP, MPOs and federal agencies, including participation in MPO Interagency Consultation meetings and other related meetings.
- Prepare analysis of CMAQ funded projects and programs for New Jersey's Annual Report of CMAQ Obligations.
- Provide guidance and technical assistance, via NJ-AQONE, to other DOT units, MPOs and other agencies relative to the air quality analysis of CMAQ funded projects and project level analysis as needed.

#### SIP Preparation:

- Prepare transportation related SIP content for NJDEP submittal to USEPA.
- Coordinate NJDOT efforts with NJDEP and the MPOs in the development of projected milestone years' mobile source emissions inventories and in the development of projected milestone years' emissions budgets
- Respond to transportation related comments on any SIP submittals and review and comment on SIP proposals prepared by NJDEP participate in NJDEP Interagency Consultation meeting on SIP-related issues.
- When available, migrate to and receive training on the USEPA's new air quality evaluation package (MOVES).
- Continue to explore unique approaches to provide the NJDEP with the most timely, accurate and up-to-date information in developing traffic files for their air quality assessments and continue to foster a close coordination/working relationship with NJDEP to "stay ahead of the curve" in data needs and delivery time frames.

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** Transportation Air Quality/ Travel Demand Modeling Program – 4510009 / 5970  
**MANAGER:** Andrew Swords  
**UNIT:** Bureau of Systems Planning

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***PRODUCTS:***

- Better/more robust in-house capability in developing model runs and output product for DOT project support
- Expedited, focused model output for NJDEP's use in their Air Quality analyses
- Mobile source component and comments to NJDEP on proposed SIP submissions.
- Written guidance and advice, as needed, to the MPOs regarding transportation conformity activities.
- Programmatic and individual project CMAQ analyses.
- An new post processor to link the regional MPO travel demand models to MOVES
- Functional tool for determining the carbon footprint of transportation projects

***EXTRAORDINARY ACCOUNTS:***

Consultant Activities – Year 1: \$0 Year 2: \$0

***STAFFING PLAN:***

James DeRose, Section Chief	1.00 py
Charles Grill, Project Eng., Plng	1.00 py
Sudhir Joshi, Principal Engineer, Plng	1.00 py
Orlando Ventura, Principal Engineer, Plng	1.00 py

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Planning and Systems Integration - 4510009 / 5400  
**MANAGER:** Paul Cohn  
**UNIT:** Transportation & Sustainable Communities

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### ***PURPOSE:***

To ensure that

- the Department's Long Range Plan (LRP) and smart growth policies are fully integrated with outputs from various planning and asset management activities, potentially resulting in synergistic outcomes;
- synergistic outcomes are organized into multi-facility, multimodal, corridors and networks;
- multi-modal strategies using the NJFIT philosophy (Mobility and Community Form, Integrated Land Use and Transportation Corridors, Transit Village, Transit Hubs) are applied to maximize non-NJDOT solutions to travel needs;
- state energy and greenhouse gas emissions goals for the transportation sector are met;
- generalized problem statements that inform the Purpose and Need phase of transportation project development.

This work builds on the policies, goals, and objectives of the State Development and Redevelopment Plan (SDRP), Long Range Transportation Plan (LRTP), Statewide Freight Master Plan (FMP), Bicycle – Pedestrian Master Plan (BPMP), other functional plans of the Department, on goals and policy direction established by the state's energy and greenhouse gas emissions plans, and on outputs of various planning activities, especially for congestion and safety. The intent is not to replace these activities in their role of generating projects, but to provide a more cohesive method for advancing planning work (as planning studies) into project development. Output of problem statements will be accommodated in Division of Project Development new starts as capacity will allow.

Organized around the ideas that (1) major nodes of origins and destinations create multi-modal 'travel choices' and (2) multi-modal travel choices provide an array of travel options ('modal network'), the functional characteristics of various modes and links emerge. Some portions of the modal network facilitate throughput. They are characterized by high-speed and/or high volume (person or goods) movements and route through major activity or transfer centers. Other areas of the modal network exhibit 'access' characteristics: generally higher friction and lower speeds, possibly meandering routes, longer travel times, routing through lesser centers. Some networks, such as New Jersey Shore access, may serve specialized markets and have investment needs associated with that specialization.

When the functional characteristics of links within a modal network are coupled with congestion, safety and infrastructure assessment outputs, clusters of 'hot spots' may emerge where individual improvements may have synergistic effects in terms of improving access, mobility or both. These clusters can be expressed as generalized problem statement handoffs that inform detailed purpose and need analysis within the Division of Project Development.

To maximize the impact of transportation investments and achieve greenhouse gas emission goals to the fullest extent feasible, NJDOT must seek help from outside partners in developing and implementing non-transportation solutions (trip avoidance, trip number and/or length reduction, use of non-SOV modes). This is at the core of the philosophy embodied in the NJFIT program. These efforts can be initiated by using various integration tools, such as Mobility and Community Form (MCF), Integrated Land Use and Transportation Corridor (ILUTP) planning, Transit Villages and Transit Hubs. (These programs can be closely aligned under this planning effort, or operated as 'stand alone' programs to retain their own identity, but which integrate products and outcomes in much the same way that the congestion analysis products are integrated.) This effort will also "reach beyond" the Department in that it includes planning partnerships with the Office of Smart Growth, the Department of Environmental Protection, the Highlands Commission, Meadowlands Commission, Pinelands Commission, MPOs and other entities. The intent of this partnering is to ensure that integration tools become embedded in planning and project review at all levels of government.

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** Planning and Systems Integration – 4510009 / 5400  
**MANAGER:** Paul Cohn  
**UNIT:** Transportation and Sustainable Communities

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**OBJECTIVES:**

- Integrate goals and objectives of various existing long range transportation planning documents, including both programmatic goals and geography specific initiatives.
- Identify major nodes of origins and destinations and resulting modal networks.
- Identify the primary functions (mobility, access, special market, other) of network links.

**TASKS:**

- Integrate outputs of congestion, safety, pavement, bridge, smart growth and other asset management systems to identify locations (1) where critical needs dictate investment and (2) where multiple management system priorities suggest that a synergy investment may be appropriate.
- Prepare network level reports analyzing policy, travel demand, network functions, and investment options, and including network level purpose and need for such investments. Coordinate with MPOs in conducting transportation systems analyses that yield context-appropriate improvements.
- Manage the Mobility and Community Form program with the assistance the Municipal Land Use Center at The College of New Jersey to implement integrated transportation – land use planning in communities to manage future travel demand consistent with available and planned transportation facilities.
- Manage the Transit Village program with the assistance of an interagency task force of state agencies to designate communities as transit villages to advance the goals of integrating transportation and land use into compact, mixed-use centers located at transit nodes.
- Manage a High Priority Project, for a Jersey City local lead Concept Development study of converting Route 440/ 1& 9 T to a Boulevard

**PRODUCTS:**

- Completion of 6 “Mobility and Community Form” projects;
- Completion of 3 Integrated Land Use and Transportation (ILUTP) Corridors;
- Retooling of the Transit Village program- leading to designation of 2 new Transit Villages.

**EXTRAORDINARY ACCOUNTS:**

Contractual- \$800,000 (year 2)

**STAFFING PLAN:**

John Micikas, Project Engineer	1.0 py
Monica Etz, Principal Planner, Trans.	1.0 py
Tineen Howard, Principal Planner, Trans.	1.0 py
Leroy Gould, Senior Planner, Trans.	1.0 py
Joe Burdulia, Senior Planner, Trans.	1.0 py

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** Bicycle/Pedestrian Master Plan Update – 4510009 / 5800  
**MANAGER:** Sheree Davis  
**UNIT:** Bureau of Commuter & Mobility Strategies

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***PURPOSE:***

To provide clear guidance to all areas of the department as to how to best utilize department resources in the implementation of Bicycle and Pedestrian initiatives.

***OBJECTIVES:***

To identify opportunities to enhance and update the policies, goals, objectives of the Bicycle and Pedestrian Master Plan.

***TASKS/ACTIONS:***

**Develop a Statewide New Jersey Bicycle Map**

- Research information provided on other state bicycle maps.
- Research information about facilities and roadway conditions for bike compatibility.
- Acquire shape files of statewide maps.
- Collect data and existing photographic images to be displayed on map.
- Field check to verify conditions and facilities.
- Provide data for interactive web pages to download from NJDOT's website.
- Print 10,000 copies of the map for public distribution if conditions allow.

***PRODUCTS:***

- Statewide New Jersey Bicycle Map
- In downloadable format or printed.
- Enable users to obtain assistance in route selection and navigation for recreational and personal bicycle travel.
- Encourage bike travel to historical, cultural, recreational and special destinations in New Jersey.

***EXTRAORDINARY ACCOUNTS:***

Contractual - \$235,000 (year 1) and \$135,000 (year 2) to perform consultant services. In Year 1 to secure a consultant to prepare a Statewide New Jersey Bicycle Map.

***STAFFING PLAN:***

Debra Kingsland, Project Engineer	0.25 py
Joseph Powell	0.10 py

## STATE PLANNING AND RESEARCH PROGRAM, 2009 – 2010

**ACTIVITY:** Local Planning and Local Transportation Assistance (LTPA) - 4510009/5380  
**MANAGER:** Michael Russo, Director  
**UNIT:** Division of Local Aid and Economic Development

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### ***PURPOSE:***

The purpose of this activity is to make expert technical transportation planning assistance services available to municipalities and counties that seek to develop local circulation and land use plans that promote reduction in trips and vehicular miles traveled, improve mobility and safety, and improve air quality. Under the LTPA program, municipalities are provided consultant services to partner with NJDOT in a variety of multi-modal planning activities that include development of local circulation plans and access management plans (AMP's), development of Transportation Development Districts, site development traffic impact analyses, analysis and guidance in the development of transit oriented land use plans, local parking and events planning studies, participation in outreach programs to promote best practices in community planning focusing on integrated municipal land use and multimodal transportation planning. The LTPA program supports NJDOT's NJFIT – Future in Transportation and Environmental Justice initiatives, the Department's Transit Village program, and supports other agency (MPO, Office of Smart Growth, etc.) programs in terms of direct community assistance and participation on advisory committees. Local governments, which are designated Plan Endorsed communities, or in regional planning areas such as the Pinelands Growth Areas and Highlands region, or wish to plan their growth consistent with the objectives and policies in the Department long range transportation plan and the State Development and Redevelopment Plan (SDRP) are given priority.

### ***OBJECTIVES:***

- (1) To enable local governments to coordinate development growth and transportation in a manner that promotes Department goals for mobility, safety and clean air.
- (2) To reduce the growth in trip production and VMT at the source through emphasis on coordinated and integrated municipal transportation and land development planning.
- (3) To preserve and improve the safety and efficiency of state highways and local roadways by partnering with local governments in the development of access management plans.
- (4) To advance innovative community land use and transportation planning concepts, such as Transit Oriented Developments (TOD's) and community form based development codes with the objective of providing for a balance of transportation options to meet mobility and access needs of all residents.

### ***TASKS/ACTIONS:***

- In coordination with the appropriate Metropolitan Planning Organization (MPO) and in partnership with local governments, develop access management plans for state and local roadways.
- Assist the MPO's where appropriate, in the day to day management and coordination of local MPO Programs.
- In coordination with MPO, as appropriate, and in partnership with local government, develop multimodal local transportation elements, safe corridor plans, parking studies, Transportation Development Districts.
- Provide technical planning support to the Division of Project Development, as needed for access management and local network planning assistance.
- Manage State Highway Access Code, Access Management Revision process for Department adopted AMP's.
- Participate in outreach initiatives to promote the Department's Mobility and Community Form Guide.
- Incorporate state of the art community visioning and traffic simulation techniques, as appropriate, for local planning activities.

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** Local Planning and Local Transportation Assistance - 4510009/5380  
**MANAGER:** Michael Russo, Director  
**UNIT:** Division of Local Aid and Economic Development

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**TASKS/ACTIONS:** *(continued)*

- Participate in Department and other state agency committees.
- The following are potential candidates for LTPA planning support in Fiscal 2009 or later. Where appropriate, projects shall be checked for inclusion in the Project Development Work Program.
  - I Municipalities participating in the OSG Plan Endorsement Process
  - II Municipalities participating in the OSG Smart Future Planning Grant Program
  - III Municipalities designated as Transit Villages under the NJ Transit/NJDOT program
  - IV Municipalities participating in the Municipal Land Use Center Transportation Planning program
  - V Municipalities participating in the Department's Mobility and Community Form program
  - VI Municipalities located in a State designated regional planning area, such as the Pinelands Commission and the Highlands District.

**PRODUCTS**

Products will vary depending on the local issues. Initial meetings are held with NJDOT and local partners to discuss study objectives and products from which a detailed scope of work is developed. General products include:

- Local and state highway traffic and land use data reports
- Access Management Plan maps and reports
- Municipal and county transportation study reports and concept plans
- Transportation Development District reports
- Corridor facility and local network community based visioning reports and computer traffic simulations.

**EXTRAORDINARY ACCOUNTS:**

Contractual - State TTF funds, two 3-year Consultant Agreement (1<sup>st</sup> year, \$800,000, 2<sup>nd</sup> year, \$1,000,000).

**STAFFING PLAN:**

Helene Rubin, PP, AICP, Project Manager	0.90 py
Abbas Hirya, PhD, Project Engineer, Planning	1.00 py
Andrew Clark, Planner, Trans.	.85 py

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Concept Development - 4510009 / 5980  
**MANAGER:** Lynn Rich - Director  
**UNIT:** Project Development

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### ***PURPOSE:***

To ensure that Community Impact Assessment (CIA) is an integral part of the Concept Development (CD) Studies, and the Corridor and Sub area Transportation Concept Development Studies in congested or high growth corridors by preparing Community Impact Assessment for projects. Provide technical support to the Metropolitan Planning Organization (MPO) for their corridor based Regional Transportation Plan (RTP) updates and associated corridor-planning activities.

Building on problems, issues and strategies in the MPO's respective RTP's, CD Studies are studies that assess the present and future transportation needs of a specified roadway corridor segment or area and define recommended physical and/or operational concepts that should be pursued to satisfy those needs. CD will deliver a well defined and documented purpose, need and a recommended concept that is consistent with MPO plans, has been environmentally screened and has received community support. The following major elements can be included in the CD Process: Tier II Screening, Evaluation of project needs, analysis of physical deficiencies, early and intensive public involvement, environmental screening using the FHWA planning and environmental linkages approach, fulfillment of Capital Management Process (CMP) requirements, analyses of multi-modal alternatives, definition of potential concepts and/or complementary strategies as well as staging and phasing opportunities, and order of magnitude cost. Each MPO prioritizes and selects transportation strategies to be advanced by CD as the first phase within the Department's capital development pipeline. The MPO Policy Boards, on an annual basis, approve the CD work program of the Department.

