

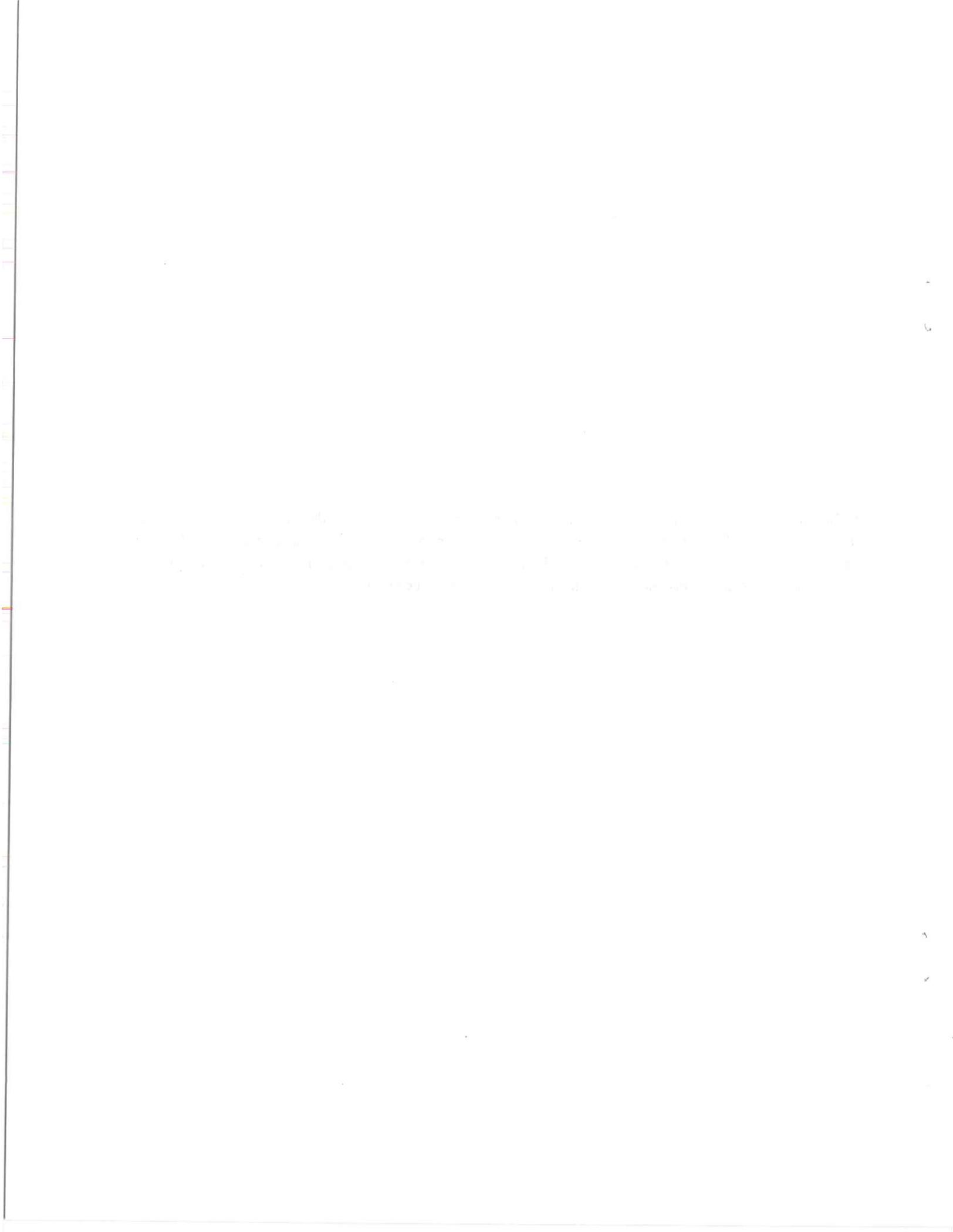


MIDDLESEX COUNTY
F.Y. 2011 ANNUAL REPORT
ON
TRANSPORTATION

MIDDLESEX COUNTY DEPARTMENT OF PLANNING
TRANSPORTATION DIVISION
SEPTEMBER, 2011



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**OTHER ACKNOWLEDGMENTS AND
THANKS FOR ASSISTANCE IN THE
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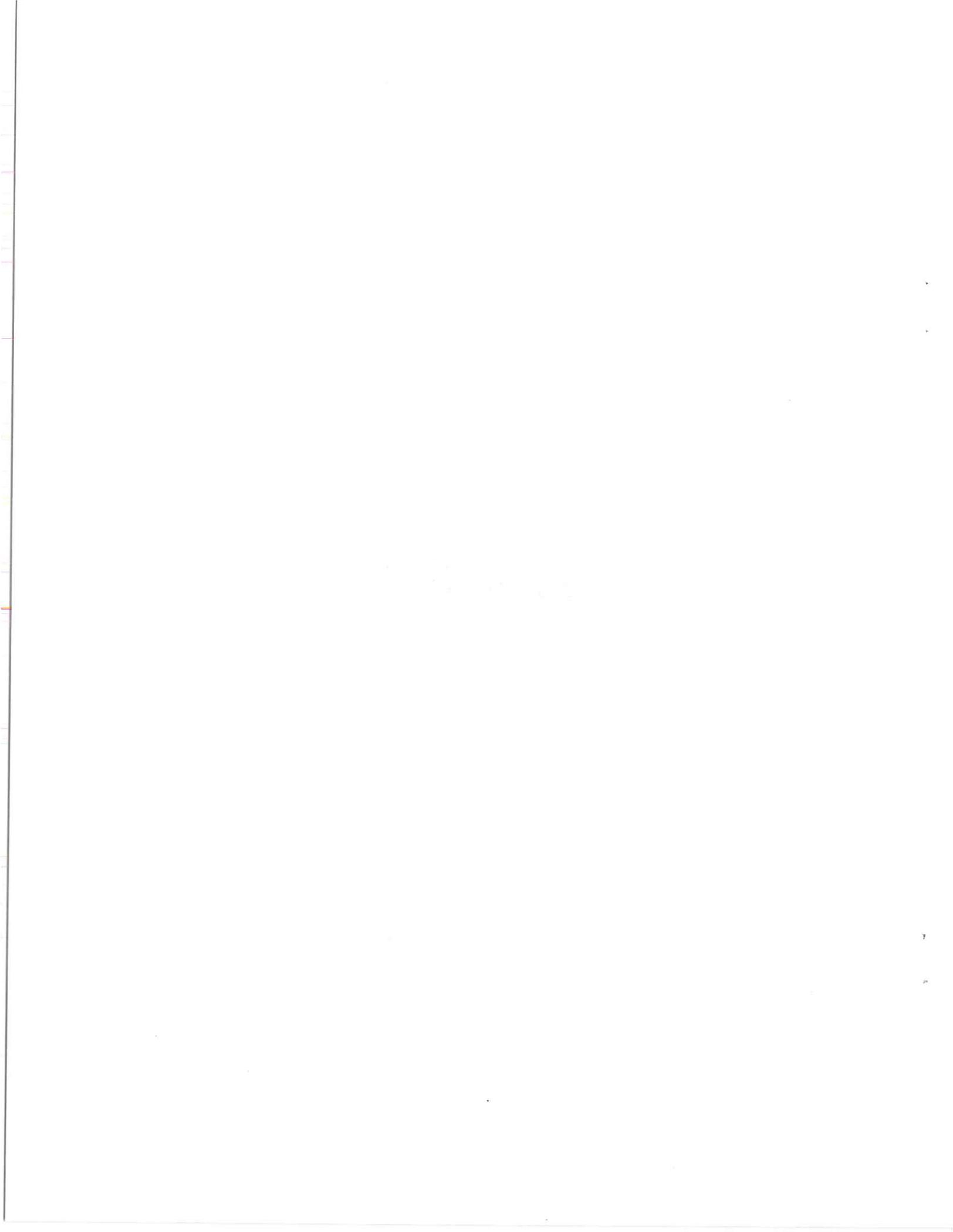
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F.Y. 2011
ANNUAL REPORT



I. MIDDLESEX COUNTY SUBREGIONAL TRANSPORTATION PLANNING ACCOMPLISHMENTS, ACTIVITIES AND PRODUCTS

- **Major Studies in F.Y. 2010-2011**

Study To Expand Transit Linkages On The Route 9 Corridor In Middlesex County

The purpose of this study is to improve local and regional transit connections to the Route 9 Corridor in Middlesex County. Improving these connections or linkages via fixed and/or demand responsive services to the Route 9 mainline service will reduce automobile reliance and the number of automobile trips made by hundreds of commuters to existing Route 9 Park and Ride facilities from the surrounding areas in Middlesex County. The Route 9 buses through Middlesex County serve commuters bound for New York, Newark, Jersey City, and Weehawken.

Goal and Objectives of Study

The goal of this study is to provide new and improved transit alternatives for people to access the mainline Route 9 commuter bus operations going through Middlesex County.

The objectives of this study are:

- To reduce automobile trips
- To improve accessibility by non-motorized means walking and biking.
- To support community shuttles which can play an important role in providing transit system access, and expanded mobility for seniors, people who do not drive, and people who cannot afford a second or third vehicle to get to a park and ride location.

Easton Avenue Corridor Plan, Somerset and Middlesex Counties, New Jersey

Somerset and Middlesex Counties are studying the 6.6 mile Easton Avenue Corridor to improve mobility and safety in New Brunswick and Franklin Twp., South Bound Brook and Bound Brook.

An analysis of existing conditions and needs was followed by seven different “plan elements”:

- Roadway Improvements – includes feasible intersection upgrades and signal modifications
- Travel Demand Management – reduce single occupancy vehicle trips
- Transit Service enhancements – evaluate schedule changes, additional or modified routes
- Pedestrian and Bicycle – complete missing sidewalk links, accommodate Bicyclists
- Smart Growth Land Use – potential master plan and zoning changes
- Transit Friendly Design – encourage transit through building placement
- Intelligent Transportation Systems – signal coordination and dynamic And urban form message signs

The study began in October 2009, completed in May 2011. The project was structured around regular meetings with a project steering committee and meetings with the public. As another means to gather public opinion, the project team placed a survey on the Ridewise website in December and January, and over 1,000 persons responded.

Goal and Objectives of Plan

Goal: Manage traffic congestion through alternative transportation modes and low-cost roadway improvements, and improve safety for all modes.

Objectives:

- Identify low-cost roadway improvements at signalized intersections
- Identify strategies to improve safety, especially at crash 'hot spots'
- Identify travel demand management strategies to reduce single-occupancy vehicle trips
- Enhance transit services to increase transit ridership
- Identify pedestrian and bicycle improvements to enhance viability of walking and bicycling
- Identify potential changes in master plans and ordinances that control growth in peak hour vehicular trips and that encourage transit, biking and walking
- Identify Intelligent Transportation System improvements that can improve vehicular mobility and the efficiency of transit services

The Middlesex County Planning Department Transportation Division staff participated in Public and Steering Committee meetings, field visits, survey analysis, and exploratory conversations with St. Peter's Hospital and Delaware and Raritan Canal Commission.

New Brunswick Bikeway Study Scope of Work Level of Action Assessment

Preliminary Design

Work continued on the New Brunswick Bikeway project. The first phase, prerequisite to the Scope of Work, was a feasibility study conducted in 2002 by the RBA Group. The purpose of the project is to design safe bicycle routes that connect the New Brunswick Rutgers University campuses; improve access to transportation, employment, commercial, residential and cultural facilities in downtown New Brunswick; and provide network continuity to other existing and proposed bikeways within the study area.

The study area includes downtown New Brunswick and its surrounding area, bounded by the Raritan River to the east; Landing Lane, Easton Avenue, and Courtland Street to the north; Suydam and Louis Streets to the west; on the south by Nichol Avenue (connecting to the existing Cook-Douglass campus bikeway), George, Bishop and Neilson Streets, Commercial Avenue and crossing Route 18 to the proposed Route 18 bikeway.

Preliminary Design plans were completed and distributed to key stakeholders for review and comments in May 2011. The consultant also completed the Section 106 Compliance Report and the draft Categorical Exclusion Document (CED).