In addition to the above, DPD performs screenings of bridge deck or superstructure pipeline 3 projects that are generated from the Bridge Management System, and pavement rehabilitation pipeline 3 projects that are generated from the Pavement Management System. These screenings are done determine any fatal flaws and uncover any basic information so that fundamental decisions about a project's scope of work can be determined. Major elements of the screenings are data collection, field investigations, internal coordination with subject matter experts and development of the scope of work and cost estimate.

### ***OBJECTIVES:***

- Work with the lead engineers and the community to support the MPO's corridor based plan updates
- Work with lead engineers and MPO's to support the refinement of corridor/sub-area plans
- Ensure that projects in CD programs developed by NJDOT and the MPO's have incorporated the Community Impact Assessment (CIA) process before being advanced to Feasibility Assessment phase of work.
- Identify the appropriate pipeline assignment and preliminary scope of the project. Tier 2 Screening identifies the project path of Pipeline 1, 2, 3 or 4. Tier II Screening will not necessarily identify any solutions to the problem(s) identified or encountered.
- Identify any fatal flaws and uncover any other items that should be included to develop a thorough and complete scope of work for the bridge deck or pavement rehabilitation pipeline 3 projects.

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Concept Development - 4510009 / 5980  
**MANAGER** Lynn Rich - Director  
**UNIT:** Project Development

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### ***TASKS/ACTIONS:***

- Assist in the coordination with MPO's to ensure program compatibility. Participate in coordination meetings with DVRPC, NJTPA, SJTPO and county staff during NJDOT's annual "project pool" process to provide input and guidance on Sub regional Studies sponsored by each MPO.
- Support the development of the Capital Program by providing, Community Impact Assessment Studies, Congestion Management Studies and other Transportation Studies for projects in the "pipeline."
- Deliver 30 project concepts that have adequately assessed the community impacts for consideration by NJDOT and the MPO's for advancement to feasibility assessment in CY 2009 and CY 2010.
- Conduct 100 Tier II Screenings, Concept Development or Land Use Studies which may result in various additional breakout projects.
- Conduct and graduate 15 -20 pavement rehabilitation screenings annually.
- Conduct and graduate 15-20 bridge deck or superstructure screenings annually

### ***PRODUCTS:***

- CD reports will be prepared in accordance with the concept development guidelines. The reports will document current and future transportation problems, physical deficiencies and environmental screenings. Recommended concepts will be presented for advancement to feasibility assessment or other appropriate action.
- Provide feedback with MPO's to ensure program compatibility.
- Determination on how to funnel the project through the Department's project delivery process. One traditional outline could be Pipeline 1 or an accelerated scoping effort (Pipeline 2). The Tier 2 Screening also identifies opportunities to develop cost effective solutions with little or no ROW or Utility Involvement and no Environmental permitting (pipeline 3 and 4 projects).

### ***EXTRAORDINARY ACCOUNTS:***

Contractual (36) –CD & FA Services, Needs Assessment, and Community Involvement: Carried over from CY 07-08 funds \$300,000 HSIP funds for Traffic Signal Management System.

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** Concept Development - 4510009 / 5980  
**MANAGER:** Lynn Rich - Director  
**UNIT:** Project Development

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**STAFFING PLAN:**

K. Shah, Supervising Engr II	.45py	B. Shah, Principal Engineer	.45py
T. Carbone, Project Manager	.45py	A. Rezaeian, Project Engineer	.45py
A. Davis, Project Manager	.50py	K. Henry, Principal Engineer	.45py
A. Kennard, Project Engineer	.45py	R. Patel, Project Engineer	.45py
Z. Mejia-Aragona, Project Engineer	.45py	K. Giddens, Principal Engineer	.45py
J. Idowu, Project Manager	.45py	B. Girgis, Principal Engineer	.45py
O. Ilonzo, Supervising Engineer II	.45py	N. Maniar, Principal Engineer	.45py
J. Seaman, Project Engineer	.45py	W. Yousoufzai, Senior Engineer	.45py
W. Gobrial, Principal Engineer	.45py	V. Murphy, Senior Planner	.50py
R. Jacek, Project Engineer	.45py	K. Patel, Principal Engineer	.45py
J. Jeyamohan, Project Engineer	.45py	L. Rankin, Project Manager	.45py
A. Tavares, Section Chief	.45py	L. Jolibois, Principal Engineer	.45py
J. Barankin, Project Manager	.45py	W. Colquitt, Project Engineer, Planning	.45py
S. Vijayakumar, Senior Planner	.45py	G. Leach, Project Engineer, Planning	.45py
S. Kumaresan, Principal Engineer	.45py	S. Miller, Principal Engineer, Trans.	.45py
T. Anzabi, Principal Engineer	.45py	S. Datta, Principal Engineer	.50py
E. Marcellus, Project Engineer	.45py	J. Zim, Project Engineer	.45py
N. Mortaja, Principal Engineer	.45py	J. Mole, Suprv. Env. Specialist	.45py
D. Brooks, Assistant Engineer	.45py		
G. Clerge, Assistant Engineer	.45py		

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Feasibility Assessment – 4510009 / 5950  
**MANAGER:** Lynn Rich – Director  
**UNIT:** Project Development

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### ***PURPOSE:***

Feasibility Assessments (FA) refine alternatives identified in the concept development process to clearly identify an Initially Preferred Alternative. (IPA) The IPA may then become the proposed improvement for the project.

Community Involvement and Public Involvement Action Plans (PIAP) are more fully developed during this phase; building on prior work initiated during the Concept Development/ Purpose and Need phase. National Environmental Policy Act (NEPA) Environmental document classification is also completed during FA, using the FHWA planning and environment linkages approach.

Community Impact Assessment (CIA) is an integral part of the scope development process that helps shape the outcome of projects by providing documentation of the current and anticipated social environment of a geographic area with or without the transportation action. This process includes all items of importance to people, such as mobility, safety, employment effects, relocation, isolation and other community issues. Performance of this critical process ensures that the alternative analyses performed and the concepts that are advanced to select an initially preferred alternative incorporate the concerns, issues, and context of the local community.

Community Impact Assessment (CIA) allows the Division of Project Development to implement the NEPA process as it relates to the human environment early in the project development process. It ensures that transportation policies and investments embrace the concerns of neighborhoods and communities. When adverse impacts are identified, CIA finds potential methods to address them. Project designs options are primary based on an ideal engineering standard. The CIA process works with project development team to identify designs options to deal with community impacts, starting with avoidance, and then moving on to minimization and mitigation techniques. Understanding the relationship between transportation actions and community life leads to conflict minimization and resolution of potential problems. The active involvement of affected parties leads to better decisions and greater acceptance of projects, which reduces time and cost.

### ***OBJECTIVES:***

- Work with the lead engineers and the community to further develop the conceptual solutions identified in the Concept Development phase, and to set project scope for highway problem statements by completing Feasibility Assessments.
- Assist in the scope of assigned drainage problem statements.
- Assist in the identification of the appropriate pipeline assignment for the project.

### ***TASKS/ACTIONS:***

- Develop policy and procedures to ensure that CIA is incorporated in the performance of pre-FA tasks needed for alternatives analysis.
- Develop a community characteristics inventory.
- Develop community profile.
- Develop Community Impact Assessment report.
- Assist in defining the project study area by establishing and conducting a community outreach program soliciting input from stakeholders for the development of alternates and project advancement.
- Partner with the community and Regulating agencies to develop an initially preferred alternative which adequately addresses the problem statement, is supported by the local community and minimizes impacts to the natural and man made environments.
- Consult subject matter experts to solicit feedback in the determination of a preferred alternative as well as appropriate pipeline designation, construction techniques and staging, utility and environmental mitigation, interagency coordination.

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** Feasibility Assessment – 4510009 /5950  
**MANAGER:** Lynn Rich - Director  
**UNIT:** Project Development

**PRODUCTS:**

- Community Characteristic Inventory report to be included in the Pre-FA analysis reports as needed.
- Provide traditional and non-traditional community outreach tools.
- Feasibility Assessment reports inclusive of Community Impact Assessment sub-report appendices for transfer package, including community outreach documentation and alternatives analysis.
- Prepares the CPSC and CPC package with initially preferred alternative, recommendation for pipeline designation, and the anticipated environmental document.
- Scope of work sufficiently detailed to perform consultant selection for the preliminary design phase of project implementation.

**EXTRAORDINARY ACCOUNTS:**

Contractual (36): All funds are carried over from the CY 07-08 program - \$1.0M high priority funds (HPP) for Route 29 Boulevard. \$5.5M BR funds for Pulaski Skyway. Year 2 - \$2.5M TTF funds for Pulaski Skyway.

**STAFFING PLAN:**

T. Carbone, Project Manager	.45py	A. Tavares, Section Chief	.45py
K. Shah, Supervising Engr II	.45py	L. Rankin, Project Manager	.45py
A. Kennard, Project Engineer	.45py	A. Rezaeian, Project Engineer	.45py
Z. Mejia-Aragona, Project Engineer	.45py	K. Henry, Principal Engineer	.45py
J. Idowu, Project Manager	.45py	K. Patel, Principal Engineer	.45py
O. Ilonzo, Supervising Engineer II	.45py	K. Giddens, Principal Engineer	.45py
J. Seaman, Project Engineer	.45py	B. Girgis, Principal Engineer	.45py
W. Gobrial, Principal Engineer	.45py	N. Maniar, Principal Engineer	.45py
R. Jacek, Project Engineer	.45py	W. Yousoufzai, Senior Engineer	.45py
E. Marcellus, Project Engineer	.45py	L. Jolibois, Senior Engineer	.45py
S. Datta, Principal Engineer	.50py	V. Murphy, Senior Planner	.50py
B. Shah, Principal Engineer	.45py	W. Colquitt, Project Engineer, Planning	.45py
N. Mortaja, Principal Engineer	.45py	G. Leach, Project Engineer, Planning	.45py
J. Jeyamohan, Project Engineer	.45py	S. Miller, Principal Engineer, Trans.	.45py
J. Barankin, Project Manager	.45py	A. Davis, Project Manager	.50py
G. Clerge, CET Assistant Engineer	.45py	R. Patel, Project Engineer	.45py
D. Brooks, Assistant Engineer	.45py	T. Molavi, Senior Engineer	.45py
J. Zim, Project Engineer	.45py	S. Vijayakumar, Senior Planner	.45py
S. Kumaresan, Principal Engineer	.45py	T. Anzabi, Principal Engineer	.45py

## STATE PLANNING AND RESEARCH PROGRAM, 2009- 2010

**ACTIVITY:** Travel Projections – 4510009/5350  
**MANAGER:** Lynn Rich - Director  
**UNIT:** Project Development

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### ***PURPOSE:***

In support of various NJDOT units, estimate future traffic volumes and develop related data for ensuring that proposed projects have adequate capacity and are economically designed. Also in support of those units, provide specific traffic analyses, e.g., regional vs. local traffic characteristics determination, that may be required for project development/advancement. Likewise, provide review, consultation, and advice to those units when traffic projections and/or traffic analyses are undertaken by their consultants. Finally, provide planning support/input during feasibility assessment by participating in scoping meetings and plan reviews.

### ***OBJECTIVES:***

The Division of Project Development (DPD) relies on the Bureau of Transportation Data Development's (BTDD) Traffic Monitoring System-Traffic Volumes Data Collection Activity. DPD reviews BTDD's files for available data and requests counts if none are available to complete DPD's Travel Projections Activity. DPD worked with BTDD to develop an internal Data Warehousing project to make traffic counts (Phase I) and other traffic related information (Phase II) readily available to anyone in the Dept. This effort provides for immediate count access improving on the monthly updates located on the web site. This Activity-Traffic Monitoring System-Database Maintenance also provides the seasonal and axle correction factors necessary for calculating the projections under the DPD Travel Projections Activity. The DPD Activity also makes use of the BTDD activity of Weights and Speed Monitoring using WIM sites for classification. DPD also identifies locations of defunct WIM stations during Pavement screenings for consideration updating or repairing sites as related to the Infrastructure Renewal activity. DPD continually uses the Straight Line Diagrams, Road Inventory and Mileposting and the Functional Classification System and Federal Aid System Products in the Travel Projections Activity.

Through accepted procedures, and in a timely manner, provide future year travel projections and other requested traffic analyses or consultation in support of feasibility assessment, final scope development and design for requesting NJDOT units. Provide planning support/input during feasibility assessment.

### ***TASKS/ACTIONS:***

Complete 50 travel projections and other analyses/consultation requests.

### ***PRODUCTS:***

Several specific products are produced from this activity. Travel projections are developed for pavement design, roadway design, bridge design and intersection design. Projections are also produced in support of independent utility analyses and interchange justification reports. Special analyses, such a local vs. regional traffic characteristics determination, may be presented in a concise report with appropriate tables and graphics. Review/comment scoping input (oral and/or written) provided during feasibility assessment.

### ***EXTRAORDINARY ACCOUNTS:***

None.

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** Travel Projections – 4510009/5350  
**MANAGER:** Lynn Rich - Director  
**UNIT:** Project Development

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**STAFFING PLAN:**

T. Carbone, Project Manager	.10py	A. Tavares, Section Chief	.10py
K. Shah, Supervising Engr II	.10py	K. Shah, Supervising Engineer II	.10py
A. Kennard, Project Engineer	.10py	L. Rankin, Project Manager	.10py
J. Idowu, Project Manager	.10py	A. Rezaeian, Project Engineer	.10py
J. Barankin, Project Manager	.10py	K. Henry, Principal Engineer	.10py
Z. Mejia-Aragona, Project Engineer	.10py	J. Zim, Project Engineer	.10py
J. Seaman, Project Engineer	.10py	R. Patel, Project Engineer	.10py
W. Gobrial, Principal Engineer	.10py	K. Giddens, Senior Engineer	.10py
R. Jacek, Project Engineer	.10py	B. Girgis, Principal Engineer	.10py
E. Marcellus, Project Engineer	.10py	N. Maniar, Principal Engineer	.10py
J. Jeyamohan, Project Engineer	.10py	G. Leach, Project Engineer, Planning	.10py
J. Mole, Supervising Env. Specialist	.10py	S. Miller, Principal Engineer, Trans.	.10py
B. Shah, Principal Engineer	.10py	V. Murphy, Senior Planner	.10py
L. Jolibois, Senior Engineer	.10py	S. Kumaresan, Principal Engineer	.10py
T. Molavi, Senior Engineer	.10py	K. Patel, Principal Engineer	.10py
W. Colquitt, Project Engineer	.10py	S. Vijayakumar, Senior Planner	.10py
D. Brooks, Assistant Engineer	.10py	T. Anzabi, Principal Engineer	.10py
W. Yousoufzai, Senior Engineer	.10py	N. Mortaja, Principal Engineer	.10py
G. Clerge, Assistant Engineer	.10py		

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** Purpose and Need/Concept Development Support Services: Environmental Compliance – 4510009/5000  
**MANAGER:** Elkins Green - Director  
**UNIT:** Environmental Resources

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**PURPOSE:**

Establish environmental parameters to be considered when assigning projects to the appropriate Pipeline in the Department’s Project Development process. This is accomplished by conducting environmental constraint analysis to identify potential environmental fatal flaws or major environmental factors that require the need for further engineering to fully assess impacts consistent with the requirements of NEPA. For projects that can be assigned to Pipelines 3 or 4, appropriate documentation to demonstrate project compliance with provisions NEPA is prepared. Additionally ensure adequate justification for the purpose and need is established which can be used to assess alternatives during the NEPA and eventual permitting processes.