North Jersey Transportation Planning Authority Bus Stop Safety Study

The North Jersey Transportation Planning Authority initiated a Bus Stop Safety Study. The Middlesex County Planning Department Transportation Division staff participated in the consultant selection process. Follow up activities included a field assessment of a high risk intersection at the bus stop location at US Route 9 and Fairway Drive in Old Bridge. Middlesex County continues to participate on the Bus Stop Safety sub Committee.

The East Coast Greenway

The East Coast Greenway is described in the *East Coast Greenway Northern New Jersey Route Location Study* as a 2,600 mile multimodal transportation corridor for bicyclists, hikers and non-motorized users that will connect urban centers from Maine to Key West. The Greenway will connect existing and proposed locally owned trails to form a safe, continuous green route.

The 92 mile New Jersey portion of the Greenway extends from Pennsylvania to New York, including the 28 mile Delaware and Raritan Canal towpath and urban areas such as Trenton, Princeton, New Brunswick, Newark and Jersey City.

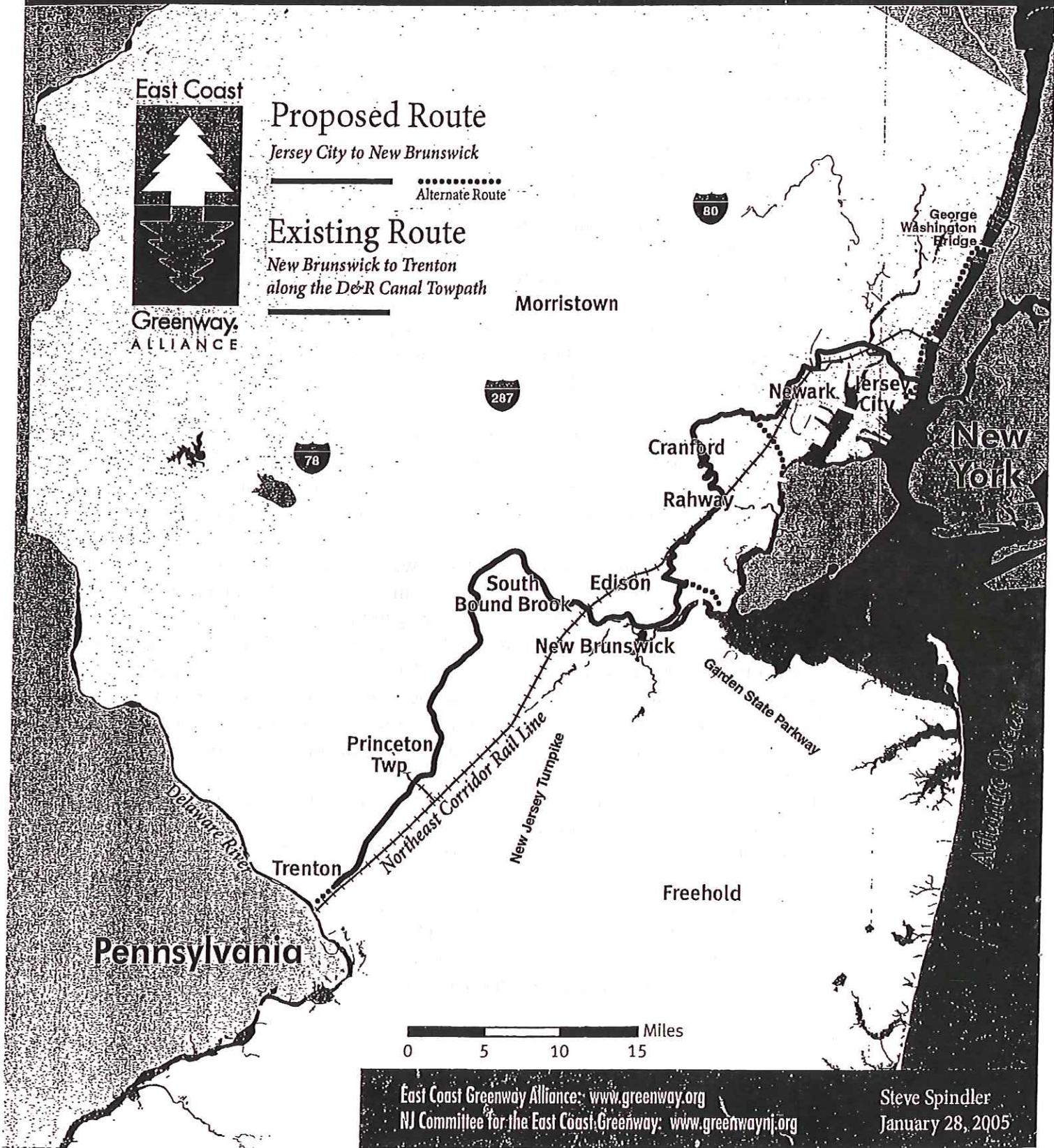
Staff and members of the Middlesex County Bicycle-Pedestrian Task Force assisted in the designation of the portion of the Greenway that traverses Middlesex County by participating in a series of workshops, reviewing and commenting on preliminary and final maps, aerial photographs and documents depicting the proposed route.

The Middlesex County portion of the Greenway begins at the Delaware and Raritan Canal Towpath in New Brunswick, crosses the Raritan River at the Landing Lane Bridge and includes the Johnson Park Bikeway in Piscataway and Highland Park. The Greenway continues along the Raritan River through Donaldson Park in Highland Park to Edison. It includes Thomas Edison County Park, a seaport trail along the river adjacent to Raritan Center, a portion of the Middlesex Greenway, the Route 1 Power Trail (or an alternative parallel alignment), Roosevelt, Merrill and Longhill County Parks, and ultimately connects with the park system in adjacent Union County.

The portion of the Greenway in Middlesex County is 19.3 miles long, including 0.4 miles in New Brunswick, 1.0 miles in Piscataway, 2.8 miles in Highland Park, 12.5 miles in Edison and 2.6 miles in Woodbridge. (Map 1 page 3a).

There is also a section of the Greenway in Plainsboro and Kingston, South Brunswick on the D & R Canal Towpath as well. The County has participated in discussions with the D & R Canal Commissioner and staff to extend the existing Towpath from Landing Lane to the vicinity of Buccleuch Park and the proposed New Brunswick Bikeway.

East Coast Greenway in New Jersey



Route 1 Corridor Bus Rapid Transit Study

Middlesex County continues to participate in the Central Jersey Transportation Forum, (CJTF) and how the role of the CJTF can be strengthened. One of the goals of the Forum is to alleviate traffic congestion along the Route 1 corridor. The corridor has experienced rapid growth in population and employment, with corresponding increases in traffic volumes.

The Route 1 Corridor Bus Rapid Transit (BRT) Study that was completed examined how the Route 1 corridor can grow in a way that would benefit residents, employers and workers. The study explored the feasibility of a BRT that would increase mobility in the region and alleviate traffic congestion along the corridor. The study area extended from Mercer to the southern portion of Middlesex County and included South Brunswick and Plainsboro Townships. Middlesex County has recommended extending the study area further north into the New Brunswick Area in order to connect with the proposed Greater New Brunswick Area Bus Rapid Transit Study.

II. F.Y. 2010 – 2011 TRANSPORTATION HIGHLIGHTS

Funding for Transportation

As a background description to explain funding, it is useful to know that the six year federal highway bill passed back in 2005 provided New Jersey with **\$5.56 billion** in highway funding through FY2009, a 28 percent increase over the prior transportation bill. This legislation entered its 3rd year under a continuing resolution for FY2012. New Jersey's share of mass transit funding increased to **\$2.43 billion** over the last seven years, a 50 percent hike over the 1998 bill; placing New Jersey fourth in the nation for mass transit funding.

Ensuring that Amtrak remained a viable option for New Jersey commuters, Congress increased funding to **\$1.34 billion** in the SAFETEA_LU bill. AMTRAK operations, capital needs, and debt service has always been a top priority in New Jersey because New Jersey Transit shares the Northeast Corridor rail lines with AMTRAK. This affects 82,000 daily commuters, or more than three-fourths of New Jersey Transit's rail passengers.

Funding from the 2008 – 2011 authorization of the Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) Bill continued to flow to New Jersey allowing for the annual appropriation of significant benefits for New Jersey highways, roads, bridges and mass transit systems, and included providing for such projects as the new Hudson River Tunnel \$271 million, \$1.78 billion to boost Amtrak service, and federal approval of the New Jersey Statewide Transportation Improvement Program.

Funding hit a snag in 2011 with the NJ Budget crisis when the New Jersey debt to revenue ratio caused a funding reversal and Federal support to build a new commuter rail tunnel under the Hudson River was stopped by Governor Chris Christie. The tunnel which was the centerpiece of the estimated \$8.17 billion New Jersey Trans-Hudson Midtown Corridor project that included construction of a 5-mile commuter rail extension from Secaucus to a new station in Midtown Manhattan was scrapped along with an estimated 44,000 new jobs and increased gross regional product of \$10 billion.

The 2010-2011 Annual Transportation Report lists various highlights in transportation in Middlesex County. The NJTPA Transportation Improvement Program (TIP) and the County Capital Improvement Program were advanced, highway and bridge construction continued, and needed projects from the TIP reached construction. The Route 18 widening in New Brunswick moved to completion. The \$218 million project was opened and Bike/Ped facilities completed as well as the Raritan River Boat Landing. The NJ Turnpike widening project from Exit 9 to 6 reached 50% completion. The New Jersey Department of Transportation completed the Route 1 widening in Edison and Woodbridge. The Route 1 & 9/35 interchange was completed. Interim traffic improvements at intersections in the Metropark area continued. The NJ-27/Wood Ave. grade separation is being scaled back to an at grade improvement to save money.

HIGHLIGHTS LISTING

1. NJ Turnpike

- The NJ Turnpike Interchange 12 project is complete. The \$78 million project was designed to alleviate congestion in the Carteret area. A future phase is under design which will include a \$53 million access road from the Trembley Point area in Linden, Union County, to Interchange 12 in Carteret.
- NJ Turnpike has redesigned and reconstructed the Exit 8A Toll Plaza. (Project completed). A new \$100 million overpass is in the design stage to connect Exit 8A, and Route 32 to Route 130.
- The Exit 8A Park and Ride lot was doubled in size to 934 spaces and is approaching capacity again.
- NJ Turnpike Widening Exit 6 to 9, 35 mile long, 11 municipalities, three counties, 170 lane miles, costing \$2.5 billion started in 2009 and is approaching 50% completion in 2011

2. Bicycle Pedestrian Activities

- NJ Bicycle Advisory Council met on an ad hoc basis and our staff participated.
- The New Brunswick Bikeway The Bureau of Environmental Assessment, the State Historic Preservation Office of NJDEP, the City of New Brunswick and Rutgers University endorsed the project's initial preferred alignment. The project final design was completed in August 2011. Construction which was scheduled for FY 2010 at \$7.1 million has been delayed by a backlog of utility projects which stopped the start date.

- East Coast Greenway
Bike/Ped Task Force members and Planning Department Staff participated in the June 7th, 2008 National Trails Day events from Roosevelt Park to Merrill Park in Edison and Woodbridge, New Jersey. The workshop traversed the proposed alignment of the gap or missing link in the Middlesex County portion of the East Coast Greenway. The participants recreated the proposed trail and studied the details of the proposed route. The RBA Consulting firm is working on designs for creating the Greenway trail. \$719,921 is programmed for FY 2012 to forward the East Coast Greenway in Middlesex and Union Counties.

3. Middlesex County Greenway

- The Middlesex Greenway is the 3.5 mile rail-to-trail project from Metuchen through Edison to the Fords section of Woodbridge. The \$5 million project is scheduled for completion in the Summer of 2011. (Photo 16 page 8-p).
- The bicycle/pedestrian trail overpass at US-1 has been completed and is the centerpiece of the Middlesex County Greenway. (Photo 15 page 8-o). An extension of the Greenway is being planned from Metuchen to South Plainfield. The proposal was presented to the TCC meeting June 28, 2011.