**OBJECTIVES:**

- Ensure a thorough and comprehensive environmental constraint analysis is conducted during this phase consistent with the FHWA planning and environmental linkages approach for CD projects.
- Complete an approved environmental document for individual projects that will be assigned to Pipeline 3 or 4
- Gain Agency support for purpose and need that can be used to asses future alternatives in the NEPA process

**TASKS/ACTIONS:**

- Prepare environmental screening reports for project concepts that have adequately identified potential community and environmental impacts for consideration by NJDOT and the MPO’s for advancement to Preliminary Engineering
- Determine the probable NEPA classification that will be completed in the PE phase.
- Obtain formal NEPA approval for projects that will be assigned to Pipelines 3 or 4 of NJDOT’s project development process

**PRODUCTS:**

- *CD reports will be prepared in accordance with the concept development guidelines. The reports will document current and future transportation problems, physical deficiencies and environmental screenings. Recommended concepts will be presented for advancement to feasibility assessment or other appropriate action.*
- Environmental screening reports for the CD reports; approved environmental documents for projects to be processed as Pipeline 3 or 4 projects.

**STAFFING PLAN:**

J. McQuillan, Section Chief	.25py	R. Cloward, Prin. Envir. Specialist	.25py
R. Cebrick Supervising Envir. Specialist	.25py	S. Warren, Prin. Envir. Specialist	.25py
P. Scelsi, Supervising Envir. Specialist	.25py	D. DeGregory, Prin. Envir. Specialist	.25py
P. Garrett, Supervising Envir. Specialist	.25py	P. Liou, Prin. Envir. Specialist	.25py
L. Rappleye Supervising Envir. Specialist	.25py	R. Bird, Prin. Envir. Specialist	.25py
E. Tomaszewski, Prin. Engineer, Planning	.25py	C. Goldsmith, Environmental Specialist	.25py
A. Bolis, Prin. Envir. Specialist	.25py	S. Ackerman, Environmental Specialist	.25py
A. Polachak Prin. Envir. Specialist	.25py	S. Ream, Environmental Specialist	.25py
D. Drach, Envir. Compliance Inspector 1	.25py	B. Hunger, Environmental Specialist	.25py
J. McCue, Envir. Compliance Inspector 1	.25py	J. Sweet, Prin. Envir. Specialist	.25py

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Feasibility Assessment Support Services: Environmental Compliance and Geodetic Survey Services  
– 4510009/5100  
**MANAGER:** Elkins Green-Director; John Knapp-Supervising Engineer II  
**UNIT:** Environmental Resources; Geodetic Survey Services

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### ***PURPOSE:***

To ensure projects are developed avoiding and or minimizing impacts to the human, manmade, and natural environments. By doing so projects are therefore in compliance with provisions of federal and state environmental regulations. In areas where impacts do occur develop appropriate mitigation commensurate to the impacts generated. This process is done during the Feasibility Assessment phase as alternatives are investigated that meet project needs, yet also avoid and/or minimized environmental impacts. The culmination of this process leads to an approved environmental document demonstrating compliance with federal/state environmental regulations and is consistent with the FHWA planning and environment linkages approach.

### ***OBJECTIVES:***

- Assist in the development of mapping and plans for project study area, including identification of environmental resources/constraints that must be considered in developing alternatives.
- Complete the appropriate level of documentation needed to obtain formal individual project approvals from FHWA demonstrating compliance with the National Environmental Policy Act (NEPA).

### ***TASKS/ACTIONS:***

- Assist in defining the project study area by establishing and conducting a community outreach program soliciting input from stakeholders for the development of alternates and project advancement.
- Partner with the community and Regulating agencies to develop an initially preferred alternative which adequately addresses the problem statement, is supported by the local community and minimizes impacts to the natural and man made environments.
- Consult subject matter experts to solicit feedback in the determination of a preferred alternative, construction techniques and staging, utility and environmental mitigation, interagency coordination.
- Develop appropriate technical analyses in the various environmental disciplines that assess project related impacts.
- Complete the necessary documentation required for NEPA compliance
- Establish and maintain survey network required for the base maps required for project study areas using Aerial Photogrammetry and related GPS tools.

### ***PRODUCTS:***

- A comprehensive environmental document approved by FHWA that documents project compliance with NEPA, and identifies all other post NEPA environmental permits needed for the project.
- GPS survey network that is required for base mapping for projects supporting the IPA and the SOW.

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** Feasibility Assessment Support Services: Environmental Compliance and Geodetic Survey Services – 4510009/5100  
**MANAGER:** Elkins Green-Director; John Knapp-Supervising Engineer II  
**UNIT:** Environmental Resources; Geodetic Survey Services

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***EXTRAORDINARY ACCOUNTS:***

None.

***STAFFING PLAN:***

J. Knapp, Supervising Engineer II	.25py	E. Ogonowski, Engineering Tech 3	.25py
F. Czepiga, Principal Engineer	.25py	M. Iorio, Engineering Tech 3	.25py
R. Kuzma, Principal Engineer	.25py	S. Miller, Maintenance Worker 1	.25py
J. McQuillan, Section Chief	.30py	R. Cloward, Prin. Envir. Specialist	.30py
R. Cebrick Supervising Envir. Specialist	.30py	S. Warren, Prin. Envir. Specialist	.30py
P. Scelsi, Supervising Envir. Specialist	.30py	D. DeGregory, Prin. Envir. Specialist	.30py
P. Garrett, Supervising Envir. Specialist	.30py	P. Liou, Prin. Envir. Specialist	.30py
L. Rappleye Supervising Envir. Specialist	.30py	R. Bird, Prin. Envir. Specialist	.30py
E. Tomaszewski, Prin. Engineer, Planning	.30py	C. Goldsmith, Environmental Specialist	.30py
A. Bolis, Prin. Envir. Specialist	.30py	S. Ackerman, Environmental Specialist	.30py
A. Polachak Prin. Envir. Specialist	.30py	S. Ream, Environmental Specialist	.30py
D. Drach, Envir. Compliance Inspector 1	.30py	B. Hunger, Environmental Specialist	.30py
J. Sweet, Prin. Envir. Specialist	.30py	J. McCue, Envir. Compliance Inspector 1	.30py

*STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010*

**ACTIVITY:** Transportation Improvement Programs (TIP/STIP) Preparation - 4510009/5985  
**MANAGER:** Thomas Wospil  
**UNIT:** Capital Investment Planning and Development

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***PURPOSE:***

To develop, organize and conduct a coordination program for transportation planning and capital program development by state and local transportation agencies. This includes the development of the state highway, transit and local TIPs for the three Metropolitan Planning Organizations (MPOs) in New Jersey. In addition, the State's STIP is prepared under this activity. The development, coordination, and MPO and Governor's approval of these TIPs are a prerequisite for the utilization of federal (FHWA and FTA) capital funds to implement both highway and transit projects in New Jersey.

***OBJECTIVES:***

The Bureaus of Capital Program Development, Capital Program Coordination and the MPO Liaison Section coordinate the development of the TIPs each fiscal year with units within the Department, NJ Transit and with representatives of local governments and the MPOs. Staff members participate with the MPOs through their project selection process, in the development of the capital program items for inclusion in the draft TIP document assembly, and distribution of the draft documents to the MPOs each fiscal year. Staff also prepares and distributes the draft and final STIP documents each fiscal year, as well as coordinate submission of the MPO TIPs and the STIP to the Governor and federal approval agencies.

They also coordinate the preparation, submission, approval, and federal notification of all TIP amendments and modifications required during each fiscal year.

The Bureau of Program Coordination establishes and maintains a mechanism for preparing TIP/pipeline status reports to better monitor capital obligations and expenditures relative to the STIP/TIP documents each fiscal year. The Division of Local Aid and Economic Development assists in preparing project status reports for local lead projects.

The Bureau of Capital Program Development coordinates the development of the Study and Development Program both with units within the Department and with representatives of local governments and the MPOs.

The Division of Local Aid & Economic Development coordinates and monitors the MPO's Local Lead Program.

***TASKS/ACTIONS:***

- Development of the Project Pool each fiscal year for use in preparation of the TIPs/STIP. The development of the Project Pool is not a part of the planning process; it is part of the TIP development process. Projects in the Project Pool are, with rare exceptions, projects that have or will graduate from the Study & Development Program. The Study & Development Program is a list of projects which originate from the MPO work programs and are formally adopted by the MPOs.
- Development and negotiation with the three MPOs of the Ten-Year Constrained Plan (TIP). The word "negotiation" for this process is defined as the comparison of priorities between NJDOT, sub-region representatives, and MPO staff to develop an agreed-upon project list for the TIP. State and the MPOs meet to review project schedules. State issues a project pool (product). The MPOs prioritize the project pool using their respective procedures (guiding factors) and funding assumption (guiding factors) and produces a first-cut program (product). State and MPOs negotiate draft Capital Program and the draft STIP (products).
- Development and negotiation with the three MPOs and NJ Transit of the Statewide Capital Investment Strategy (SCIS) each fiscal year, for use in the development of the Ten-year Capital Plan based on the approved 10-year average investment goal for each asset category.

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** Transportation Improvement Programs (TIP/STIP) Preparation - 4510009/5985  
**MANAGER:** Thomas A. Wospil  
**UNIT:** Capital Investment Planning & Development

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**TASKS/ACTIONS:** *(continued)*

- Develop, obtain public participation, publish and distribute the draft and final STIP documents.
- Development and negotiation with the three MPOs of the Study and Development Program each fiscal year.
- Continued processing of TIP/STIP amendments and modifications.
- Continued preparation of TIP/pipeline status/Capital Program reports to monitor capital obligations and expenditures.
- Continue coordination with the State's MPOs on the development and interrelationship of their respective Capital Investment Strategies.
- Provide quarterly reports from NJDOT's Bureau of Local Aid & Economic Development on all NJTPA Local Lead projects and other locally sponsored projects.
- Work with IT Division to enhance the new Capital Investment Planning web page for on-line STIP information and mapping including electronic processing of STIP modifications and amendments. As necessary, provide training and assistance to the MPO's.

**PRODUCTS:**

Following is a list of documents to be produced under this activity:

- FY 10-19 Project Pool and FY 11-20 Project Pool.
- Draft 10-year Statewide Transportation Improvement Program (each fiscal year)
- Final Statewide Transportation Improvement Program (each fiscal year)
- Draft Study and Development Program (each fiscal year)
- Final Study and Development Program (each fiscal year)
- Process TIP Modifications
- Process TIP Amendments
- 10-year Capital Investment Strategy (each fiscal year)
- Quarterly reports from Bureau of Local Aid to NJTPA on local lead projects.
- Provide MPO's with \$100 Million+ financial plans for review and comments.
- Post the annual listing of obligated projects to the NJDOT web page within 60 days after the end of the federal fiscal year.
- Activation of the eSTIP module to the Capital Investment Planning web page on or about April 1, 2010.
- Continue to provide monthly updates of High Priority Projects.
- Provide minutes to the MPOs regarding the outcome of the CPC meetings.

**EXTRAORDINARY ACCOUNTS:**

1210 Account - \$20,000 - Overtime budget to develop and update the next 10 year STIP database and document by March 1.(\$10,000 per year)

3610 Account - \$100,000 – Installation of eSTIP software module into TELUS web page plus maintenance by NJIT.

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** Transportation Improvement Programs (TIP/STIP) Preparation - 4510009/5985  
**MANAGER:** Thomas A. Wospil  
**UNIT:** Capital Investment Planning & Development

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***STAFFING PLAN:***

<b><u>Name</u></b>	<b><u>Title</u></b>	<b><u>Person Years</u></b>
Robert Harris	Project Manager, Transportation	0.85
Cheryl Brennan	Project Manager, Transportation	0.85
Mila Tau	Administrative Analyst I	0.85
Verna Heath	Administrative Analyst I	0.75
Karen Stalcup-Finch	Administrative Analyst I	0.85
Stephen Decker	Project Engineer Planning	0.85
Lisa Steill	Administrative Analyst II	0.50
Brian Cuccia	Project Engineer, Planning	0.15
Sri Gowda	Principal Engineer, Planning	0.15
Deven Patel	Principal Engineer, Local Aid	0.15
David Bruccoleri	Project Manager, Local Aid	0.15
Shukri Abuhuzeima	Supervising Engineer, Local Aid	0.15

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** MPO Liaison - 4510009/5690  
**MANAGER:** Howard Immordino  
**UNIT:** Capital Investment Planning & Development

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### ***PURPOSE:***

To maintain the state's proactive participation in and to provide oversight on the federally mandated metropolitan transportation planning process with the three metropolitan planning organizations (MPO) designated in New Jersey: the Delaware Valley Regional Planning Commission, the North Jersey Transportation Planning Authority, and the South Jersey Transportation Planning Organization.

### ***OBJECTIVES:***

The Executive Director, Capital Investment Strategies, the Director, Capital Investment Planning & Development and the Manager, Capital Program Development represents the Department at the three MPO policy boards and various sub-committees. The Bureau of Capital Program Development provides day-to-day staff liaison between the Department and each of the MPOs to coordinate planning and capital programming activities and analyze proposed policy Board actions. These activities and Board actions center on the development, adoption, maintenance, and implementation of:

- The regional transportation plan (RTP) and supporting conformity determination,
- A Transportation Improvement Program (TIP) and supporting air-quality determination, and
- A Unified Planning Work Program (UPWP) outlining work to be undertaken by the MPO central staff, the MPO sub-regions, and the various implementing agencies.

Bureau staff supports the Department's voting member on each MPO policy board, represents the Department on technical advisory committees, and participates in numerous on-going MPO activities that support the aforementioned federally mandated documents. Bureau staff provides oversight on the MPO program through review and approval of progress reports and invoices submitted by the MPOs in fulfillment of the UPWPs.

### ***TASKS/ACTIONS:***

- Represent the Commissioner at MPO policy boards.
- Provide staff support to the voting member on policy boards and board committees and represent the Department on technical advisory committees.
- Provide staff support to develop and update the regional long-range transportation plans, TIPs, UPWPs, and other metropolitan planning activities.
- Obtain FHWA/FTA approval of MPO RTPs, UPWPs, TIPs, UPWP or TIP amendments, and scopes of work for MPO planning activities.
- Complete and obtain approval of State-MPO agreements for TIP development, and planning responsibilities.
- Convene periodic meetings with MPO Executive Directors and FHWA/FTA to address significant planning and programming issues.
- Follow-up, follow-through and coordination to respond to requests from Board members and central staff.
- Provide staff support for state activities related to metropolitan planning activities, e.g., oversight on federal rules, state positions on MPO proposals, and responses to MPO local member requests for data and information.
- Provide oversight of UPWPs to ensure delivery of programmed projects, including the review of monthly/quarterly progress reports and invoices.
- Prepare and submit Final Report to summarize MPO program accomplishments and financial expenditures.

STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** MPO Liaison - 4510009/5690  
**MANAGER:** Howard Immordino  
**UNIT:** Capital Investment Planning & Development

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**PRODUCTS:**

- Attendance and full engagement at MPO policy boards and committees, yielding coordinated transportation planning products:
  - Work programs and resulting products
  - RTPs/SLRTP, and TIPs/STIP
- Memoranda of record for MPO meetings
- Review and approval of MPO progress reports and invoices, including the preparation of a Quarterly Report Assessment Summary confirming overall progress and outlining, primarily by exception, elements either behind schedule or over budget and proposed corrective action
- Final report for submission for final acceptance
- Review and approval of MPO requested work program amendments and modifications
- Responses, verbal or written, to MPO generated requests for information

**EXTRAORDINARY ACCOUNTS:**

None.

**STAFFING PLAN:**

<u>Name</u>	<u>Title</u>	<u>Person Years</u>
Verna Heath	Administrative Analyst I	0.25
Brian Cuccia	Project Engineer, Planning	0.85
Sri Gowda	Principal Engineer, Planning	0.85

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Asset Management Decision Support System Logical Model and Application Development-4510009/5250  
**MANAGER:** John Dourgarian  
**UNIT:** Division of Capital Investment Strategies

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### ***PURPOSE:***

NJDOT continues to advance its Asset Management Policy and Program.

One of the objectives of Asset Management is to leverage the data we have and the information systems we have to help us make better investment decisions.

NJDOT is carrying out a data integration effort that will allow us to efficiently pull data from disparate systems and use that data to assist us in developing projects and make investment decisions.

Building on this effort, NJDOT wants to develop a software application that will help us do several things:

1. Compare investment tradeoffs between broad investment categories. An example would be to compare investments between Structural Assets, Road Assets, Safety, Congestion, etc..
2. Prioritize transportation problems for study and development.
3. Prioritize projects for programming as well as determine the most effective time to implement a projects.

NJDOT, through state resources, is contracting to research and develop a logical model(s) or algorithm(s) that would address the items above.

The purpose of this effort would be to

- 1) Support NJDOT's staff time in the research and development of a logical model(s), and if necessary, support additional contractual needs.
- 2) Support staff time and future contracting efforts to take the logical model(s) and convert it into a software application(s).

### ***OBJECTIVES:***

- 1) Research practices of other states
- 2) Develop logical model(s)/algorithm(s)
- 3) Development and implement application

### ***TASKS/ACTIONS:***

1. NJDOT staff support related to researching best practices and other states' experience in developing and integrating decision support tools. (March 2009)
  - This would involve conducting a targeted review of best practices, information systems, and decision support models and tools used for supporting transportation asset management at other U.S. transportation agencies.
  - Review would necessarily focus on approaches for prioritizing resource allocation investments, including practices, systems and tools that support pavement, bridge and safety investment decisions.
  - Special focus will need to occur on agencies that have developed tools and are using them for allocation decisions on multiple assets.

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** Asset Management Decision Support System Logical Model and Application Development-4510009/5250  
**MANAGER:** John Dourgarian  
**UNIT:** Division of Capital Investment Strategies

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***TASKS/ACTIONS: (continued)***

2. Development of the logical model that will address how NJDOT should use asset data to support investment category allocation; problem prioritization; project prioritization; and optimal timing implementation. (June 30, 2009)
  - Working with a vendor, develop a logical model(s) suited to NJDOT's needs.
3. Development of a software application to be completed by December 31, 2009, resulting in a practical and usable Decision Support System Tool.
  - Working with a vendor, develop a software application(s).
4. Upon completion of the Decision Support Tool, the Department will explore options to develop and utilize a software program based on the tool.

***PRODUCTS:***

- A report outlining experiences and decision support models developed by other state transportation agencies.
- A Decision Support System Model that can be used as a basis for creating software for a Decision System Support Tool.
- A software application that will utilize the integrated management system data to support investment decisions.

***EXTRAORDINARY ACCOUNTS:***

None.

***STAFFING PLAN:***

John Dourgarian, Executive Assistant II	0.25
Total	0.25

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Freight Planning - 4510009/5340  
**MANAGER:** Paul Truban  
**UNIT:** Trucking Services

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### ***PURPOSE:***

To support the development of an integrated intermodal goods movement transportation system in New Jersey that enhances mobility, network performance, and system reliability while considering economic development and smart growth opportunities. By working closely with the FHWA, the MPO's, and other federal, state, and local agencies, this unit will also shape the policy, programs and projects necessary to identify and address priority freight issues.

### ***OBJECTIVES:***

For the years 2009-2010, the following objectives are established:

- Coordinate, participate and/or manage significant freight related studies, programs, and /or policy initiatives on behalf of the new Division of Multimodal Services.
- Promote integration of freight interests into the project, program, process, and policy direction of the department, including land use, economic development, and Smart Growth issues.
- Strengthen existing partnerships and seek new collaborative opportunities with the FHWA, MPO's, PANYNJ, DRPA, NJTP Authority, freight industry stakeholders, and other public/private sector entities.
- Explore and advance strategies to maximize the use of existing infrastructure to promote the efficient movement of goods into, out of and through the state. (ie., the possible use of existing but currently abandoned rail rights-of-way for freight transportation improvements.)
- Develop and/or enhance freight data collection efforts, analysis tools, databases and models necessary to support bureau activities and freight system performance measurement.
- Function as NJDOT lead / liaison to the Liberty Corridor. Provide oversight, guidance, and management of planning earmarks associated with the Liberty Corridor. Establish contractual arrangements to obligate available funding in cooperation and coordination with other stakeholders, federal/state/regional agencies and relevant private sector industries.
- Support development of a coordinated program to advance appropriate freight related land use development/redevelopment in New Jersey. This includes identification of where freight facilities can best be located, what the nature of those facilities should be, and how both highway and non-highway modes can best be utilized for access.
- Seek out opportunities to promote brownfield redevelopment within older urban areas as well as "close in" opportunities near the port and existing industrial areas.
- Develop and advance strategies to promote the safe, reliable and efficient operation of large trucks within New Jersey.
- Utilize university resources to support freight planning, project, program, process, and policy initiatives.
- Seek to improve information provided to the public / private sectors about freight issues, projects, programs, policies.
- Manage the state's Commercial Vehicle Information Systems Network (CVISN) Program and advance the program toward achieving FMCSA Core Compliance requirements.

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Freight Planning - 4510009/5340  
**MANAGER:** Paul Truban  
**UNIT:** Trucking Services

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### **TASKS/ACTIONS:**

- Advance priority freight corridor and node recommendations identified in the Comprehensive Statewide Freight Plan by initiating Phase II of the Comprehensive Statewide Freight Plan (<http://www.state.nj.us/transportation/freight/plan/study.shtml>). This plan will focus on advancing corridor and node level recommendations as well as further development of freight databases, data collection, freight analysis tools, and freight models. All work efforts will be shared and done in coordination with the surrounding MPO's and relevant stakeholders.
- Utilizing the work conducted in the development of a South Jersey Freight & Logistics Industry Vision Plan, initiate a more detailed study to look at the economic development potential of the South Jersey Port Region, the synergies between South Jersey and North Jersey ports, and the associated transportation network needs. This study will be called the South Jersey Port Region Inter-Modal Freight Transportation & Economic Development Assessment.
- Improve the technical capabilities of the unit by monitoring, developing, improving, or acquiring freight commodity flow databases (such as Global Insight or Freight Analysis Framework data), database management tools (such as Freight Tools), analysis tools (such as Truck Models), and other systems necessary to conduct freight planning activities.
- Provide technical support and input into the upcoming work of the Liberty Corridor Advisory Board. Develop a plan to identify key transportation and economic development projects to advance as part of Phase II of the Liberty Corridor. Conduct an evaluation of the effectiveness of the Liberty Corridor Phase I projects.
- Participate in and support, when appropriate, activities related to freight movement issues, policies, programs, and projects undertaken by the NJDOT, NJ Transit and adjoining State MPO's, the FHWA, and other public and private entities.
- Work with the MPO's, the State's Economic Development Authority, and other entities to inventory, investigate, and promote the redevelopment and preservation of appropriate Brownfield and underutilized sites for logistics purposes. Specific studies/efforts include the Portfields Initiative and NJDEP's Brownfield Remediation & Reuse program.
- Work with the IITC to utilize the remaining funds under Phase III of the International Intermodal Corridor (Task Order #22). These funds will be used to conduct a statewide assessment of truck safety by reviewing truck accident data, developing truck accident rates, and identifying high truck accident corridors/locations to be addressed under the Department's Safety Management System and Improvement program. These funds will also be used to review and evaluate NJ's Large Truck Network for appropriateness of restricted Blue Routes in comparison to defined criteria. Coordinate findings and recommendations of these work efforts with MPOs and other relevant agencies and stakeholders in the region.
- Develop a Statewide Truck Monitoring Program to monitor large truck volumes and movement into, out of, through and within New Jersey in order to track the affect of 102' large truck regulations.
- Implement and manage the new electronic large truck permitting system being developed by Bentley Systems.
- Utilize the resources of Rutgers University and NJIT research task order agreements with NJDOT to help implement the Large Truck Monitoring Program through three separate task orders:
  1. Rutgers Task Order #208: Large Truck Monitoring Data Processing
  2. Rutgers Task Order #216: Portable Data Collection Systems
  3. NJIT Task order #83: Large Truck Monitoring Program Data Analysis & Reporting
- Utilizing Rutgers University task order agreement #171, NJDOT will provide technical resources to Nations Port's land use and infrastructure subcommittees in support of their mission.
- Seek to implement the *Exit 8A Truck Routing/Signing Pilot Program* as recommended by the Exit 8A Transportation & Land Use Study.

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Freight Planning - 4510009/5340  
**MANAGER:** Paul Truban  
**UNIT:** Trucking Services

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### **TASKS/ACTIONS:** *(continued)*

- Provide oversight for the overall Portway and Portway Extensions program and its recommendations. Coordinate and advance the projects, goals, and initiatives of the NJDOT Portway Program.
- Monitor/ investigate relevant freight planning activities undertaken by public and private entities within the state, region, nation, and globe.
- Manage the state's CVISN Program and advance the program toward achieving FMCSA Core Compliance requirements. This includes:
  - Developing and organizing activities as required by the FMCSA;
  - Managing the Grant process among the State Police, FMCSA, and MVC;
  - Participating in statewide CVISN ITS architecture development;
  - Providing general oversight to the CVISN System Architect to ensure the development of CVISN compliant systems in the areas of safety information exchange, electronic credentials administration and electronic screening.
- Develop a bid proposal to request the services of an Electronic Screening vendor that will implement E-Screening at 3 weigh stations in NJ.
- Provide staff time to support and share staff resources for continued liaison with the State Police, Division of Motor Vehicles, FMCSA and the trucking industry in the area of CVO.
- Provide staff time to support participation and NJDOT representation for I-95 Corridor Coalition activities such as the Intermodal Program Track and CVO Committees.
- Provide specification, purchase and oversight for updates to the Commodity Flow data for goods movement statewide and regionally and conduct trend analysis of the data. Manipulate Commodity Flow data to provide reports and analysis as required in response to modal and commodity specific inquiries. Develop user-friendly aids to process data for freight stakeholders and planners and provide detailed modal specific commodity information in response to focused requests.
- Monitor ongoing university efforts to develop a method to disaggregate FAF data. If found to have merit, explore accuracy and reliability of this data compared to privately developed datasets (Global Insight).

### **PRODUCTS:**

- Complete Phase II of the *Comprehensive Statewide Freight Plan*. Note: Phase I of the Comprehensive Statewide Freight Plan can be found at: <http://www.state.nj.us/transportation/freight/plan/study.shtm>
- Complete the *South Jersey Port Region Inter-Modal Freight Transportation & Economic Development Assessment*.
- A plan to advance key transportation and economic development projects within the Liberty Corridor as part of Liberty Corridor Phase II. This includes NJDOT input to project selection, contribution of technical resources to the Liberty Corridor Advisory Board, and serving as the liaison in securing federal funding earmarks.
- A review and evaluation of NJ's Large Truck Network utilizing NJIT's International Intermodal Transportation Corridor's remaining Phase III funds.
- Complete a *Statewide Truck Safety Assessment* utilizing NJIT's International Intermodal Transportation Corridor's remaining Phase III funds.
- Development of a *Statewide Large Truck Monitoring Program* that will establish a comprehensive truck counting/surveying program and produce annual reports on the volume and flow patterns of large trucks in NJ.
- Completion of the *Exit 8A Truck Routing/Signing Pilot Program*.

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Freight Planning - 4510009/5340  
**MANAGER:** Paul Truban  
**UNIT:** Trucking Services

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### **PRODUCTS:** (continued)

- Implementation of a new electronic large truck permitting system (SUPERLOAD) being developed by Bentley Systems.
- Bring an E-Screening vendor on board and initiate construction of E-screening systems at 3 weigh stations in NJ.
- Achieve Core CVISN Functionality through the delivery of the following products:
  - Electronic Credentialing for IRP (International Registration Plan)
  - Electronic Credentialing for IFTA (International Fuel Tax Agreement)
  - Electronic Permitting for Over Dimensional/Over Weight commercial vehicles.
  - Deploy Commercial Vehicle Information Exchange Window (CVIEW) to allow NJSP to access commercial vehicle safety and credentialing information.
  - Interface CVIEW with Safety and Fitness Electronic Records (SAFER) system to allow access from fixed and mobile inspection stations to data residing within the Federal and State motor-carrier safety information exchange systems.
  - Electronic Screening at one or more fixed/mobile weigh station sites to allow NJSP to electronically pre-screen commercial vehicles for compliance with safety, weight, and credentialing requirements through following 3 phases:
    1. Mobile Screening using WIM sites
    2. E-Screening
    3. Virtual Weigh Stations
- Project plans for infrastructure improvements to advance Commercial Vehicle operations.
- Project Plans and Federal Grants to support Interactive Interagency Electronic information sharing infrastructure for Commercial Vehicle operations.
- A multi-agency purchase agreement to procure updated Goods Movement and Commodity Flow Databases from Global Insight and get Freight Tools database management software up and running.

### **EXTRAORDINARY ACCOUNTS:**

#### *Contractual (36)*

1. Contract modification for \$150,000 to acquire Freight Commodity Flow Data from Global Insight in FY09.
2. Carry forward remaining balance from \$600,000 Freight Planning Task Order Agreement II approved under CY 2007-2008 Freight Planning SPR work program activity.
3. Carry forward previously approved \$300,000 under CY 2007-2008 SPR work program for the Comprehensive Statewide Freight Plan Phase II.