4. Bus Rapid Transit (BRT)

- Phase II of the Greater New Brunswick Area Corridor Bus Rapid Transit Study, an exclusive right of way for transit in New Brunswick/Piscataway, was started under the lead of NJ TRANSIT. Consultants and NJ TRANSIT held two Focus groups to discuss transportation options in New Brunswick downtown and the area. Creating an ideal bus service design was the purpose of the 2 hour sessions. The Rutgers Bus service has a new operator, First Transit, and has new buses to provide service.

5. Projects in Construction/Completion

- Piscataway Washington Rd. from Metlars Lane to Centennial Avenue signal and intersection improvement, sidewalk and bike lane project by Middlesex County was completed. (Photo 26 page 8-z-1)
- Old Bridge, Route 9 Corridor bus service improvements including bus shoulder use and pedestrian improvements were completed; bus shoulder lanes are now in service on Route 9 from the Garden State Parkway to Spring Valley Road near Route 18. Pedestrian crossings are being studied for safety at Inverness Drive and Fairway Lane. The next phase of improvements in the Route 9 Corridor will include Monmouth County and the Oasis property and proposed Park and Ride at NJ-18.
- The Metropark Train Station \$47 million platform reconstruction project is complete. (Last piece was pedestrian access to NJ-27 and the southbound platform. (Photo page 6 page 8-f) and northbound bike racks (Photo 7 page 8-g).

- Sayreville Park and Ride 290 space facility at Raritan Street near the Garden State Parkway entrance was completed. (Spaces are 50% utilized).
- New Brunswick Station and Gateway Transit Village Project reached 70% completion
The new \$142 million building includes apartments, retail. The Rutgers Book Store, (Photo 8 page 8h) also the Park and Ride facility (Photo 9 page 8-i).
- The South Amboy Ferry service which was discontinued in May 2008 is expected to resume from South Amboy's waterfront by the end of 2012. The access road to the proposed Ferry Terminal is scheduled for FY 2012.
- Reconstruction of South Amboy Train Station, \$34 million, included code compliant center island platform, ADA restrooms, bike racks, shelters, waiting rooms, ticket office and is complete. The 800 car parking lot construction has been scheduled for FY 2012.
- Route 1 Plainsboro Millstone River bridge replacement \$18.9 million is 90% complete. (Photo 21 page 8-v and Photo 22 page 8-v). The Penns Neck merge remains in place at Mapleton Road at the bridge southbound.
- Route 1 North Brunswick, North of Ryders Lane to South of Milltown Road bridge redesign and reconstruction, \$20 million, is 80% complete. (Photo 27 page 8-z-2).
- NJ-27 Metuchen bridge replacement over the Reading RR line is complete. (Photo 12 page 8-l).
- NJ-27 resurfacing project in South Brunswick, New Brunswick to Edison and Metuchen is underway at a cost to \$2.9 million.
- State DOT Stimulus projects included I-287 resurfacing \$40 million; and CR 514 / 440 ramp, Edison \$3.8 million; Smith Street (CR656) over 440 ramp, Perth Amboy \$3.1 million; State Street 440 ramp \$800,000, Perth Amboy; Route 1/18 interchange ramp capacity and safety New Brunswick \$1million.
- NJ Transit has been awarded a \$1 million contract for the design of high level platforms at the Perth Amboy Train Station which is the only station on the North Jersey Coast Line between Red Bank and Rahway with low level platforms. Improvements at this station will also include new canopies, elevators, and closed circuit monitors.
- Highland Park, Duclos Lane new traffic signal construction Summer 2011 (Photo 10 page 8-j).

- Staff participated in the County development and NJTPA administration of Federal Stimulus Bill projects which included \$14.2 million of eligible projects consisting of countywide guiderail installation and replacement for \$6,731,000 and pavement, resurfacing and milling for \$7,531,800. Construction of these County Stimulus projects are complete. (Photo 1 page 8-a and Photo 18 page 8-r) also (Photos 19 and 20 pages 8-s and 8-t as well as Photo 14 page 8-n).
- I-287 Edison, So. Plainfield, Metuchen \$38 million reconstruction and redecking project was completed. The project was extended from Exit 5 to Exit 9 in Piscataway and is underway in 2011.
- Sayreville & Old Bridge Ernston Rd. Bordentown Avenue Intersection Improvement and Rail Bridge replacement is underway in 2011. (Photo 24 page 8-x

6. NJ TRANSIT

Community Shuttle Program Maintained

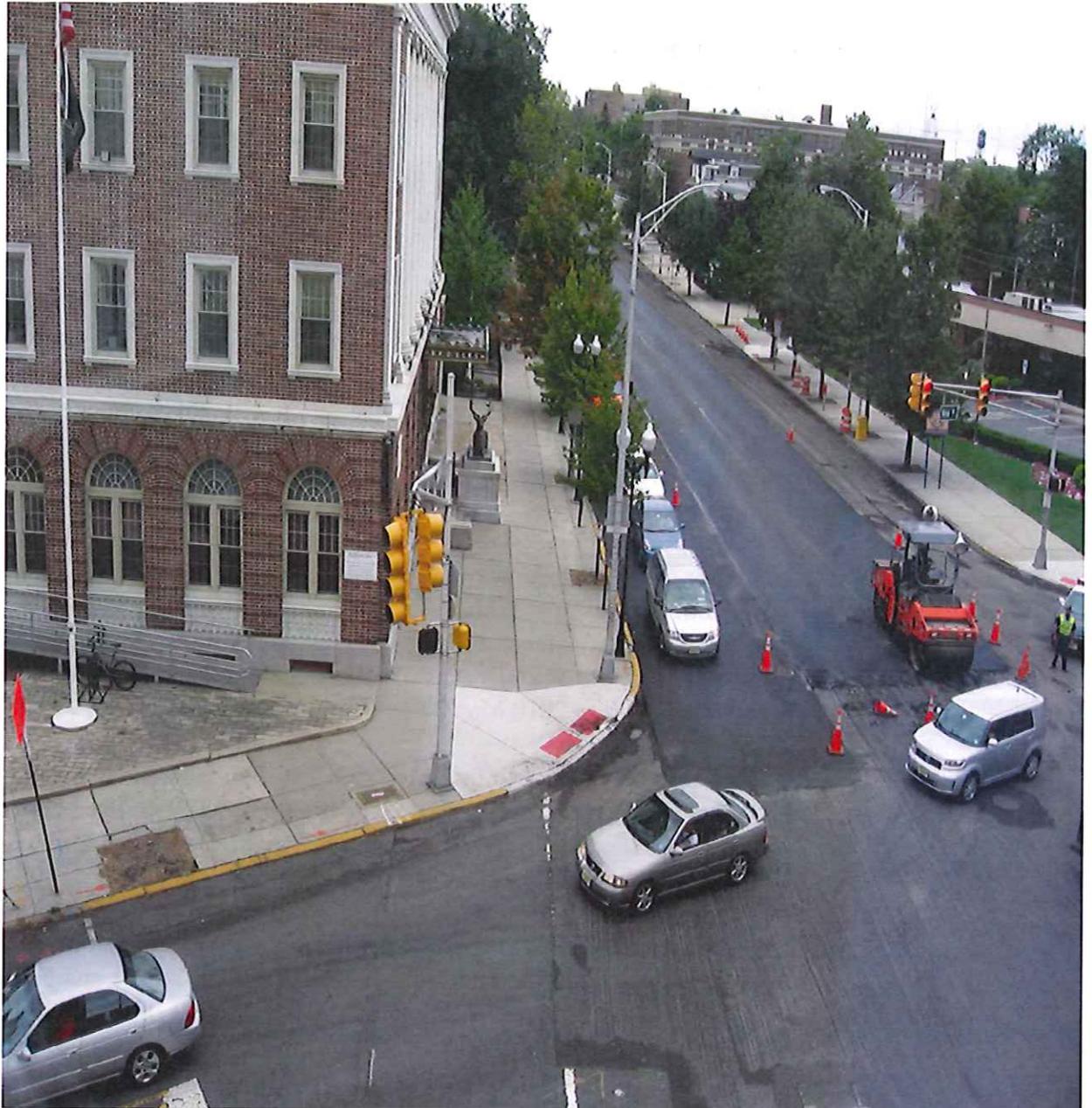
The community shuttle initiative projects, designed to improve passenger access to public transportation in New Jersey, are in nearly 20 communities. Participants received 20 passenger minibuses - free of charge to operate commuter shuttles during weekday peak-hours. During off-peak hours and on weekends, the minibuses were used for other trip /purposes.

Ridership for Middlesex County recipients through December 2009 was as follows:

- Township of Edison – Shuttle service between residential neighborhoods and Edison Station. (Ridership: November 2003, 1,485; November 2004, 1,408; December 2005, 2,862; December 2006, 2,965; December 2007, 4,072, 2008, 3,426; 2009, 3000), 2010 May **2,914**).
- Borough of Metuchen – Shuttle service between residential neighborhoods and Metuchen Station. (Ridership November 2003, 1,150; November 2004, 1,582; December 2005, 1,508; December 2006, 1,658; December 2007, 1,640; 2008, 1,958, 2009, **1864** 2010 service discontinued).
- **City of New Brunswick** – Shuttle service between residential neighborhoods and New Brunswick Station. (Ridership November 2003, 6,623; and November 2004, 9,406; December, 2005, 6,415; 2006, 1,820; 2007, 1,079; 2008, 10,027, 2009, 10,783 January 2010 **14,830**).
- **Route 9 Bus Service Middlesex County** – Shuttle service between residential neighborhoods and Route 9, Bus service at the intersection of Routes and 516. Ridership increased from (13,840 in 2005 to 14,785 in 2006). (Month of December 2007, 923, December, 2008, 1,279, 2009, 1,031, January 2010, **1,174**).

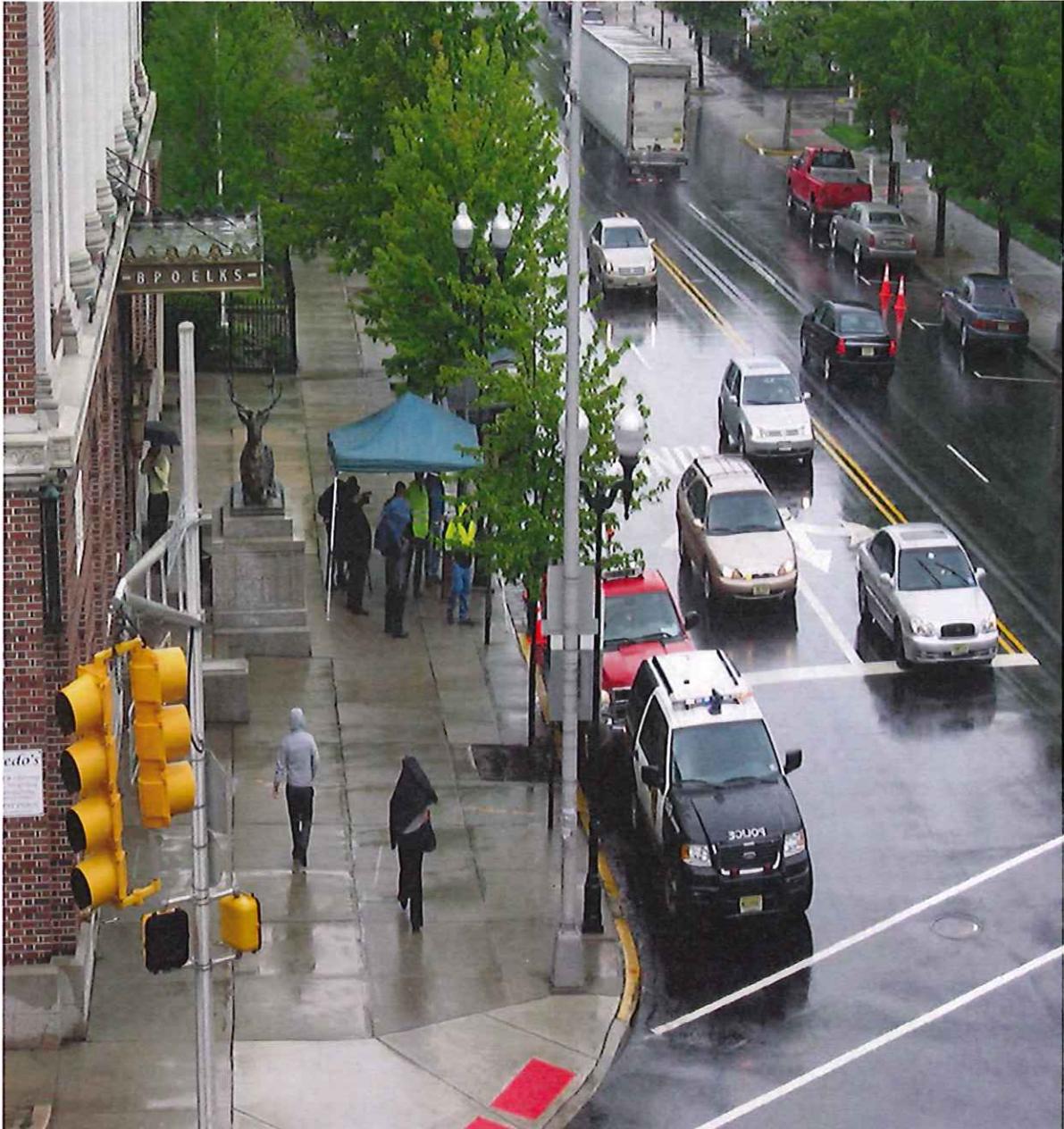
Source: NJ TRANSIT

Photograph 1



Resurfacing program for stimulus funding
Livingston Ave. and New St., New Brunswick

Photograph 2



Dedication of mobil Pedestrian Safety sign

Photograph 3



Presentation of safety totebag
George Ververides, H. James Polos, Freeholder, Antonia Recigliano, Edison Mayor

Photograph 4



Pedestrian crossing George Street at Johnson and Johnson Hdq.

Photograph 5



Pedestrian Crossing George Street at New Brunswick Train Station stairs to Northbound Train Platform

Photograph 6



Metropark southbound platform from NJ-27

Photograph 7



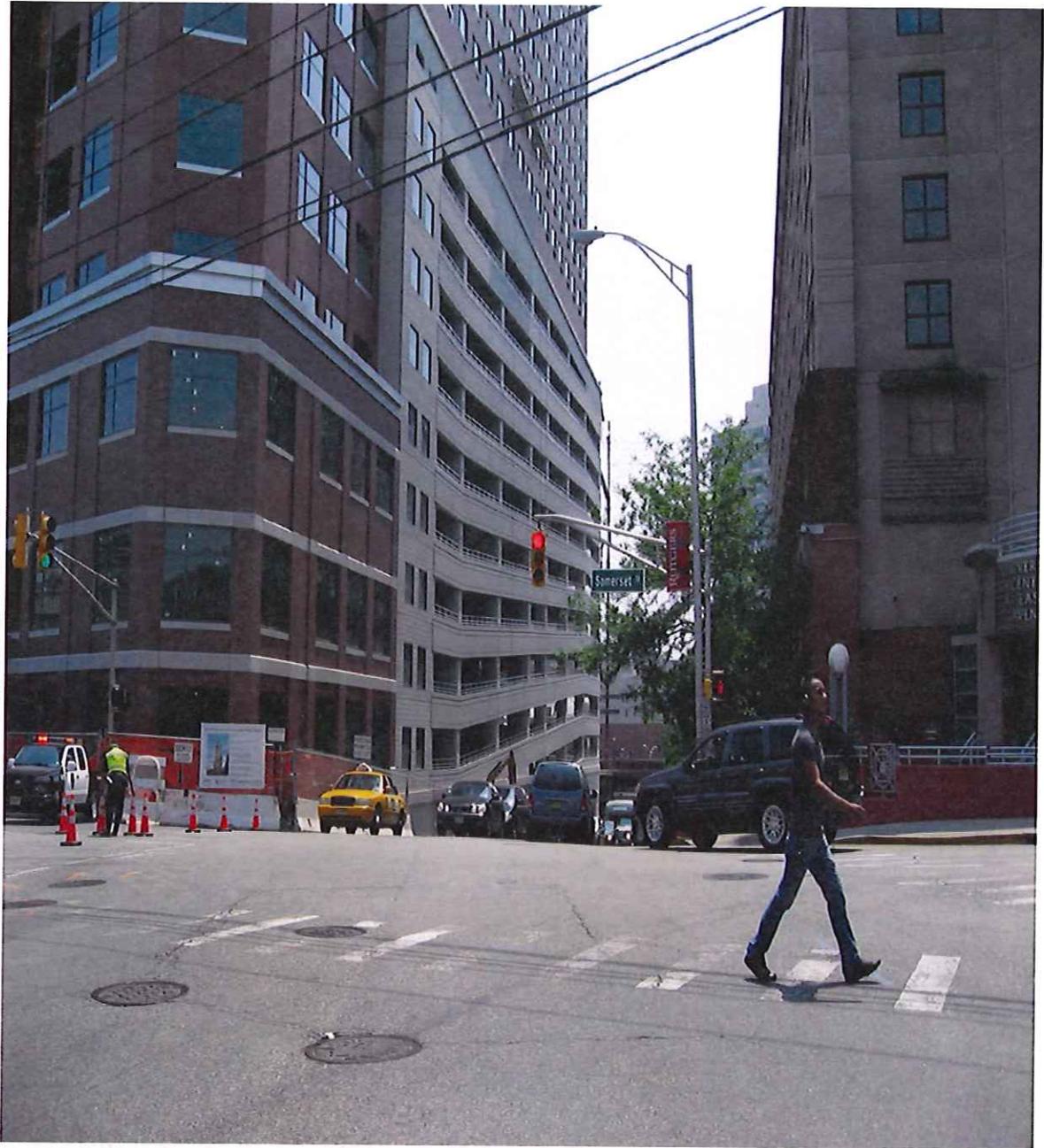
Metropark northbound Bike racks

Photograph 8



New Brunswick Transit Village \$14.2 million
Housing, Office and Retail including Rutger's Book Store

Photograph 9



New Brunswick Transit Village
Parking Deck on Easton Avenue (Stimulus Funded)

Photograph 10



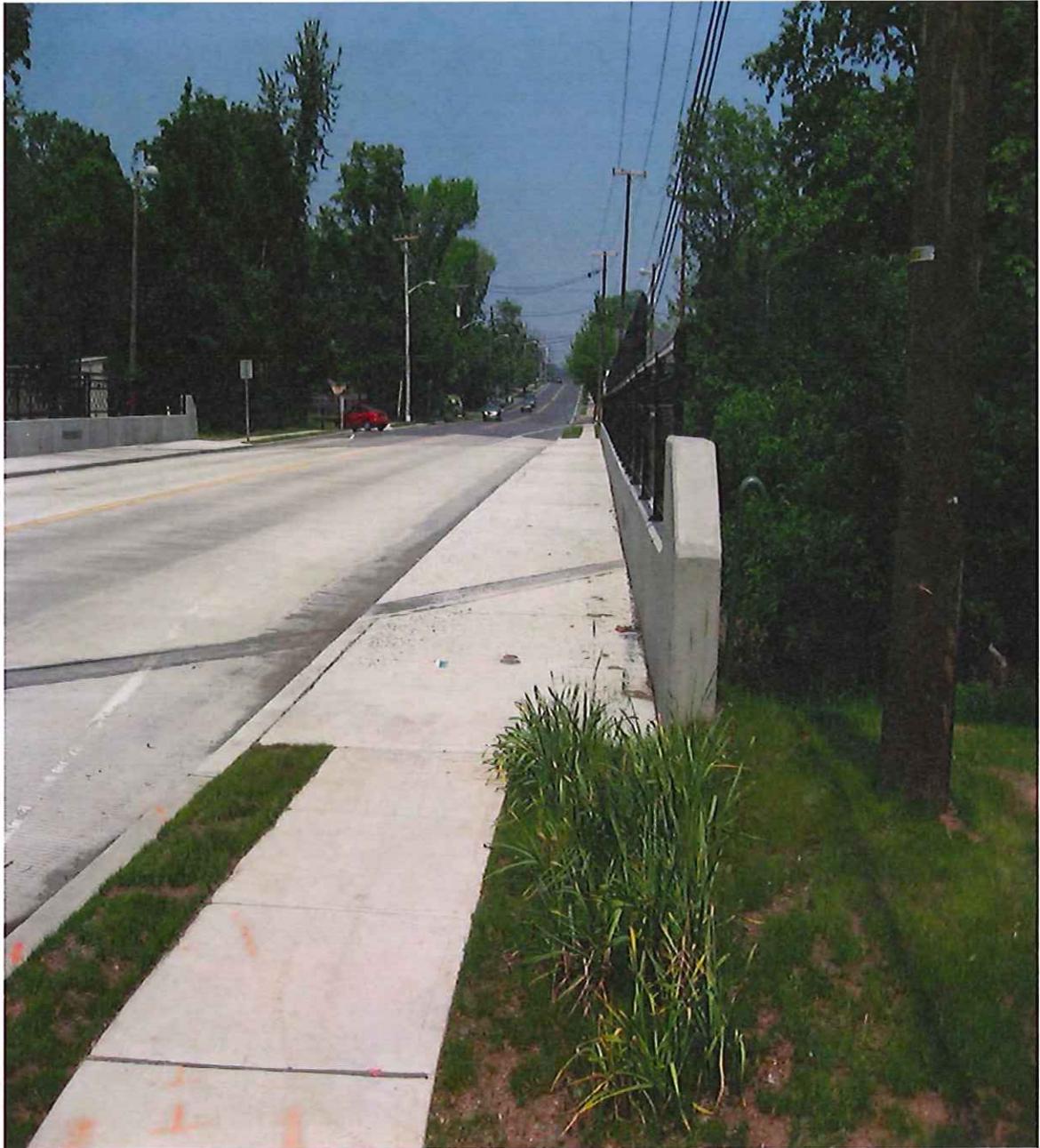
Duclos Lane new traffic light

Photograph 11



Middlesex Greenway at NJ-27 underpass

Photograph 12



NJ-27 Metuchen Bridge replacement
over CSX Port Reading line

Photograph 13



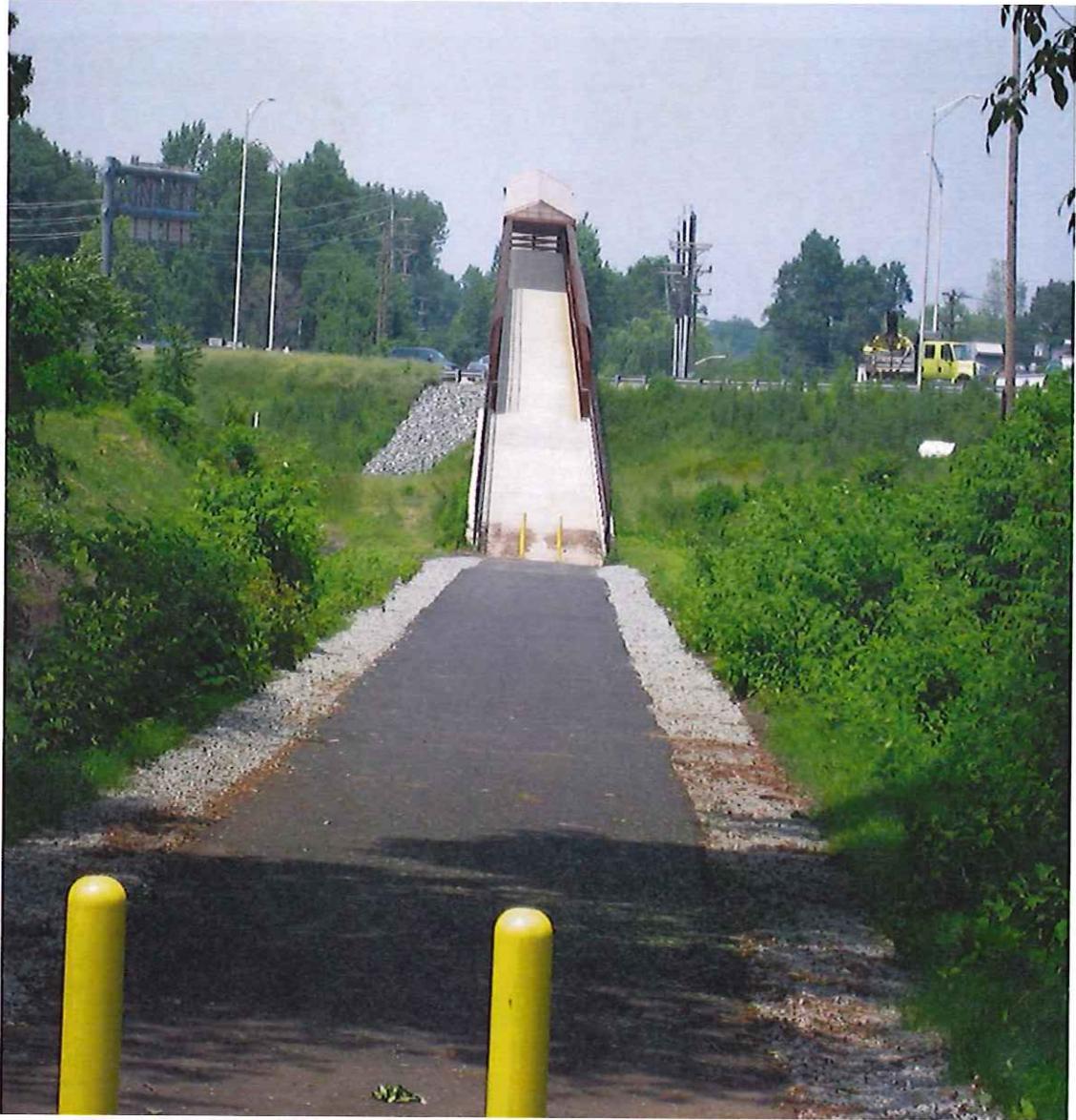
Woodbridge Route 9 over CR514 Main Street
Redecking project State Stimulus funding