### **STAFFING PLAN:**

Paul S. Truban	Section Chief, Planning	1.00 py
Andrew Ludasi	Assistant Engineer	1.00 py
Linda Forrester	Administrative Analyst II	1.00 py
Other NJDOT Operations & Maintenance staff support for Large Truck O&D Surveys		<u>0.30 py</u>
	Total:	3.30 py

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Statewide Goods Movement – 4510009/5940  
**MANAGER:** Dominick Critelli, Acting Manager  
**UNIT:** Rail Services

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### ***PURPOSE:***

Support of the statewide goods movement transportation system in New Jersey through the rail system. The effort will foster a better understanding of the needs and benefits of the rail system for the efficient and economic transportation of goods. Areas of concern include: adequate infrastructure, accommodation of the weights and dimensions needed to retain competitiveness in the global economy, increased freight awareness both within and outside the Department, and provision of an appropriate mix of transportation services and facilities which are needed to improve goods movement in the state and assure continued competitiveness in world markets. These efforts are done both in support of and in coordination with the FRA, the MPOs, and other federal, state and local agencies as well as with 4510009/5340, whose focus is on broader goods movement planning goals, within which the rail system fits.

### ***OBJECTIVES:***

- Raise the awareness of the value of the rail freight system, within and outside the Department
- Coordinate with various public and private agencies for the implementation of rail projects.
- Participate in regional planning efforts such as Mid Atlantic Rail Operations [MAROPs],
- Develop, update and maintain data sources
- Maintain liaison with various planning and advisory committees, both in government and industry
- Support freight related strategic plans
- Support Statewide needs for intermodalism and port activities
- Develop strategies to mitigate negative impacts of rail service
- Promote the overall economic viability of the rail infrastructure
- Promote the environmental benefits of rail freight usage

### ***TASKS/ACTIONS:***

- New Jersey liaison: provide a central point within the Department for rail freight planning and expertise, including advocacy within the department and MPOs, including participation in the Central Jersey Forum, New Jersey SDRP Plan Endorsement procedure and I-Team
- Regional liaison: provide additional staff time within Rail Services to improve support for freight related activities and share staff resources for continued industry and public liaison with regional forums & MPO's; USDOT Agencies such as STB, FHWA and FRA; and various regional entities with freight responsibilities or capital initiatives such as Portway, Liberty Corridor, NYCEDC (New York City Economic Development Corporation), PANYNJ and DRPA.
- Transit liaison: provide staff time within Rail Services to provide direct liaison with agencies such as NJ Transit and DRPA whose rail related responsibilities can impact on goods movement as many rail facilities support both passenger and freight movement.
- Research: provide a central point of liaison with internal and external groups to foster rail freight related research, studies of public freight policy and freight stakeholder outreach such as DOT Offices of Maritime Resources, Research and Technology, the National Center for Transportation and Industrial Productivity (NCTIP), TRB, NCHRP, and CONEG, etc.
- Complete a study to create a strategic freight rail plan [Consultant Services initially expected to be funded with 2005 funds] to augment the Freight Rail element of the Statewide Freight Plan.

**STATE PLANNING AND RESEARCH PROGRAM, 2009 – 2010**

**ACTIVITY:** Statewide Goods Movement - 4510009/5940  
**MANAGER:** Dominick Critelli, Acting Manager  
**UNIT:** Rail Services

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**TASKS/ACTIONS:** *(continued)*

- Provide staff time within Rail Services for support of systemic rail capacity improvement projects including the North Jersey Rail Development Plan and examination and development of additional corridors.
- Participate in programs to support increased rail usage to relieve highway congestion through advancement of rail projects for restoration and improvement of rail corridors, improved terminal operations and resolution of dimensional issues, particularly weight limitations (286 issue).
- Continued development of the rail GIS layer.

**PRODUCTS:**

Strategic Rail System Study  
State Rail Plan

**EXTRAORDINARY ACCOUNTS:**

Contractual (36) - Strategic Rail Plan Study: This study was advertised and passed through the Consultant Selection Process during 2006. The approval process was not completed as of the 10/15/06 cutoff and therefore the CY 2005-2006 funding of \$250,000 will be released and reprogrammed to this Program Year. This effort will expand on the rail element of the current & ongoing Statewide Freight Plan, and build on the rail inventory under development. Our objective is to provide foundation and guidance for current and future policy and funding initiatives. Forecasts and assessment of the existing rail system, to be defined in the Statewide Freight Plan, will form the basis to formulate rail infrastructure improvements needs assessments. Stakeholder forums such as the MPO's can provide will be an important resource to the effort. \$250,000

**STAFFING PLAN:**

Miki Krakauer, PP, AICP	Administrative Analyst I, Freight Services	0.90 py
Lance Weight, PP, AICP	Section Chief	0.05 py

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Transportation Emergency Response Planning –4510009/5500  
**MANAGER:** Lisa Webber  
**UNIT:** Office of Emergency Management, Operations

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### ***PURPOSE:***

To undertake activities to plan, develop, initiate and maintain the capability of the New Jersey Department of Transportation to respond to emergency events as required by the State of New Jersey Emergency Operations Plan, ESF 1: Transportation Annex; State of New Jersey (Nuclear) Emergency Response Plan; the State of New Jersey Emergency Highway Traffic Regulation Plan; and as otherwise directed in agreements with the US Department of Transportation, Federal Highway Administration. The underpinning of this is the maintenance of the New Jersey Department of Transportation Emergency Operations Plan (NJDOT EOP) and associated plans, annexes, standard operating procedures and rosters for which the NJDOT Emergency Management Coordinator (NJDOT EMC) is responsible. Emergency response categories include but are not limited to technological (nuclear, chemical), terrorist (weapons of mass destruction, bio-terrorism) and natural disaster (fire, flooding, hurricane, earthquake).

These activities involve coordination and leadership by the NJDOT Emergency Management Coordinator (or Alternate Representative) with various NJDOT units, the NJ State Police Office of Emergency Management (NJOEM), the USDOT, FHWA, the various State of New Jersey transportation authorities and commissions, and other agencies as required by federal and state regulations.

### ***TASKS/ACTIONS:***

The Department must provide a well coordinated, planned and systematic approach to achieve the primary goals associated with the National Response Plan (NRP) directive to plan, prepare, respond, recover and obtain reimbursement of funds from natural and man-made disasters. NJDOT will attain these goals by completing at least the following specific objectives:

- Produce well-written Emergency Operations Plans, annexes, and emergency rosters in a format acceptable to the Federal National Response Plan (NRP).
  - Update the NJDOT Emergency Operations Plan, annexes, and rosters.
  - Develop unified operational plans for road closures and diversion routes within the State.
  - With State OEM update ESF #1.
- Shape state and federal transportation emergency response policy and help enhance statewide transportation services.
  - Coordinate with various local and regional transportation emergency officials, transportation authorities and commissions for the purpose of jointly sharing operational transportation emergency planning.
  - Coordinate emergency planning with the USDOT (ESF #1) Region 1 and FHWA emergency representatives.
- Participate on Statewide and Departmental work groups developed to attain the goals specified by Federal and State executive arms related to emergency response or homeland security mandates.
  - FEMA Emergency Commodities Distribution Group.
  - Homeland Security sub-sector planning groups/committees for:
    - General Aviation, Motor Truck, Ferries, Ports, Water Taxis, Highway Bridges and Mass Transit/Freight rail.
  - State Special Needs Annex Planning Committee
  - Represent the NJDOT on OHSP Committees.

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Transportation Emergency Response Planning –4510009/5500  
**MANAGER:** Lisa Webber  
**UNIT:** Office of Emergency Management, Operations

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### *TASKS/ACTIONS: (continued)*

- Support a training environment, understandable by Operations personnel and others, in the areas of domestic security awareness and transportation awareness to Operations forces and the DOT at large.
  - Provide formal Transportation Security Awareness Training to all Operations field staff as required.
- Ensure NJDOT maintains sufficient Alternate Emergency Management Coordinators, support staff and operational field personnel for OEM events
  - Plan and coordinate training for the alternate Emergency Management Coordinators and sufficient emergency support staff to sustain a NJDOT OEM presence at the SEOC or field command post over a multi-day event.
  - Train staff in available communications and data resource tools
    - E-Team
    - GIS applications
    - NOAA weather system information (hydrology graphs)
    - NJDOT Manpower application
    - NJDOT Maintenance Management System (MMS)
    - EPINet (still under development)
  - Plan, coordinate and present training to Operations field staff on items related to emergency response and storm response such as weather, safety, equipment operation, and OEM operations.
- Ensure all NJDOT OEM staff is capable of administering and coordinating all phases of FHWA Emergency Relief Program funding and/or FEMA assistance for non-federal aid roads.
  - Coordination of data from departmental units and other external agencies to provide recovery support during and after emergencies.
  - Aggressively interact with the FHWA Emergency Relief Program and FEMA agents to maximize NJDOT reimbursement dollars for eligible expenses expended during an emergency incident/event.
- Support the NJ State Police Office of Emergency Management on all transportation-related concerns.
  - The NJDOT Emergency Management Coordinator or a designated alternate must be available 24/7 for emergency transportation assistance to the State Office of Emergency Management.
  - NJDOT must be prepared to execute response actions to provide available labor, equipment, materials and contract services at its disposal for emergency or homeland security events.
- Plan, coordinate and participate in drills and exercises for activities and operations related to all NJSP and NJDOT emergency operations plans.
  - Lead the department's participation in exercises by coordination and evaluation of the Operations field response during tabletop, functional and full scale exercises.
  - Establish the ability of EOC centers to operate and communicate without resources such as normal water, heat, air conditioning and electricity.
  - Conduct annual reviews and initiate and participate in flood response and hurricane evacuation exercises with the various county offices of emergency management and appropriate departmental units.
- Manage the department wide plan to meet and maintain NIMS (National Incident Management System) certifications and requirements.
  - OEM staff coordinates the implementation and training requirements for the National Response Plan and NIMS.

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** Transportation Emergency Response Planning –4510009/5500  
**MANAGER:** Lisa Webber  
**UNIT:** Office of Emergency Management, Operations

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***TASKS/ACTIONS: (continued)***

- Develop and maintain a common incident command structure for all emergency events affecting transportation.
  - As an in-field or EOC presence, coordination of departmental units and other agencies to provide operational support during or after emergencies.
  - Continue sustaining the E-team program and supply situation reports during emergency events/incidents.

***PRODUCTS/EVENTS/RESPONSES:***

- Maintain Lane Reversal Plans.
  - Atlantic City Expressway Reverse Lane Strategy
  - The Route 72 Evacuation Route
  - The Route 47/347 Evacuation Route
  - The I-195 Reverse Lane Strategy
  - Parkway Evacuation Strategy
- Complete the Delaware River EOP for flooding events.
- Produce EOP for Forest Fires.
- New Jersey's portion of Philadelphia Evacuation Plan.
- EMAC planning and preparedness enhancement training.
- Active FHWA/FEMA Reimbursement Actions
  - DR-1391 - World Trade Center 2001
  - DR-1694 Flooding April 2007
- Supply "Coastal Evacuation Route" (blue dot) signs to coastal counties/communities.
- State Hazard Mitigation Committee
- Participation in NJSP EPINet development and resource data input

***EXTRAORDINARY ACCOUNTS:***

None.

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** Transportation Emergency Response Planning –4510009/5500  
**MANAGER:** Lisa Webber  
**UNIT:** Office of Emergency Management, Operations

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***STAFFING PLAN:***

Primary NJDOT staff for the Office of Emergency Management

Lisa Webber	1.00	Manager
Robert Sudol	0.75	Principal Transportation Analyst, EM
Teresa Goslin	0.25	Principal Engineer
Terrance Garvey	0.75	Senior Transportation Analyst, EM
David Bowlby	0.25	Administrative Supervisor

Additional OEM-staff for EOC staffing requirements, emergency transportation/homeland security planning and training tasks.

Nancy Ciaruffoli	0.15	Administrative Assistant 3
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## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Transportation Safety Resource Center (TSRC) - 4510009 / 5300  
**MANAGER:** Patricia Ott  
**UNIT:** Division of Traffic Engineering and Safety

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### **PURPOSE:**

This activity includes support for the Safety Tactical Asset Management Plan of New Jersey by providing (optimal) strategies to address network deficiencies by reducing traffic related fatalities, injuries, and crashes by providing traffic and safety engineering services, training, and traffic records database support, with an emphasis on providing services at the local/municipal level. Specifically, network deficiencies include (geometrics, sight distance, cross slopes, rutting, skid resistance, etc.) that can cross cut several/all asset categories. The TRSC will also provide support to other established programs such as Police Technical Assistance Program (PTAP), the Comprehensive Strategic Highway Safety Plan (CSHSP), Senior Safety, the Safety Management Task Force (SMTF), and the Statewide Traffic Records Coordinating Committee (STRCC). The TSRC is part of Rutgers University Center for Advanced Infrastructure and Transportation (CAIT) and is a partnership between federal and state transportation agencies, local stakeholders, and the University. The activities associated with the TSRC are efforts to maximize the opportunity to advance safety at all levels throughout New Jersey with the goal to conduct analytical work which can be used to facilitate DOT management response to safety problem statements submitted from local governments and the specific needs of the motoring public.

### **OBJECTIVES:**

#### **Planning**

- Support the Safety Tactical Asset Management Plan of New Jersey by providing (optimal) strategies to address network deficiencies by reducing traffic related fatalities;
- Develop statistical crash analysis software (*Plan4Safety*) to assist in the identification and development of safety countermeasures. For example, the value of countermeasure “A” versus “B” in the assignment of priority and funding to attain a quantifiable or qualified performance measures;
- Enhance capabilities of *Plan4Safety* to provide a decision support framework for the development of benefit/cost analyses and proactive improvements to safety locations;
- Provide technical support and training services to MPOs and local agencies on the *Plan4Safety* software and traffic and safety engineering procedures as needed;
- Provide continued support of the NJDOT and MPOs with the goal of reducing crash severity by fostering the successful Safety Conscious Planning efforts previously begun;
- Provide continued support of the NJDOT and state and local law enforcement in the training of police agencies on the crash report;
- Conduct analytical work which can be used to facilitate DOT management response to safety problem statements submitted from local governments and the specific needs of the motoring public.

#### **Implementation**

- Assist NJDOT in their efforts to improve roadway safety, reduce crash severity, and reduce fatalities, particularly on local roadways;
- Assist agencies with assignment of funding when developing safety solutions through the use of available crash data and developing low cost quick fix solutions;
- Support NJDOT in the development of a statewide strategic safety management system through the implementation of the Comprehensive Strategic Highway Safety Plan (CSHSP); (SAFETEA-LU).