Photograph 14



Woodbridge CR 514 Main guardrail
Stimulus funding

Photograph 15



Middlesex Greenway looking West to US 1
Bike/Pd overpass

Photograph 16



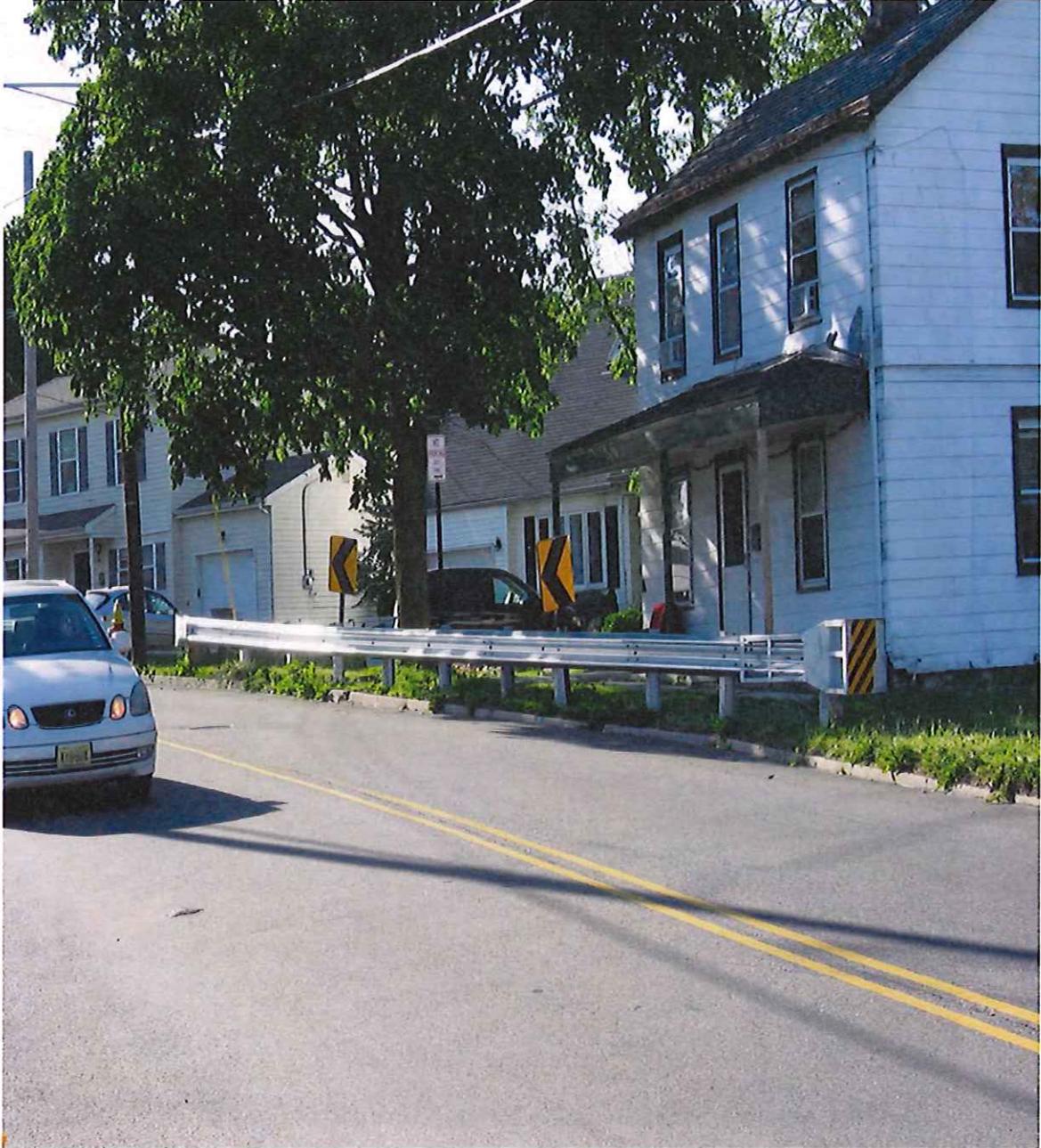
Middlesex Greenway looking East
through Clara Barton section of Edison

Photograph 17



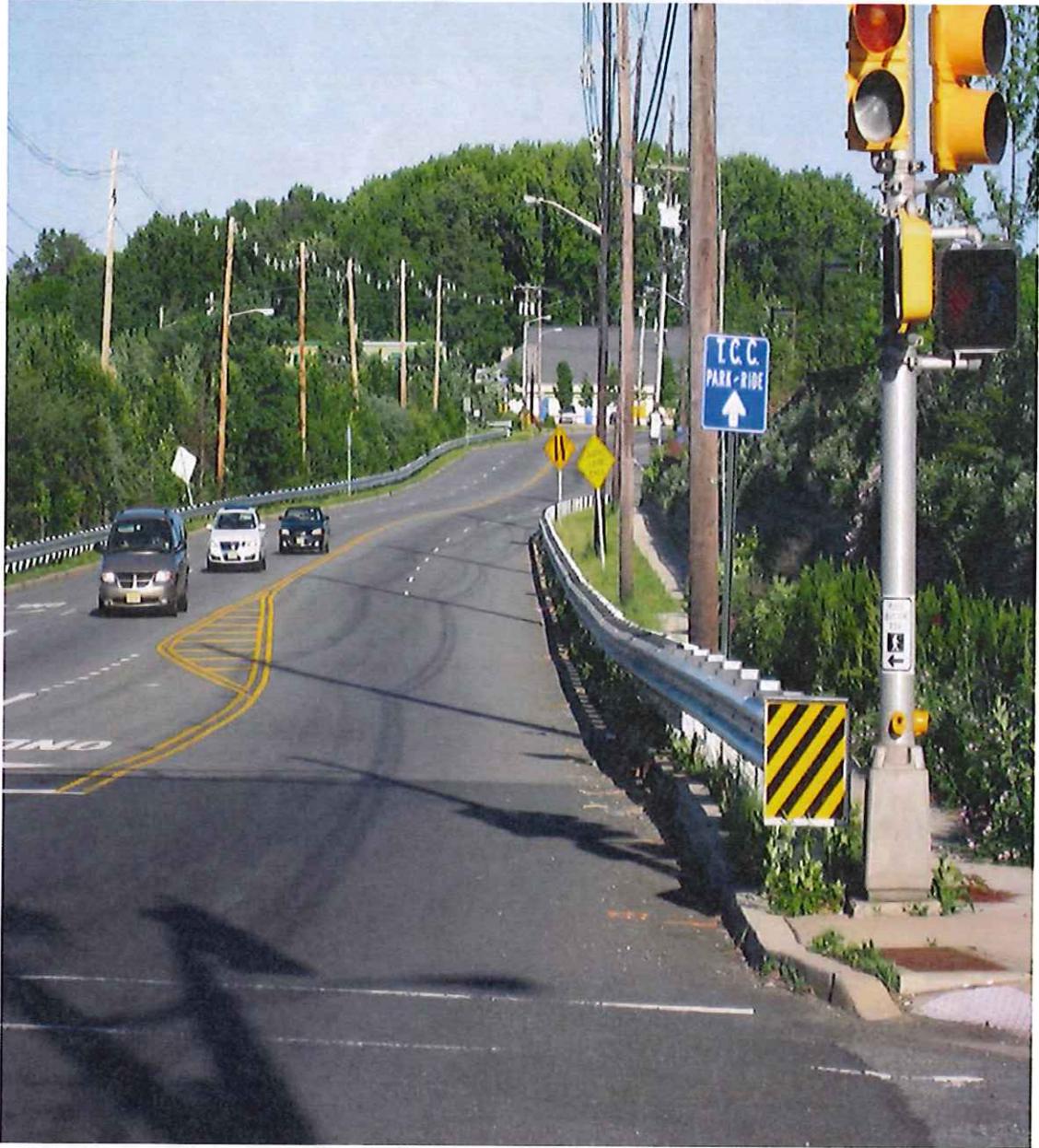
Metuchen Penn Plaza pedestrian crossing

Photograph 18



South River Prospect Street
guardrail replacement (Stimulus funding)

Photograph 19



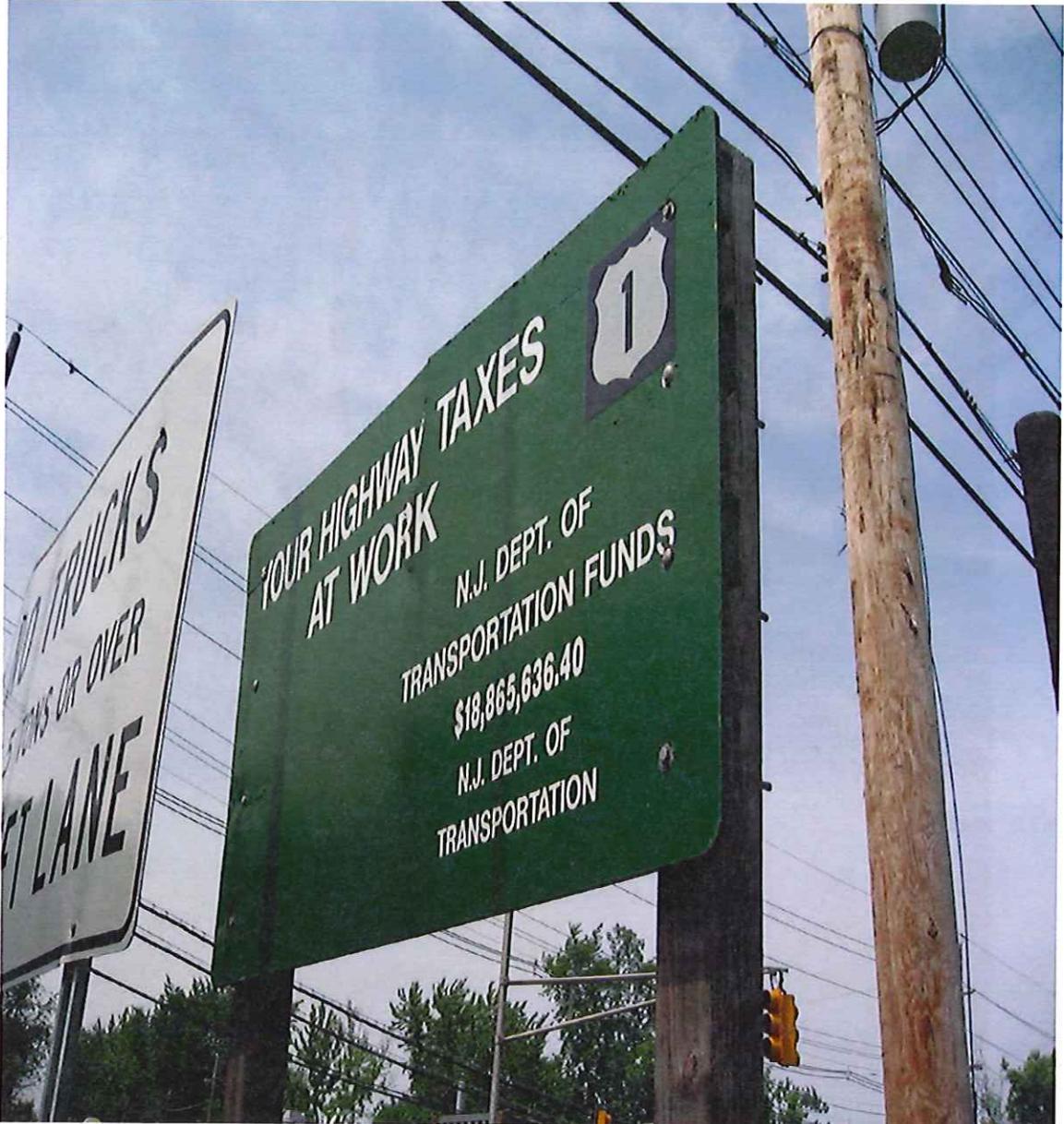
Old Bridge Turnpike East Brunswick guardrail

Photograph 20



Old Bridge Turnpike entrance to
East Brunswick Transportation Center

Photograph 21



US 1 Plainsboro Bridge replacement

Photograph 22



US 1 Plainsboro Bridge replacement
over Millstone River

Photograph 23



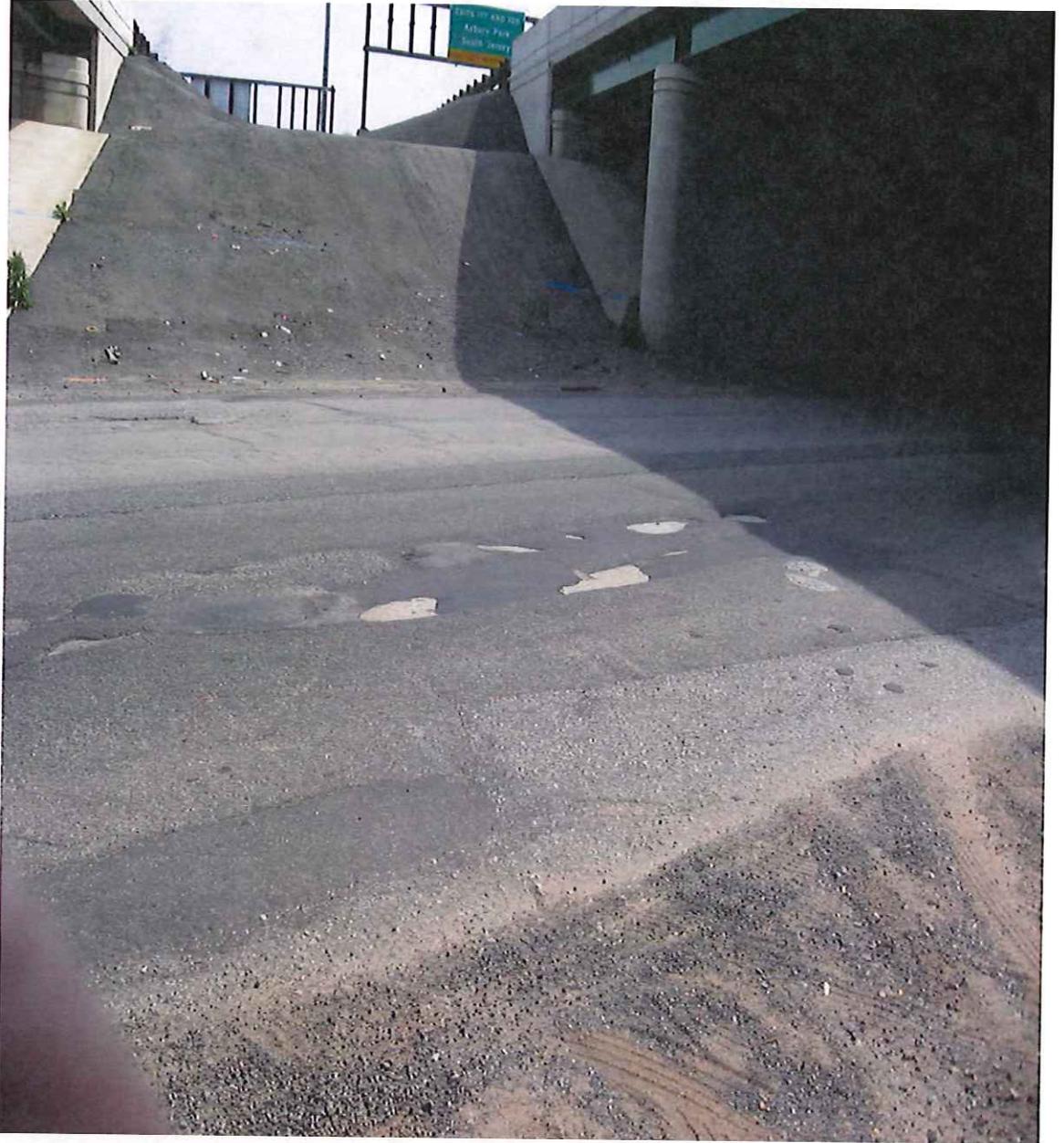
US 1 South Brunswick
Drainage project improvement

Photograph 24



Amboy Secondary Bridge replacement
over Ernston Rd. at Bordentown Avenue, Sayreville and Old Bridge

Photograph 25



Sayreville pot holes on Chevallier Avenue Ave.
under Garden State Parkway Exit 125

Photograph 26



Piscataway Washington Avenue
Bikeway and resurfacing and sidewalk

Photograph 27



North Brunswick US 1
reconstructed Bridge at DeVry University

7. Traffic Reduction

Keep Middlesex Moving, Inc (KMM) in 2010 has been a lead agency for promoting implementation of strategies to reduce traffic congestion. One of its purposes is to create effective new transportation and land use policies and practices to:

- Reduce auto trips
- expand use of mass transit
- Encourage ridesharing
- Promote center oriented land use
- Involve business and retailing
- Improve traffic safety

8. Capital Improvement Programs

Capital improvement programs for Middlesex County transportation projects include the 2011 from FY 2010-2013 Transportation Improvement Program (TIP) projects listed for 2011, developed by the North Jersey Transportation Planning Authority and Middlesex County; the State funded Capital Transportation Program (CTP); the Middlesex County funded 2011 Capital Budget.

Funding sources available for capital improvement transportation projects in Middlesex County in FY 2011 included the following:

2011 Transportation Budget (various sources)

<u>Programs</u>		<u>Millions</u>
NJDOT County Capital Transportation Program (CTP)		\$ 6.051
NJTPA Transportation Improvement Program (TIP)		\$ 81.240
Middlesex County Capital Budget (2011)		\$ 57.609
• Bridges & Culverts	\$10.850	
• Roads	\$30.150	
• Intersections	\$ 7.900	
• MCAT	\$.455	
• Dept of Public Works	\$ 9.254	
	Total	<u>\$ 144.9</u>

9. Middlesex County Department of Transportation

Now in its seventh year as a department of County government, MCDOT, through its Middlesex County Area Transit (MCAT) Program has expanded mobility opportunities for persons without access to automobiles, providing 526,427 annual passenger trips in 2010 while improving trip per hour productivity by over 90% since 2005. The Middlesex County Community Shuttle program has resulted in six new public bus routes that has expanded the local bus network in Middlesex County. The Program looks at the service gaps, and uses collaboration with multiple modes to fill these transportation gaps.

In keeping with its mission, The Middlesex County Area Transit (MCAT) program focuses on the needs of senior and disabled residents and provides improved links to the bus and rail network, increasing the mobility choices for our customers. MCAT started up a shuttle service from Jamesburg to Princeton Junction which is building ridership as the Princeton Medical Center opens and generates trips as well as serving commuters to Princeton Jct. Rail Station.

2005 vs. 2010 MCAT Direct Operations Performance

<u>Measure</u>	<u>2005</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
Total Costs	\$2,918,814	\$ 3,906,643	\$4,012,695	\$4,089,687	\$4,245,865
Registrants	7,800	10,770	12,145	13,492	14,603
Psgr. Trips	251,392	306,507	383,083	484,511	487,300
Rev. Hours	88,209	75,888	69,303		
Miles	1,502,108	1,917,312	1,917,633	1,677,487	1,574,502
Trips/Hr	2.85	4.04	5.50	4.50	4.9
Cost/Trip	\$11.61	\$ 12.75	\$10.47	\$8.62	\$8.71

Fleet Improvements

<u>Measure</u>	<u>2005</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
Total Fleet	70	77	81	84	84
New Vehicles	15	10	10	3	
% Accessible	85%	87%	86%	89%	83%

System Ridership

<u>Measure</u>	<u>2005</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
Total	355,849	420,548	452,550	518,090	526,427

Source: Middlesex County Area Transit Annual Report provided by the Middlesex County Department of Transportation

10. Middlesex County Transportation Coordinating Committee (TCC)

The Middlesex County Transportation Coordinating Committee (M.C.T.C.C.) held nine (9) monthly meetings between September 2010 and June 2011. No meeting was held in July, August or December.

Chairman

Mr. John J. Hogan, Edison

Vice-Chairman:

Mr. Richard Zipp, Old Bridge

Freeholder Liaison

Freeholder H. James Polos (2010)

Freeholder Charles Tomaro (2011)

Special Presentations to the M.C.T.C.C. at monthly meetings 2010-2011 were as follows:

September 28, 2010

- North Jersey Sustainable Communities Consortium's Application for the US Department of Housing and Urban Development Sustainable Communities Regional Planning Grant Program.
Jeff Perlman, Principal Planner, North Jersey Transportation Planning Authority

October 26, 2010

- Keeping Our Transit Systems Prepared: NTI's "The Mark" Training Video
Paul Larrousse, Director National Transit Institute

November 23, 2010

- Easton Avenue Corridor Study by Somerset and Middlesex Counties
Daniel Kueper, Michael Baker, Jr., Inc.

January 25, 2011

- FY 2003 – 2011 Capital Transportation – State Aid
Richard Wallner, Assistant County Engineer

February 22, 2011

- Draft Route 9 Corridor Transit Linkages Study
Ryan Rapp, Principal Planner, MCPD

March 22, 2011

- New Jersey Turnpike Authority Improvements at Route 18 and Interchange 9
Michael Grant, P.E., Senior Project Engineer

April 26, 2011

- The Jay Walker Film Presentation Produced by Keep Middlesex Moving
Bill Neary, Executive Director, KMM

May 24, 2011

- Route 9 Corridor Transit Linkages Study Revised Draft
Ryan Rapp, Principal Planner, MCPD

June 28, 2010

- Middlesex Greenway Route Extension Plan
Jim Constantine, Planner, Borough of Metuchen

11. Bicycle/Pedestrian Task Force

Chairman Mr. Guy Gaspari
Freeholder Liaisons Freeholder Charles E. Tomaro

- New Brunswick Bikeway Project achieved final engineering final design
Anthony Gambilonghi, Middlesex County Dept. of Planning

12. Middlesex County Transit Sub-Committee

The Executive Group of the Transit Sub-Committee met several times to prepare an updated errata sheet for the Middlesex County Transit Guide which reflects changes in Transit Service made since 2007 when the most recent guide was published. A full scale reprint will be scheduled for 2012.