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Transportation Safety Resource Center (TSRC) - 4510009 / 5300  
**MANAGER:** Patricia Ott  
**UNIT:** Division of Traffic Engineering and Safety

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### **TASKS/ACTIONS:**

#### **Planning**

- Provide support to DOT decision making process by selecting the most cost-effective policies, programs, and projects, benefiting from keeping good infrastructure safety planning;
- Provide technical services to the NJDOT Division of Traffic Engineering and Safety to support the integration of specialized data sources with the Crash Records Database (CRD);
- Provide reciprocal support to the adjoining safety programs named in the NJ Asset Management Plan, namely Intersection Improvement Program, Accident Reduction Program, Safe Corridor Program, Safety Management System, Median Crossover Prevention Program, and the Pedestrian Program;
- In support of the STRCC, utilize information that has been gathered regarding existing data collection systems or databases that would be of use to enhancing or supporting the existing CRD;
- Update the e-learning tool for the law enforcement community in the use of the NJTR-1 crash report; and provide additional training on the crash report;
- Prepare materials and coordinate SCP Forums as needed and requested by the NJDOT and MPOs statewide;
- Update the 12 Months of Safety brochures and posters and distribute to various agencies and organizations.

#### **Implementation**

- Provide traffic and safety engineering services that include technical assistance for safety related requests and traffic engineering support to agencies in implementing low-cost, quick-fix counter-measures to reduce crash frequency and severity;
- Collaborate closely with the MPOs in providing traffic and safety engineering services to assist agencies in developing and implementing safety improvements along their roadways.

#### **Evaluation**

- Partner with the NJDOT to develop and deliver training programs and technical assistance programs to agencies in the use of the developed software, *Plan4Safety*, and traffic and safety related training as warranted through discussions and recommendations of the customers.

### **PRODUCTS:**

#### **Planning**

- Support the Safety Tactical Asset Management Plan of New Jersey by providing (optimal) strategies to address network deficiencies by reducing traffic related fatalities;
- Provide technical support and training to the three MPOs that service the counties and municipalities of NJ on the use of *Plan4Safety*;
- Continued development and enhancement of the *Plan4Safety* software including GIS mapping capabilities, decision support tools, benefit/cost tools, and integration of additional DOT management systems;
- Support the development of a Statewide Injury System (SIS);
- 12 Months of Safety brochures and posters;
- E-Learning tool and Guidebook for Law Enforcement.

#### **Implementation**

- Create a One-Stop resource center with a major focus on traffic safety concerns, reduction of crash severity, and reduction of fatalities of local municipalities in New Jersey;
- Coordinate efforts of the CSHSP Emphasis Area Older Driver to implement strategies and actions.

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** Transportation Safety Resource Center (TSRC) - 4510009 / 5300  
**MANAGER:** Patricia Ott  
**UNIT:** Division of Traffic Engineering and Safety

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***PRODUCTS: (continued)***

**Evaluation**

- On-going evaluations of the services and training provided by the Center;
- Development and implementation of traffic and safety related training courses, seminars or forums including but not limited to the Traffic Signal Design Workshop, Electrical Signal Design, Roundabouts, and Road Safety Audits; others to be developed as requested or needed;
- Develop and maintain a tracking system to support the strategies and actions of the CSHSP.

**Reporting**

- Quarterly reports on the progress of the Center development and work activities.

***EXTRAORDINARY ACCOUNTS:***

Consultant Activities (36) –\$1.030 million Year 1 and \$1.3 million Year 2.

***STAFFING PLAN:***

None

## STATE PLANNING AND RESEARCH PROGRAM, 2009– 2010

**ACTIVITY:** I-95 Corridor Coalition - 4510009/5200  
**MANAGER:** Dennis Motiani, Director  
**UNIT:** Statewide Traffic Operations

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### ***PURPOSE:***

To support the mission of the I-95 Corridor Coalition by cooperatively improving the mobility and efficiency of interstate travel in the northeast through real time communication and operational management of the transportation system, namely Intelligent Transportation Systems (ITS).

### ***OBJECTIVES:***

The I-95 Corridor Coalition is a pioneering, multi-state partnership that facilitates the coordination of ITS policies and operations among all members. We add value for our members by leveraging resources, sharing information, and coordinating programs. Key objectives being pursued to move the Coalition toward fulfillment of its mission include:

- Building on the activities and accomplishments of the last four years.
- Focusing on customers, needs-driven, and producing demonstrable results.
- Contributing to national efforts, with priority on corridor needs and conditions.
- Serving the mobility, safety, economic and environmental goals of the northeast.

### ***TASKS/ACTIONS:***

- Represent the NJDOT on all the Program Track Committees.
- Attend and participate in the I-95 Corridor Coalition Working Groups and Technical Committee meetings as necessary to provide leadership and guidance.
- Provide New Jersey's experience and insights as a member of the I-95 Steering Committee.
- Working with I95CC on travel time data collection through INRIX agreement.
- Attend ongoing meetings with DVRPC to develop a coordinated ITS Master Plan to cover all of South Jersey including SJTPA counties, and the adjacent State coverage under DVRPC.
- Additional effort required with NJTPO to coordinate ITS Master Plan.

### ***PRODUCTS:***

- Represent the Department on various I-95 Corridor Committees. Provide input as necessary. Bring other states' knowledge back to the NJDOT for use here.
- Intranet link : <http://www.state.nj.us/transportation/eng/elec/ITS/>
- Real Time Traffic Information Internet link: [www.nj511.info](http://www.nj511.info)

### ***EXTRAORDINARY ACCOUNTS:***

None.

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** I-95 Corridor Coalition - 4510009/5200

**MANAGER:** Dennis Motiani, Director

**UNIT:** Statewide Traffic Operations

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### *STAFFING PLAN:*

<u>Name</u>	<u>Title</u>	<u>Time</u>
Dennis Motiani	Director	.08
Solomon Caviness	Manager	.08
Ken Beam	Acting Manager	.08
Tim Herlihy	Manager, ITS	.08

- Jim Hogan– Representative on Steering Committee and Program Management Track Committee.
- Solomon Caviness – Representative for Metro New York Region of Coordinated Incident Management Program Track Committee.
- Dennis Motiani– Representative on Coordinated Incident Management Program Track Committee

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Straight Line Diagrams, Road Inventory and Mileposting – 2204742 / 5140  
**MANAGER:** Douglas Bartlett  
**UNIT:** Bureau of Transportation Data Development

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### **PURPOSE:**

To create and maintain a consolidated file of data elements describing the physical and network characteristics of all public roadways in the state. Included in this activity are tasks associated with maintaining the current database, adding new features to the database, providing user access to the database for analytic purposes and maintaining a geographic index for referencing this data. Additionally, this activity will collect new and revised highway maintenance features and maintain the existing Highway Maintenance Management System Features Inventory database.

### **OBJECTIVES:**

- Data attributes related to roadways included as part of the National Highway System (NHS) will be no older than three (3) years.
- Data attributes related to roadways included as part of the STP Federal-aid roadway system will be no older than five (5) years.
- Additions of and revisions to roadways that are part of the Local System (non-Federal Aid category) will be indexed and updated using the Standard Route Identification (SRI) and data attributes related to these roadways will be no older than ten (10) years.
- Provide convenient access to data related to roadway characteristics for interested users of the data.
- Maintain a reference and indexing system for all roadways in New Jersey. (Straight Line Diagrams)
- Maintenance feature data related to roadways and bridges included as part of the Highway Maintenance Management System program (HMMS) will be no older than three (3) years

### **TASKS/ACTIONS:**

- Monitor the current Data Maintenance and Warehouse Contract that maintains all Public Road Inventories. Updates to the standard SLD data will be collected and processed. Non-standard SLD data, specifically portions of the Maintenance Management Systems Feature inventory data, will be updated as well in order to aide in the development and support of the NJDOT's Asset Management Program. This effort, although on a micro-level, will initiate an effective lifecycle management for the subject features. All of the county 500 routes are due to be re-inventoried. This contract will also identify and inventory any revisions on the public road system and locate and inventory any new public roadways, ensuring the public road mileage certification is up to date. Several innovative concepts, including image feature extraction technology, will be used in this effort. This contract is set to expire in mid-2010.
- Monitor the current Straight Line Diagram (SLD) contract, which is scheduled to end in November 2009. Major enhancements and deliverables for the current contract include:
- Production of the 2009 edition of the SLD on CD-ROM containing the latest revisions and additions to the SLD database. At a minimum, 4,000 copies will be produced.
- Improve the current SLD Client\Server application functionality.
- Improve the current SLD applications (Video Log, PhotoBook, Query Builder)
- Support the Web SLD application
- Continue maintenance of the Roadway Network data
- Continue maintenance of the SLD data warehouse
- Initiate and monitor a new Straight Line Diagram Contract that will develop enhancements to the current SLD program. Major enhancements and deliverables include:
- Production of the 2010 (2011 Year 2) edition of the SLD on CD-ROM containing the latest revisions and additions to the SLD database. At a minimum, 4,000 copies will be produced.
- Continue integrating any new public roadways and revisions on the public road system into the SLD database.
- Develop a process to provide more GIS interaction within the map view portion of the SLD.
- Implement the "point and click" application to retrieve attributes (i.e.: inlets, guiderail, signs, etc.) associated to the SLD.
- Develop standard queries for the SLD application allowing users to process responses to routine inquiries.

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** Straight Line Diagrams, Road Inventory and Mileposting – 2204742 / 5140  
**MANAGER:** Douglas Bartlett  
**UNIT:** Bureau of Transportation Data Development

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**TASKS/ACTIONS:** *(continued)*

- Expand access to the automated SLD program for a minimum of 50 new users within NJDOT.
- Continue to maintain and provide system administration to the SLD Program and dedicated server. Insure that revised or new data obtained from roadway inventory activities and customer comments are integrated into the SLD database.
- Develop and field an updated web-based SLD application.
- Develop an SLD CD-ROM to display data from the NJ Access Code, Appendix “B” as requested by the Bureau of Statewide Planning
- Continue to provide consultation to the development of GIS data that would represent a waterways Linear Referencing System for NJ. This project is being partnered with the Bureau of Maritime Resources.
- Perform mile marker location activities on 100 miles of State Highways by 12/31/09 (12/31/10 Year 2).
- Perform roadway inventory on 1,400 miles of public roadways by 12/31/09 (12/31/10 Year 2). Update existing databases with attributes collected in the field and SRI index.
- Initiate and monitor a new Maintenance Feature Asset Management Contract that will collect new and revised highway maintenance features and maintain the existing Highway Maintenance Management System (HMMS) Features Inventory database. Major enhancements and deliverables for this contract will include:
  - Development of a program to collect, process and maintain maintenance feature data.
  - Development of innovative methods of field data collection of maintenance features.
  - Development of standard procedures for post processing of the collected data.
  - Development of a yearly Maintenance Feature Asset Management collection program.

**PRODUCTS:**

- SLD on CD-ROM publication.
- Updated SLD and Road Inventory database.
- Road Mileage statistics presented by county, municipality and jurisdiction.
- Municipal maps presenting SRI numbers for all public roads and public ramps.
- Milepost location for all Interstate / Freeway facilities (1/10 mile increment) and other State Highways (1/2 mile increment).
- Quarterly updates to the HMMS data set.
- A yearly inventory program ensuring accuracy of the Maintenance Feature Asset Management data for the HMMS.

**EXTRAORDINARY ACCOUNTS:**

Contractual (36) -- \$1,600,000 (Year 2 = \$2,000,000). This is for funding of a new Straight Line Diagram Contract (\$600,000) (Year 2 = \$1,000,000) that develops enhancements to the current SLD program, and to fund a new contract initiative (1,000,000), ) (Year 2 = \$1,000,000) Maintenance Feature Asset Management, to collect new and revised highway maintenance features and to maintain the existing Highway Maintenance Management System Features Inventory database.

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** Straight Line Diagrams, Road Inventory and Mileposting – 2204742 / 5140  
**MANAGER:** Douglas Bartlett  
**UNIT:** Bureau of Transportation Data Development

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<b>STAFFING PLAN:</b>	<b><u>Year 1</u></b>	<b><u>Year 2</u></b>
Castaldo, M.	0.65 years	0.65 years
Conti, B.	0.40 years	0.40 years
Day, W.	0.70 years	0.50 years
Bartlett, D..	0.15 years	0.00 years
Habel, R.	0.15 years	0.15 years
Haji, S.	0.05 years	0.05 years
Jankowicz, R.	0.90 years	0.10 years
Karney, J	0.10 years	0.10 years
Perry, D.	0.90 years	0.90 years
Smetanka, M.	0.90 years	0.90 years
Stanley, D.	0.80 years	0.70 years
Varone, A.	0.10 years	0.10 years
Zajac, Krzysztof	0.60 years	0.60 years
Eng. Tech. 3 (vacant)	<u>0.00 years</u>	<u>0.00 years</u>
Total Staff Time:	7.00 years	5.15 years

STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Digital Roadway Imaging and Video Data – 2204742 / 5150  
**MANAGER:** Douglas Bartlett  
**UNIT:** Bureau of Transportation Data Development

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**PURPOSE:**

To maintain a pictorial inventory and obtain data on State Highways and other principal roadways in New Jersey. This activity uses digital imaging technology and includes photographic archives recorded on both videotape and 35mm-film technology to provide for the needs of users throughout the NJDOT. To collect videotape documentation for special / adhoc projects.

**OBJECTIVES:**

- Ensure that all roadway imaging data on highways under State jurisdiction is no older than three (3) years.
- Ensure that video archives are copied and that this redundant set of images is stored at a remote location.
- Provide convenient and responsive access to users of roadway imaging data.
- Provide timely and flexible response to customer requests for specialized video needs.

**TASKS/ACTIONS:**

- Update the SLD videolog directory with new digital data collected during the duration of this work program.
- Provide video services for 150 requests made by NJDOT units.

**PRODUCTS:**

- Updated Roadway Image Library of all State Highways. This library consists of roadway images portraying current and historical conditions.
- A redundant set of the Roadway Image Library of all State Highways (mainly for any future disaster recovery effort).
- Video and/or photographic submittals to the DAG's Office (or other requesters) requiring special services.

**EXTRAORDINARY ACCOUNTS:**

None.

**STAFFING PLAN:**

	<u>Year 1</u>	<u>Year 2</u>
Castaldo, M.	0.25 years	0.25 years
Conti, B.	0.20 years	0.20 years
Day, W.	0.10 years	0.10 years
Habel, R.	<u>0.70 years</u>	<u>0.70 years</u>
Total Staff Time:	1.25 years	1.25 years

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Traffic Monitoring System (TMS) - Traffic Volumes Data Collection – 2204742 / 5310  
**MANAGER:** Douglas Bartlett  
**UNIT:** Bureau of Transportation Data Development

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### ***PURPOSE:***

This activity includes the data collection component of the Traffic Monitoring System (TMS) as required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). It includes the collection of traffic volumes and vehicle type classification on public roads throughout New Jersey. This activity also supports other management systems and the delivery of the capital program; provides baseline data for travel forecasting; enables development of vehicle miles of travel estimates and accident rates; provides traffic data for geometric, operational, and pavement design purposes; assists in access permit reviews; and satisfies other traffic information needs of public and private agencies, including the general public.