13. Middlesex County Traffic Safety Program

A Task Force for Middlesex County Traffic Safety was convened by Freeholder H. James Polos which met on February 18, 2010 and met July 20, 2010 and again March 3, 2011. The purpose of the Task Force was to evaluate and address a broad range of traffic safety problems. The Chairman of the Middlesex County Traffic Safety Task Force is retired State Policeman Mike Malden. There were eight subcommittees which made up the Task Force and became the future structure of the Traffic Safety program. The Director of County Planning George Ververides assumed leadership of the sub committee on Older Adults Traffic Safety (OATS). Also within the Planning Department, Anthony Gambilonghi the Transportation Division Supervisor will lead the sub committee on pedestrian and bicycle safety. With the receipt of a \$75,000 grant, Mr. David Gregor was appointed coordinator of the comprehensive Traffic Safety Program for Middlesex County in 2011. (See above Photo 3 Page 3-c; Photo 4 Page 8d; and Photo 5 Page 8e).

14. Middlesex County Infrastructure Advisory Committee

The Middlesex County Infrastructure Advisory Committee continues to meet to review and prioritize projects, and identify potential funding sources and means of moving these projects forward. Type of projects include road and transit improvements, park and ride improvements, water supply and sewage / wastewater treatment capacity and energy resources. They most recently met Tuesday, May 20, 2011. A new County Department of Infrastructure was created which includes the Office of County Planning and Office of County Engineer.

15. Pedestrian Safety at and Near Bus Stops Study

The Pedestrian Safety at and Near Bus Stops Study identifies approaches to reduce the severity and frequency of pedestrian crashes at and near bus stops in the 13 county NJTPA region and to improve safe pedestrian access to transit facilities. These successful approaches to improving travel safety involve a combination of engineering, enforcement, and educational strategies, as well as strategies to improve emergency response time.

The Pedestrian Safety at and Near Bus Stops Study included Route 9 and Fairview Lane in Old Bridge which was one of seven field audit bus stop reports with short and long-term design improvements, implementation strategies, and their safety benefits for bus stops within the NJTPA region. These field audit bus stop reports were developed from pedestrian tracking surveys, field audit observations, bus passenger surveys, and input from the study's literature review.

The physical improvements include bus stop design and location, pedestrian signage/signals, pavement markings and area illumination. The consultant for the study is Nelson/Nygaard.

The study's Bus Stop Toolbox has been finalized, in pdf form above. Printed copies are available upon request from NJTPA.

16. Road Safety Audits

The Middlesex County Transportation Planning staff participated in 3 Road Safety Audits (1) in Sayreville/Old Bridge on Ernston Road, (2) in New Brunswick on Livingston Ave. and (3) in Woodbridge on Route 35. A Road Safety Audit is a formal safety performance examination by an independent audit team. The Audit teams met, evaluated crash data in a study and conducted field reviews. The Rutgers Center for Advanced Infrastructure and Transportation was lead on the Ernston Road and Livingston Ave. Audits and NJ Department of Transportation was the led on the Route 35 Audit. The Road Safety Audits are available from akaplan1@rutgers.edu 609-213-6252 or from Denise Chaplick from Michael Baker at 973-776-8634 of denise.chaplick@mbakercor.com.

III. TRANSIT SYSTEM PERFORMANCE

A. BUS SYSTEM

New York Commuter Bus Routes

The commuter bus system is focused on New York, and most routes terminate at the mid-town Manhattan Port Authority Bus Terminal. NJ TRANSIT operates the Route 9 Corridor Service through the East Region of Middlesex County. Academy Transit runs the Route 9 Corridor to Lower Manhattan, and also runs with NJ TRANSIT a combined schedule to Midtown. Route 9 ridership on The NJ TRANSIT Bus Route 139 was 3,391,286 in 2010 down 9.5% from 2009. Ridership on Academy lines was 3,410,876 in 2005 up 3.2 percent from 2004. Suburban Transit operates bus service through the central and south region of Middlesex County along the Route 27 Corridor, and routes serving the NJ Turnpike Exits 8, 8A and 9. Suburban Transit ridership was down 11.4 percent in 2010 to 2,568,201 from 2,899,569 in 2009.

NJ TRANSIT Routes

Academy Express operates most of the local bus service in Central Jersey under contract with NJ TRANSIT. Ridership statistics and revenue accounting on these lines are managed directly by NJ TRANSIT. The management of operations and maintenance are the responsibility of Academy Express from a garage in Perth Amboy on Florida Grove Road.

Table 1 (pages 14a, 14b, and 14c) shows that annual ridership on the local NJ routes decreased in 2010 from 2009 levels on most local contract lines. The total reported ridership of all contract lines decreased by 31,668 riders to 1,456,740 in 2010 from 1,488,108 in 2009 which was -2.1 percent.

Total ridership on NJ TRANSIT local and regional routes serving Middlesex County, also decreased by 1,243,787 which was -7.8% between 2009 and 2010.

NJ TRANSIT local ridership 2,246,652 on the #62 line in 2010 was down from 2,887,711 in 2009, a decrease of 641,059 riders or 22.2 percent. This reflected the changes in the regional economic activity. NJ TRANSIT eliminated service on the 978 Newark to Raritan Center and the 979 Irvington to Raritan Center.

TABLE 1 BUS RIDERSHIP ANNUAL STATISTICS – LOCAL / COMMUTER ROUTES

<u>NJT LOCAL*</u>	<u>2000</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2009-2010 Change</u>	<u>2009-2010 % Change</u>
810	302,047	310,986	268,179	263,458	258,048	241,044	239,574	(1,470)	-.6
811	79,003	78,946	60,562	59,376	68,383	54,324	53,993	(331)	-.6
813	191,376	191,305	176,791	173,328	170,428	158,583	157,616	(967)	-.6
814	277,850	208,991	260,367	255,269	250,996	233,548	232,126	(1,422)	-.6
815	262,159	321,981	321,981	315,675	310,393	288,819	287,058	(1,761)	-.6
817	143,156	140,648	130,325	127,634	125,396	116,813	116,060	(753)	-.6
818	124,146	125,006	115,571	113,443	111,649	103,668	103,166	(502)	-.5
819	181,148	184,347	143,345	140,529	138,177	128,575	127,789	(786)	-.6
978	29,864	29,020	27,840	27,744	25,955	25,100	21,310	Service ended 5/32/10	
979	18,126	15,493	15,551	15,975	15,269	27,542	11,635	Service ended 5/31/10	
980	26,616	15,911	17,979	17,517	15,925	16,738	12,727	Service ended 5/31/10	
801-805	131,177	124,042	105,085	103,026	101,303	94,264	93,687	(577)	-.6
TOTAL	1,766,668	1,854,558	1,644,116	1,612,974	1,582,916	1,488,108	1,456,740	(31,668)	- 2.1

ROUTE DESCRIPTION*

- 810 Brunswick / Woodbridge Center
- 811 New Brunswick / South River
- 813 Perth Amboy / Middlesex County College
- 814 North Brunswick / Middlesex County College
- 815 Woodbridge Center / New Brunswick
- 817 Perth Amboy / Old Bridge
- 818 New Brunswick / Old Bridge
- 819 Piscataway / Middlesex County Mall
- 978 Newark / Raritan Center
- 979 Irvington / Raritan Center
- 980 New Brunswick / Piscataway
- 801-805 Metro Loop

TABLE 1 (cont'd.) BUS RIDERSHIP ANNUAL STATISTICS -- LOCAL / COMMUTER ROUTES

	<u>2001</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2009-2010</u> <u>Change</u>	<u>% Change</u>
<u>NJT LOCAL</u>										
SUBURBAN/COACH USA INTERSTATE (LOCAL)	605,389	603,472	609,878	692,704	487,963	438,850	449,025	332,819	(116,206)	(25.9)
SUBURBAN INTERSTATE	2,534,772	2,525,417	2,552,223	2,549,325	2,523,277	2,552,796	2,899,559	2,568,201	(331,358)	(11.4)
ACADEMY (Interstate)	3,045,219	3,301,914	3,410,876	N/A	N/A	N/A	N/A	N/A	N/A	N/A
RUTGERS CAMPUS	6,000,000	6,487,309	6,688,416	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SAYREVILLE		76,861	78,936	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DASH (Somerset Ridewise)	28,843	25,148	26,698	33,084	43,395	45,034	44,786	41,176	3,610	8.8
MCAT Shuttles		17,945	39,084	73,821	114,041	202,125	299,716	324,729	25,013	8.3

BUS RIDERSHIP COMPARISON

NJ ROUTES IN MIDDLESEX COUNTY	2010	2009	Absolute Difference 2010 vs 2009	% Difference 2010 vs 2009
115	341,288	322,520	8,668	2.6%
131	255,854	268,057	- 12,203	- 4.6%
134*	20,822	53,698	- 32,876	- 61.2%
138	190,919	208,036	- 17,117	- 2.8%
133	255,867	263,235	- 7,358	- 0.6%
135	135,596	134,815	718	- 0.2%
137	463,375	464,498	- 1,123	
130	77,120			
132	98,000			
136	42,427			
139	3,391,286	3,748,854	- 357,568	- 9.5%
114	1,695,400	1,726,653	- 31,253	- 1.8%
117	66,765	61,715	5,050	8.2%
113	1,086,331	1,067,872	18,459	1.7%
116	735,498	720,260	15,238	2.1%
59	1,643,438	1,704,592	- 61,154	- 3.6%
62	2,246,652	2,877,711	- 641,059	- 22.2%
64	352,865	406,977	- 54,112	- 13.3%
67	344,468	368,708	- 24,240	- 6.6%
68	206,669	198,487	8,182	4.1%
65	133,312	122,288	11,024	9.0%
66	636,561	680,155	- 43,594	- 6.4%
308	129,755	142,524	- 12,769	- 9.0%
600	284,382	299,135	- 14,753	- 4.9%
	<u>14,834,650</u>	<u>15,862,899</u>	<u>-1,243,787</u>	<u>- 7.8%</u>

*134 was discontinued in May 2010
 In April 2010, express service on the 139 was renumbered (130, 132, 136) in preparation for the My Bus project

The 819 bus route decreased by 786 riders in 2010 a loss of -0.6 percent. The Metro Park Loop was down -06 percent to 93,687 in 2010.

The 139 bus route on the Route 9 corridor was down 357,568 riders a -9.5 percent decrease between 2009-2010.

Back in April 2004, the Middlesex County DOT Community Shuttle program began operating a peak period route between New Brunswick and Exit 8A. In 2010 the Community Shuttle program consisted of six routes and carried 324,729 passenger trips.

The Davidson Avenue Shuttle (DASH) continues service between Somerset County points and the New Brunswick Rail Station. Ridership for 2010 was 41,176 a decrease of 3,610 riders and -8.8 percent from 2009.

The Rutgers Campus bus operated 12 route variations to serve the New Brunswick campuses. Annual ridership was estimated to be 6,688,416 in 2009. During classdays the system carried an estimated 70,000 riders.