### ***OBJECTIVES:***

- Collect traffic volume data at continuous traffic monitoring stations and collect vehicle-type classification data at continuous automatic vehicle classification (AVC) stations.
- Collect traffic volume and AVC data at selected short-term sample sites in accordance with the coverage program as described in the Traffic Monitoring Guide (TMG) <http://www.fhwa.dot.gov/ohim/tmgguide/index.htm>.
- Construct and maintain automated monitoring sites sufficient to meet the requirements for the collection of continuous traffic data.

### ***TASKS/ACTIONS:***

- Complete the third year (2009) of data collection of the three-year cycle that includes 2007 through 2009.
- Develop Scopes of Work, advertise, negotiate, execute, and fund new three-year project agreements to begin traffic monitoring data collection during the first year (2010) of the cycle that includes 2010, 2011, and 2012.
- Maintain operation of continuous monitoring stations by replacing sensors as necessary; performing routine servicing of monitoring equipment; and repairing or replacing equipment that fails to operate properly.
- Perform short-term monitoring (minimum 48 hours) at Highway Performance Monitoring System (HPMS) sample sections; on other National Highway System (NHS) roadways; and on other TMS sample locations. Monitor these sample sections once every three years. For Year 1 of this work program, monitor the third phase (2009) sample panel of the current three-year cycle (2007 – 2009). Supplement these sample counts as necessary for special needs. This short-term monitoring program consists of volume monitoring and 48-hour AVC data collection on a sub-set of the TMS sample panel.
- Return equipment to the manufacturers for repairs.
- Test and perhaps implement promising innovative concepts proposed by the consultants in their Expressions of Interest; those appearing in the literature; or learned from attendance at conferences or personal contact with other practitioners of traffic monitoring.

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** Traffic Monitoring System (TMS) - Traffic Volumes Data Collection – 2204742 / 5310  
**MANAGER:** Douglas Bartlett  
**UNIT:** Bureau of Transportation Data Development

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**PRODUCTS:**

- Operating network of continuous traffic monitoring stations
- Raw data files retrieved from continuous and major traffic monitoring stations
- Raw data files received from consultants and in-house staff including approximately one-third of TMS sample locations (about 1,300 per year) plus special counts as needed to support NJDOT operations and other management systems
- Summary files received from toll road and bridge authorities and commissions
- Active consultant agreements to collect regular TMS and special traffic data.

**EXTRAORDINARY ACCOUNTS:**

Contractual (36) -- \$2,700,000 (plus \$4,478,400 in Year 2) for annual funding of three-year traffic monitoring agreements. Firms have been selected for three-year project agreements to conduct the 2007-2009 traffic monitoring cycle. The funds requested in Year 1 of the current work program are to advertise and award new three-year agreements for the monitoring cycle that includes 2010, 2011, and 2012. The estimated cost for each regional agreement for Year 1 of this Work Program is:

	<u>Year 1</u>	<u>Year 2</u>
Northern New Jersey –	\$ 800,000	\$1,250,000
Central New Jersey –	\$ 900,000	\$1,553,400
Southern New Jersey --	<u>\$1,000,000</u>	<u>\$1,675,000</u>
	\$2,700,000	\$4,478,400

**STAFFING PLAN:**

	<u>Year 1</u>	<u>Year 2</u>
Abraham, A.	1.00 years	1.00 years
Datu, E.	0.10 years	0.10 years
Ferrante, J.	1.00 years	0.00 years
Jankowicz, R.	0.00 years	0.25 years
Karney, J.	0.05 years	0.05 years
Mordenti, M.	1.00 years	1.00 years
Zajac, K.	0.10 years	0.10 years
Day, W.	0.15 years	0.10 years
Stanley, D.	0.00 years	0.20 years
Prin. Eng. (ERI)	0.40 years	0.00 years
Sec. Asst. 3 (vacant)	0.25 years	0.00 years
Bartlett, D.	0.00 years	0.05 years
Ambrosio, T.	0.70 years	0.00 years
Total Staff Time:	4.75 years	2.85 years

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Traffic Monitoring System (TMS) - Database Maintenance – 2204742 / 5320  
**MANAGER:** Douglas Bartlett  
**UNIT:** Bureau of Transportation Data Development

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### **PURPOSE:**

This activity includes the data storage and dissemination components of the Traffic Monitoring System (TMS) as required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Under this program, data collected in the field is retrieved, edited, summarized, and formatted into reports for use by the Federal Highway Administration, the Department, other agencies, and the public.

### **OBJECTIVES:**

- Process, summarize, and archive the continuous, major station, and short-term traffic volume and AVC data described under Traffic Data Collection (2204XXX-5310).
- Compile traffic volume data from toll road and bridge authorities and commissions.
- Update and maintain a traffic database, including summary reports, that is accessible throughout the Department and by the general public.

### **TASKS/ACTIONS:**

- Complete the compilation and processing of 2008 traffic data; and compile and process 2009 traffic data.
- Complete annual summaries and update historical files. Provide summary data on NJDOT Internet web site and to the Metropolitan Planning Organizations.
- Develop seasonal adjustment and axle correction factors. Review the number and distribution of traffic monitoring stations in relation to revised Federal-aid urban boundaries and functional reclassification. Identify future new monitoring sites to maintain statistical adequacy of traffic data factors.
- Develop annual average growth rates by averaging the growth rates from full monitoring cycles over three years.
- Update a database that assigns automatic vehicle classification (AVC) stations to links of the state highway system.

### **PRODUCTS**

- Traffic Monitoring System database including continuous, coverage, and special traffic data collected and compiled in accordance with the Traffic Monitoring Guide <http://www.fhwa.dot.gov/ohim/tmguide/index.htm>.
- Table of Seasonal Adjustment Factors developed from continuous traffic data supplemented by monthly data from major counting stations <http://www.state.nj.us/transportation/refdata/roadway/pdf/factors08.pdf>
- Table of Axle Correction Factors developed from continuous weigh-in-motion (WIM) and automatic vehicle classification (AVC) stations; short-term (48-hour) AVC data from a subset of the TMS sample panel; and short-term (8 to 12 hours) visual classification observations where portable AVC data cannot be accurately obtained. <http://www.state.nj.us/transportation/refdata/roadway/pdf/factors08.pdf>
- Summary of classification data for the HPMS table, Travel Activity by Vehicle Type. [http://www.state.nj.us/transportation/refdata/roadway/pdf/hpms2008/TRAV\\_07.pdf](http://www.state.nj.us/transportation/refdata/roadway/pdf/hpms2008/TRAV_07.pdf)
- Table of three year average annual growth rates by county and by functional classification developed from cyclical short-term TMS coverage counts.
- Monthly submission of hourly data from continuous Automatic Traffic Recorder (ATR) stations to Federal Highway Administration headquarters for Traffic Volume Trends. <http://www.fhwa.dot.gov/ohim/tvtw/tvtpage.htm>
- Daily (hourly), weekly, monthly and annual summaries of traffic data collected and compiled under Work Program activity 5310.

*STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010*

**ACTIVITY:** Traffic Monitoring System (TMS) - Database Maintenance – 2204742 / 5320  
**MANAGER:** Douglas Bartlett  
**UNIT:** Bureau of Transportation Data Development

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***EXTRAORDINARY ACCOUNTS:***

Contractual (36) -- \$137,000 (plus \$65,000 in Year 2) for consultant services to continue ongoing data dissemination processes that were initiated during 2006; and to produce a DVD containing 2008 traffic data.

- 250,000.00 is requested in State funds in Year 2 for consultant services to prepare specifications for materials procurement.

Materials -- \$1,000,000.00 is requested in State funds in Year 2 for the purchase of WIM and TVS system controllers and communications equipment.

***STAFFING PLAN:***

	<u>Year 1</u>	<u>Year 2</u>
Zajac, K.	0.30 years	0.30 years
Day, W.	0.00 years	0.10 years
Section Chief (vacant)	0.55 years	0.00 years
Prin. Eng. (ERI)	0.60 years	0.00 years
<u>Sec. Asst. 3 (vacant)</u>	<u>0.25 years</u>	<u>0.00 years</u>
Total Staff Time:	1.70 years	0.40 years

*STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010*

**ACTIVITY:** Traffic Monitoring System (TMS) – Weights and Speed Monitoring – 2204742 / 5330  
**MANAGER:** Douglas Bartlett  
**UNIT:** Bureau of Transportation Data Development

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***PURPOSE:***

This activity includes the collection of Traffic Monitoring System data related to vehicle-type classification and truck weights as required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Equivalent single axle load (ESAL) factors for use in pavement design activities are also developed under this Work Program element.

***OBJECTIVES:***

- Maintain equipment and monitoring sites required to collect data related to truck weights and vehicle classification.
- Provide data and information to end users interested in truck weights and vehicle classification.

***TASKS/ACTIONS:***

- Collect, process and analyze weight, classification and speed data from the weigh-in-motion (WIM) traffic monitoring sites.
- Prepare and submit New Jersey's calendar year Vehicle Travel Information System (VTRIS) data package to the FHWA by June 15 of the following year.
- Provide monthly submissions (via website) of volume, classification and weight data to the Strategic Highway Research Program (SHRP) Long Term Pavement Performance (LTPP) contractor for the ten (10) SHRP/LTPP sites.
- Re-calibrate thirty (30) SHRP and WIM sites by December 31 of each year of this Work Program.
- Develop and provide 18 kip equivalency factors for the WIM sites, evaluate the applicability of these factors for other state highway segments, and produce a table of ESAL factors for the state highway system.
- Prepare monthly truck weight, vehicle classification and vehicle speed summary data and publish the data on the NJDOT web site. Annual summary data will also be provided. <http://www.state.nj.us/transportation/refdata/roadway/speed.shtm>
- Upgrade computer equipment and associated hardware at fifteen (15) WIM sites.

***PRODUCTS:***

- Annual Vehicle Travel Information System (VTRIS) submittal to the Federal Highway Administration <http://www.fhwa.dot.gov/ohim/ohimvtis.htm>.
- A table of 18 kip Equivalent Single Axle Load (ESAL) factors for pavement design assigned to all segments of the state highway system. [http://www.state.nj.us/transportation/refdata/roadway/pdf/uploaded2006\\_Jan/05\\_18K-FLOW.pdf](http://www.state.nj.us/transportation/refdata/roadway/pdf/uploaded2006_Jan/05_18K-FLOW.pdf)
- Vehicle weight, speed and classification data at the operational sites of the approximately 80 WIM sites throughout New Jersey.
- Updated and maintained website of all weight, classification and speed data obtained from the WIM sites along with various other statistical / mapping data developed by the Roadway Systems Section.
- Summaries of vehicle-type classification data to monitor trends in truck travel patterns following changes in large truck network regulations.

STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Traffic Monitoring System (TMS) – Weights and Speed Monitoring – 2204742 / 5330  
**MANAGER:** Douglas Bartlett  
**UNIT:** Bureau of Transportation Data Development

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**EXTRAORDINARY ACCOUNTS:**

Contractual (36) -- \$300,000 for a service contract to service and repair continuous WIM and TVS controllers.

**STAFFING PLAN:**

	<u>Year 1</u>	<u>Year 2</u>
Barbosa, N.	0.90 years	0.00 years
Britton, B.	0.30 years	0.30 years
Datu, E.	0.70 years	0.70 years
Bartlett, D.	0.10 years	0.00 years
Jankowicz, R.	0.00 years	0.50 years
Karney, J.	0.05 years	0.05 years
Khandakar, M.	1.00 years	1.00 years
Section Chief (vacant)	0.15 years	0.00 years
Sec. Asst. 3 (vacant)	0.25 years	0.00 years
<u>Engineering Tech. 3 (Ambrosia, T.)</u>	<u>0.15 years</u>	<u>0.50 years</u>
Total Staff Time:	3.60 years	3.05 years

Overtime Request - \$40,000 (\$0 in Year 2). Staff overtime for work zone safety during the installation and calibration of WIM stations.

*STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010*

**ACTIVITY:** Traffic Monitoring System (TMS) – Infrastructure Renewal – 2204742 / 5510  
**MANAGER:** Douglas Bartlett  
**UNIT:** Bureau of Transportation Data Development

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***PURPOSE:***

This activity sustains operation of weigh-in-motion and other traffic monitoring stations throughout New Jersey as required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). In-pavement sensors and electronic equipment are replaced as necessary to provide continuous recording of data. This activity establishes a separate funding source for renewal of the infrastructure necessary for truck travel monitoring; expands and enhances the truck weight monitoring component of the Traffic Monitoring System; and accelerates the restoration of sensors and electronics at the existing network of weigh-in-motion and other traffic monitoring sites.

***OBJECTIVES:***

- Support the continuous monitoring element of New Jersey’s Traffic Monitoring System.
- Maintain equipment and monitoring sites required to collect data related to truck weights and vehicle classification in order to evaluate effects of new large truck regulations on truck travel patterns.
- Provide data and information to end users interested in truck weights, vehicle classification, and changes in truck travel patterns.

***TASKS/ACTIONS:***

- Periodically develop Plans, Specifications and Estimates for a new contract to construct and restore weigh-in-motion stations that are necessary to monitor the effects of new Large Truck Network regulations.
- Manage the TMS 2008 TMS Infrastructure Renewal contract.
- Construct new weigh-in-motion stations as required by the Freight Model.
- Upgrade traffic volume stations to weigh-in-motion capability by installation of new WIM sensor arrays.
- Renew out-of-service WIM stations by replacement of the sensor arrays, electronic equipment, and any other system components as necessary.

***PRODUCTS:***

- Ongoing construction contract to replace failed loop detectors and axle weight sensors; upgrade stations with vehicle classification and weigh-in-motion capability; construct new stations to improve statistical validity; and relocate stations to improve accuracy of collected data.
- As-built drawings of new, relocated, upgraded, and restored stations.

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** Traffic Monitoring System (TMS) – Infrastructure Renewal – 2204742 / 5510  
**MANAGER:** Douglas Bartlett  
**UNIT:** Bureau of Transportation Data Development

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***EXTRAORDINARY ACCOUNTS:***

Contractual (36) -- \$1,700,000 for additional traffic monitoring station renewal work and to upgrade and construct new sites to improve statistical reliability in accordance with the Traffic Monitoring Guide, Highway Performance Monitoring System Field Manual, and AASHTO Guidelines for Traffic Data Programs. This includes \$1,500,000 for construction and \$200,000 for Consultant Inspection services.

\$2,900,000 for the transportation data system integration with NJDOT’s Division of Statewide Traffic Operations. The project will include the deployment of field communications devices and newer technology systems for data collection, for the sharing of information between NJDOT divisional offices and its transportation consortium agencies both within the state of New Jersey and across our borders.

\$1,500,000 is requested in State funds in FY-2010 for consultant design contracts to provide design, CE, inspection, and field survey services.

Construction (73) -- \$ 250,000 in State funds for Maintenance Roadway Repair contractors to mill and resurface pavement so that new sensor arrays can be installed in smooth, intact road surface during 2009. \$250,000 is needed during 2010 in State funding.

***STAFFING PLAN:***

	<u><b>Year 1</b></u>	<u><b>Year 2</b></u>
Barbosa, N.	0.10 years	0.00 years
Britton, B.	0.70 years	0.70 years
Datu, E.	0.20 years	0.20 years
Bartlett, D.	0.05 years	0.10 years
Jankowicz, R.	0.00 years	0.25 years
Section Chief (Vacant)	0.00 years	0.00 years
Sec. Asst. 3 (Vacant)	0.00 years	0.00 years
<u>Engineering Tech 3 (Ambrosio, T.)</u>	<u>0.15 years</u>	<u>0.50 years</u>
Total Staff Time:	1.20 years	1.75 years

Overtime/Supplemental Manpower Needed: \$65,000 (Year 2 = \$0) for staff overtime for calibration of WIM stations and for work zone safety while conducting data collection activities. This includes:

- NJDOT Data Development staff time for calibration of WIMs and planning/setup of work zone safety during installation.
- NJDOT Maintenance staff support for work zone safety during installation and repair of WIM stations.
- NJ State Police support for work zone safety during installation and repair of WIM stations.
- NJDOT Maintenance staff support for work zone safety during the data collection phase of NJDOT’s Large Truck Monitoring Program.
- NJ State Police support for work zone safety during the data collection phase of NJDOT’s Large Truck Monitoring Program.

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Functional Classification System and Federal Aid System – 2204742 / 5650  
**MANAGER:** Douglas Bartlett  
**UNIT:** Bureau of Transportation Data Development

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### ***PURPOSE:***

The Federal-Aid Highway Act of 1973 required the use of functional highway classification to update and modify the Federal-aid highway systems. This legislative requirement is still effective today. Additionally, our current Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) set forth procedures for designating a Federal-Aid system, which included the National Highway System (NHS) and Surface Transportation Program (STP). In addition to designating and maintaining the Federal Aid System, this activity includes defining New Jersey's Urban Boundary and Functional Classification System; performing modifications to these systems; and, maintaining / updating the data in associated databases.

### ***OBJECTIVES:***

- All information concerning New Jersey's Urban Boundary, Functional Classification System and Federal Aid System will be current and representative of the most recent population census and FHWA directives.

### ***TASKS/ACTIONS:***

- As required and directed by the FHWA, maintain and/or update records, databases and maps associated with New Jersey's Urban Boundary, Functional Classification System and Federal Aid System. Provide NJDOT units and other customers with information regarding these systems as requested.
- Initiate and monitor a contract for New Jersey's Urban Boundary, Functional Classification System and Federal Aid System. This will be a 30-month contract to update these systems through a coordinated effort between the NJDOT, New Jersey's MPOs, neighboring states and the FHWA. Major tasks anticipated to be completed under this contract include:
  - Delimitation of New Jersey's Urban Boundary based on the 2010 decennial census.
  - Resolutions from the MPOs expressing their concurrence with the Urban Boundary.
  - Initiate update procedures associated with the Functional Classification and Federal Aid Systems.
  - Finalize New Jersey's Functional Classification System, secure Resolutions of Support from the MPO's, and produce mapping of the Functional Classification System for counties and municipalities.

### ***PRODUCTS:***

- Maintenance of maps for New Jersey's current Urban Boundary, Functional Classification System and Federal-Aid System. Maps are made available to interested users via the Roadway System Section's website.
- Route List's of all NHS and STP roadways.
- Various mileage statistics by county and jurisdiction of the Functional Classification System.
- HPMS software application update.

### ***EXTRAORDINARY ACCOUNTS:***

Contractual (36) -- \$700,000. (Year 2 = \$0) This is for funding of the contract for New Jersey's Urban Boundary, Functional Classification System and Federal Aid System, and a complete NJDOT HPMS application upgrade for data Reassessment requirements to be accomplished in accordance with the published FHWA 2010+ Data Specifications.

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** Functional Classification System and Federal Aid System – 2204742 / 5650  
**MANAGER:** Douglas Bartlett  
**UNIT:** Bureau of Transportation Data Development

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<b>STAFFING PLAN:</b>	<b><u>Year 1</u></b>	<b><u>Year 2</u></b>
Castaldo, M.	0.10 years	0.10 years
Day, W.	0.10 years	0.10 years
Bartlett, D.	0.00 years	0.05 years
Shahid, H.	0.05 years	0.05 years
Perry, D.	0.05 years	0.05 years
Smetanka, M.	0.05 years	0.05 years
Stanley, D.	0.10 years	0.00 years
Varone, A.	<u>0.20 years</u>	<u>0.20 years</u>
Total Staff Time:	0.65 years	0.60 years

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** Highway Performance Monitoring System – 2204742 / 5930  
**MANAGER:** Douglas Bartlett  
**UNIT:** Bureau of Transportation Data Development

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**PURPOSE:**

To maintain and monitor an integrated database, using random selection of road sections with predetermined functional classification system and volume groups, in accordance with procedures outlined in FHWA's "HPMS Field Manual."

**OBJECTIVES:**

- Supply CY 2008 HPMS data (Year 2009 submittal) to the FHWA and other customers as requested.
- Ensure that the HPMS program complies with FHWA requirements contained in the *HPMS Field Manual*.

**TASKS/ACTIONS:**

- Inventory and update all sample sections within seven counties of the state and process field data through the use of specially developed software. Develop estimates of vehicle miles traveled (VMT) and prepare the annual certification of public roadway mileage. Update, as necessary, the Linear Referencing System (LRS) database and associated maps. Prepare and submit New Jersey's 2009 HPMS package (CY 2008 data) using enhanced Windows version (32 bit) software to the FHWA by 06/15/09.
- Add new sample sections to volume groups that contain less than three (3) sample sections within their strata. Include data for items associated with Intelligent Vehicle Highway System (IVHS) facilities into the HPMS database. Update International Roughness Index (IRI) values, supplied by the NJDOT's Pavement Management Section, on sample and universe sections.
- Update all 21 county maps presenting traffic volumes on sample sections used in the HPMS.

**PRODUCTS:**

- New Jersey's Annual HPMS submittal to the FHWA.
- New Jersey's Annual Certification of Public Roadway Miles.
- VMT estimates by Urbanized Area and County.
- Mileage statistics by Urbanized Area and County.

**EXTRAORDINARY ACCOUNTS:**

None.

**STAFFING PLAN:**

	<u>Year 1</u>	<u>Year 2</u>
Conti, B.	0.40 years	0.40 years
Day, W.	0.10 years	0.10 years
Habel, R.	0.15 years	0.15 years
Haji, S.	0.90 years	0.90 years
Jankowicz, R.	0.10 years	0.00 years
Perry, D.	0.05 years	0.05 years
Smetanka, M.	0.05 years	0.05 years
Stanley, D.	0.05 years	0.00 years
Varone, A.	0.70 years	0.70 years
Eng. Tech. 3 (vacant)	<u>0.40 years</u>	<u>0.00 years</u>
Total Staff Time:	2.90 years	2.35 years

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** Transportation Statistics - Data Dissemination – 2204742 / 5420  
**MANAGER:** Michael MacFeeters  
**UNIT:** Division of Accounting and Auditing

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***PURPOSE:***

To compile and report to FHWA statistical data prescribed by the FHWA publication: "A Guide to Reporting Highway Statistics (issued March 21, 1997).

***OBJECTIVES:***

Submit the reports required by the Federal Highway Administration by the scheduled submission dates indicated below.

***TASKS/ACTIONS:***

- 500 series forms that contain NJ fiscal year (ending June 30) data will be submitted by 12/31/09 and 12/31/10. The reports due on a fiscal year basis are 531, 532, 534, 541, 542 and 556.
- 500 series forms that contain data compiled on a calendar year basis will be submitted by 4/30/10 and 4/30/11. The reports due on a calendar year basis are 561, 562 and 566.
- Fuel statistics submitted on a monthly basis will be submitted within 60 days after the close of the month for which the data is being reported.
- Publish current fuel statistics monthly; and submit fiscal year and calendar year 500 series reports timely.

***PRODUCTS:***

- The timely submission of the reports to the FHWA for each category cited in the above Tasks section. The FHWA utilizes the data to compile various reports comparing data from all States.
- Compile the monthly fuel statistics from which the FHWA compiles the annual motor fuel usage tables.
- Review annual motor fuel data for final publication by the FHWA.

***EXTRAORDINARY ACCOUNTS:***

None.

***STAFFING PLAN:***

Michael J. MacFeeters .25 person year

## STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010

**ACTIVITY:** Transportation Geographic Information Systems - 2204742/5210  
**MANAGER:** Gary Zayas  
**UNIT:** Bureau of Information Management & Technology Planning/GIS

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### ***PURPOSE:***

This activity involves the development and management of NJDOT's Geographic Information System for Transportation (GIS-T), which supports department-wide activities and other governmental agency activities.

### ***OBJECTIVES:***

The implementation of the NJDOT Geographic Information System for Transportation (GIS-T) has created a complete information storage and retrieval system focused upon four major objectives. One is to collect, organize, retrieve, copy and manage attribution and link it to the GIS land base file for use by Department of Transportation and other authorized governmental and non-governmental users. A second is to identify needs so that the GIS-T provides maximum support for department-wide activities. A third is to provide support for in-house GIS training, the help desk and a GIS users group. A fourth is to assess technological advances in GIS hardware and software and to plan implementation when appropriate.

### ***TASKS/ACTIONS:***

- The unit will continue to support a standard GIS software interface.
  - Training of Departmental staff to support the GIS environment.
  - Development of GeoTrans an ArcGIS Server web presence that will allow users to click on and off various base and specialized transportation layers.
  - Maintaining the GIS databases in the Enterprise Shared Server Infrastructure (SSI).
  - Maintain the State Transportation Data Model
  - The following database table information will be updated to reflect current conditions:
    - Accident/Crash
    - Average Vehicle Occupancy
    - Aviation
    - Bridge Data
    - Capital Plan
    - Congressional Districts
    - Congestion Data
    - County Data
    - Environmental Data (DEP)
      - Geotechnical Database
      - Highway Inventory/SLD
      - Legislative Districts
    - Municipal Data (Municipal Data Book)
      - Park and Rides
      - Pavement Data
      - Study and Development
      - Traffic Counts
- Additional database tables may be created as needed.

### ***PRODUCTS:***

Geographic Information System Transportation Database

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** Transportation Geographic Information Systems - 2204742/5210  
**MANAGER:** Gary Zayas  
**UNIT:** Bureau of Information Management & Technology Planning/GIS

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***EXTRAORDINARY ACCOUNTS:***

Consultant activities (36) - \$200,000 year one, \$200,000 year two. This funding will provide for a consultant to assist the GIS Unit in the implementation of ArcGIS programming solutions. It will also provide for a consultant to develop a Intranet one-stop GIS web portal interface to transportation data.

***STAFFING PLAN:***

Tim Stewart	.50
Mark Gulbinsky	.65
Cindy Dey	.65
Deb Mesday	1.00
Carla Calderone	.75
Len Chetti	.20
Kevin Hall	.25
Ellis K. Williams	.20
Dana Ioseb	<u>.30</u>
Total	4.50

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** Automated Mapping - Graphics - 2204742/5220  
**MANAGER:** Gary Zayas  
**UNIT:** Bureau of Information Management & Technology Planning/GIS

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***PURPOSE:***

To prepare both digital and hard copy graphic and cartographic materials used by the Department of Transportation and other authorized governmental and non-governmental agencies.

***OBJECTIVES:***

This activity covers the update and maintenance of the GIS state and county transportation base files. From these base files, the GIS unit produces special thematic maps and graphics. NJDOT will continue to provide timely updates of GIS road files via its public internet page.

***TASKS/ACTIONS:***

- Update county digital landbase using digital orthophotography to add new local roads and realign the existing hydrography. The cultural and environmental features will also be revised.
- The unit will continue to assist the Department in the production and output for special projects.
- Provide support for Department plotting.
- Incorporate GPS technology.

***PRODUCTS:***

County and Statewide geographic land base.  
Maps, including mounted and laminated products.  
Plotting Support.

***EXTRAORDINARY ACCOUNTS:***

None.

***STAFFING PLAN:***

Tim Stewart	.25
Len Chetti	.60
Kevin Hall	.65
Ellis K. Williams	.50
Dana Ioseb	<u>.30</u>
Total	2.30

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** New Jersey State Transportation Map - 2204742/5230  
**MANAGER:** Gary Zayas  
**UNIT:** Bureau of Information Management & Technology Planning/GIS

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***PURPOSE:***

Manage the cartographic and graphic production of the New Jersey Transportation Map for free distribution to the public via the Department of Transportation and the Commission of Commerce and Economic Development/Travel and Tourism. This map is also available in a pdf file format <http://www.state.nj.us/transportation/gis/map.shtm> .

***OBJECTIVES:***

Update the map to reflect current to transportation, population and cultural features.

***TASKS/ACTIONS:***

- Maintain New Jersey State Transportation Map to reflect current information.
- Selection of covers and artwork and the inclusion of Travel & Tourism information.
- Assist in the state RPF process to select a vendor for printing.
- Proof color separations prior to printing.

***PRODUCTS:***

New Jersey State Transportation Map

***EXTRAORDINARY ACCOUNTS:***

None.

***STAFFING PLAN:***

Mark Gulbinsky	.10
Tim Stewart	.25
Len Chetti	.20
Cindy Dey	.10
Kevin Williams	<u>.10</u>
Total	.75

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

**ACTIVITY:** Digital Data Distribution - 2204742/5240  
**MANAGER:** Gary Zayas  
**UNIT:** Bureau of Information Management & Technology Planning/GIS

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**PURPOSE:**

To distribute digital copies of GIS data and graphics by cd, dvd and/or various other media including the internet.

**OBJECTIVES:**

Maintain the New Jersey Transportation GIS web home page (<http://www.state.nj.us/transportation/gis/>) to provide county and state base information and maps in digital format. To distribute data via other storage media including cd's, dvd, tape, mounted boards, ArcIMS (<http://njdotgis02/website>) etc. To provide users access to an ArcGIS Server web presence that includes various base and specialized transportation layers. The GeoJSON software messaging language will be used to create tools and browser functionality for the GeoTrans project.

**TASKS/ACTIONS:**

Maintain the GIS portion of the Department home page and provide various means of digital data distribution.

**PRODUCTS:**

Maintain the GIS portion of the Departments home page(<http://www.state.nj.us/transportation/gis/>)  
Digital Data Distribution.

**EXTRAORDINARY ACCOUNTS:**

None.

**STAFFING PLAN:**

Mark Gulbinsky	.25
Kevin Hall	.10
Cindy Dey	.25
Carla Calderone	.25
Ellis K. Williams	.20
Dana Ioseb	.40
Total	1.45

**STATE PLANNING AND RESEARCH PROGRAM, 2009 - 2010**

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**PRODUCTS:**

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Digital Data Distribution.

**EXTRAORDINARY ACCOUNTS:**

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**STAFFING PLAN:**

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