B. THE RAIL SYSTEM

Passenger Rail Stations

There are three passenger rail lines that run through Middlesex County. The North Jersey Coast Line extends from New York/ Newark south through Union, Middlesex and Monmouth Counties to the northern border of Ocean County at Bay Head. As depicted on Rail stations in Middlesex County along this line include Avenel, Woodbridge, Perth Amboy and South Amboy. The Northeast Corridor Line, connecting New York and Trenton, runs northeast/southwest through Middlesex County with stops at Metropark (Iselin, Woodbridge Township), Metuchen, Edison, downtown New Brunswick and at Jersey Avenue in New Brunswick. The Raritan Valley Line traverses through the extreme northwestern corner of Middlesex County and has one station Stop in Dunellen. (Map 2, page 16a)

Rail Ridership Levels and Trends

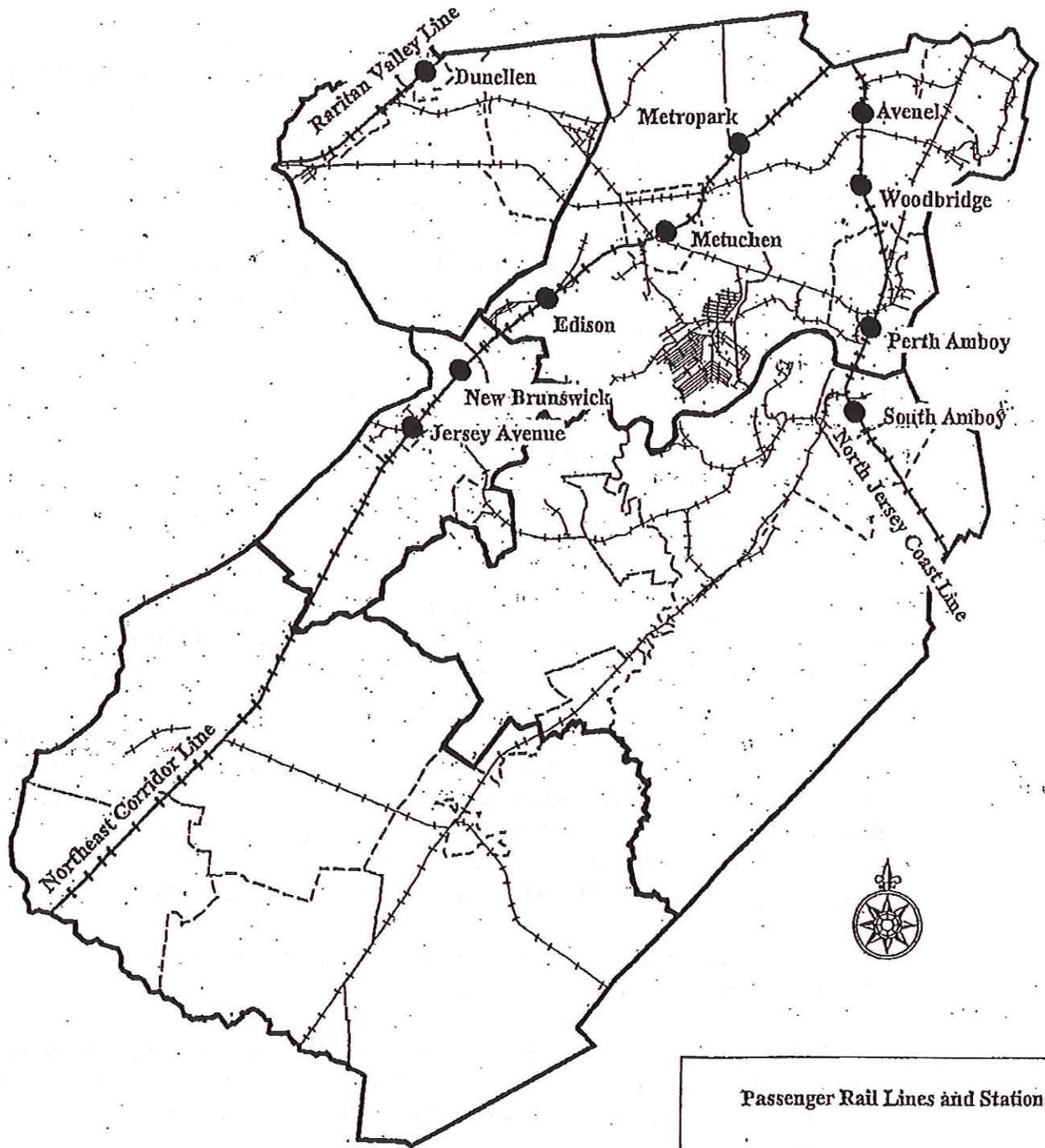
A comparison of daily commuter rail ridership for Middlesex County is presented in Table 2 page 16b). Average weekday boardings on east and westbound trains in 2010 were 26,238 in Middlesex County. Of the three lines, the Northeast Corridor Line carries the largest volume of daily Middlesex County rail commuters, 21,200. Between 2000 and 2010, ridership on this line increased by 6,102 riders. The most active railroad station on the Northeast Corridor Line is the Metropark Station in Iselin, where boardings increased by 86 percent from 2000 to 2010. NJ TRANSIT has made Metropark expansion a priority along the Northeast Corridor in New Jersey.

Construction at Metropark for the new platforms and station was completed in 2010. Boardings at the Metuchen Station and Edison Station continued to increase from 2000 to 2010 ridership. In 2010 ridership at Metuchen was 3,700 and 3,102 at the Edison Station. Ridership on the North Jersey Coast Line increased 1.6 percent from 2000 to 2010. The Woodbridge Station is the most active station on the North Jersey Coast Line with 1,706 passengers in 2010, while South Amboy was second with 1,130 passengers.

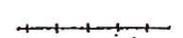
Boardings at Dunellen on the Raritan Valley Line have increased from 835 in 2000 to 999 in 2010 an increase of 19.6 percent.

NJ TRANSIT reported a one year decrease in ridership from 2009 to 2010 on the three lines of -1,439 or 5.1 percent decline. The Northeast Corridor Line had the largest 10 year increase of 40.4 percent from 15,097 in 2000 to 21,200 in 2010.

Middlesex County Rail Infrastructure



Passenger Rail Lines and Stations

-  Passenger Rail Line
-  Passenger Rail Station
-  Freight Rail Line (Active & Inactive)
-  Study Area Boundary
-  Municipal Boundary

Source: North Jersey Transportation Planning Authority, Inc.
Prepared by the Middlesex County Department of Planning, Transportation Division

**TABLE 2
COMMUTER RAIL RIDERSHIP COUNTS/COMPARISONS 1980/1990/2000 AND 2010
(Average Weekday Total Passenger Boardings at Station)**

<u>Rail Line</u>	<u>Station</u>	<u>1980</u>	<u>1990</u>	<u>% Change</u>	<u>1990</u>	<u>2000</u>	<u>% Change</u>	<u>2010</u>	<u>2000- 2010 Ridership Change</u>	<u>% Change</u>
North Jersey Coast Line	Avenel	126	90	-28.6%	90	133	47%	141	8	6.0%
	Woodbridge	400	1,077	169.3%	1,077	1,482	38.6%	1,706	224	15.1%
	Perth Amboy	496	526	6.3%	527	842	59.7%	1,062	220	26.1%
	South Amboy	943	1,114	18.1%	1,114	1,132	1.6%	1,130	- 1	- 0.1%
	TOTAL	1,965	2,808	42.9%	2,808	3,589	27.8%	4,039	450	12.5%
Northeast Corridor Line	Metropark	3,169	4,490	41.7%	4,490	3,832	-14.6%	7,145	3,540	86.4%
	Metuchen	2,280	2,681	17.6%	2,681	3,273	22.0%	3,700	427	13.0%
	Edison	498	1,837	268.9%	1,837	2,327	26.6%	3,102	775	33.3%
	New Brunswick	3,016	3,007	0.3%	3,007	4,420	46.9%	5,715	1,298	29.3%
	Jersey Ave.	844	897	6.3%	897	1,281	42.9%	1,535	254	10.8%
	TOTAL	9,807	12,912	31.7%	12,912	15,097	16.9%	21,200	6,102	40.4%
Raritan Valley Line	Dunellen	603	649	7.6%	649	835	28.6%	999	164	19.6%
	TOTAL	603	649	7.6%	649	835	28.6%	999	164	19.6%
	ALL TOTALS	12,375	16,269	32.3%	16,369	19,521	19.2%	26,238	6,717	34.4%

Source: NJ TRANSIT Rail Planning Dept.

C. TRANSIT SERVICE LEVELS

The local bus levels of service in Middlesex County are for the most part 30 minute or 60 minute headways with 20 minute headways for commuter shuttles. Service during the day not just peak hours and evenings is also a key factor in assessing a level of service for local bus routes. The regional bus levels of service standard are as follows:

Comparing routes based upon one-way versus bi-directional service, their peak headways, and their off-peak headways together determine the levels of service afforded by a transit system. The following are guidelines for analysis of the regional bus system:

- Lines with mid-day service every hour or less, peak headways of less than 30 minutes, and bi-directional service receive a level-of-service rating of 1 (LOS 1).
- Lines with mid-day service every 1 or 2 hours, 30 to 45 minute headways during the peak and bi-directional service receive a rating of LOS II.
- Lines with no mid-day service, peak headways of 60 minutes or more, and/or one-way service to Manhattan receive a rating of LOS III.

Overall, levels of service are derived from the schedules. Points not served or locations poorly served are frequently places considered for new service and service development by staff of NJ TRANSIT, Coach USA, and Academy Transit. Each year transit service changes and the success of transit services are measured by annual ridership statistics.

D. PARK-AND-RIDE FACILITIES

This section lists the bus and rail, park and ride locations in Middlesex County. The bus park and ride list includes capacity and usage. The source of the data is the New Jersey Department of Transportation and Keep Middlesex Moving, Inc.

There are over 8,170 bus spaces offered for use, while usage is over 7,164. Park and ride locations are being expanded in many Middlesex County communities and still continue to be included in new developments and key access points in the County in years to come.

The locations of the rail and bus park and ride in the County are listed on Tables 3 and 4 and 4a.

Parking Fares and Fees at Railroad Stations in Middlesex County

The number of available parking spaces and parking fees varies from station to station (see Table 3 page 17a). Meropark has the largest supply of parking spaces, 3,724, while Avenel has the least, 40. Parking fees range from no charge to as high as \$135 per month at New Brunswick. At some stations, a choice of permit parking or daily meters is available. Table 4 and 4a (page 17b and 17c) shows a listing of bus park and ride facilities, their capacity usage and user type.

TABLE 3
EXISTING RAILROAD STATION PARK-AND-RIDE FACILITIES

<u>Rail Station</u>	<u>No. of Spaces</u>	<u>Parking Fee</u>
Avenel	40	Free
Woodbridge	520	\$5 Daily, \$120 Quarterly (Quarterly waiting list) Parking@Twp.Woodbridge.nj.us 732-634--4500
Perth Amboy	241	Free – Train Station lot 732-826-9223
South Amboy	580	\$3.00 Daily, (12 hrs.), \$120.00 Quarterly Quarterly (waiting list) 732-525-5928
Metropark (1)	3,724	\$5.00 Daily. \$70.00 <pmtj;u (waiting list 1-3months) 732-906-1661
Metuchen	1,423	Daily \$7.00 Resident Permit \$115. Quarter Three months Non-Resident Permit \$200 Penn Ave. lot \$250 Quarter 732-548-5553
Edison	700	Daily \$3.00 \$120.00 Quarter Park America 1-800-523-1026
New Brunswick	585 643	Monthly Charge Ferren Deck \$125 Daily Charge Ferren Deck \$12 732-545-3118
Jersey Avenue	1,183 206	\$180.00 Quarterly, \$6 Daily 732-545-3118
Princeton Junction	3,800	Tokens, \$5.00/day, Residents \$120 Quarterly Non Residents \$ 195 Quarterly Waiting List (4 years) 609-799-3130
Dunellen	264	\$4.00 Daily Meters Resident \$40.00 Monthly Non Resident \$50.00 Monthly Permits sold 1 st & last Mon. & Wed of mo. 732-968-3663
Total	13,869	

TABLE 4
BUS PARK-AND-RIDE FACILITIES
IN MIDDLESEX COUNTY

<u>Name</u>	<u>Capacity</u>	<u>Usage</u>	<u>Parking Fee</u>
Carteret Pershing Avenue and Noe	180	60	\$200 / yr. Resident \$325 / yr. Non-Resident
Monroe, Clearbrook, Applegarth Road Half Acre Road, between Cranbury – Half Acre Road and Prospect Plains Road	132	70	\$50 Residents only 732-656-4573
New Brunswick Suburban Garage, Route 27, at Van Dyke Avenue	380	380	Free
South Brunswick Kendall Park Shopping Center, Route 27 New Road, South Brunswick	150	100	Free
South Brunswick Shopping Center, Route 27 Henderson	20	20	Free
East Brunswick Transportation Center Route 18 Near Tices Lane	1,500	1,400	\$4.00 Daily Resident \$25.00 Monthly Non-Resident \$55 Monthly
New Jersey Turnpike Exit 9 By Tower Center and Route 18 Neilson Facility, East Brunswick	1,195	1,195	\$4.00 Daily \$25.00 Monthly \$55 Non-Resident (732)-390-6836 A.M. (732)-390-6844 P.M.
Old Bridge Route 9 – Home Depot, Old Bridge	145	145	\$1.00 Daily resident sticker \$25/yr. (732)-721-5600 Ext. 2200
Route 9 Northbound and Southbound	921	921	
Sayreville Garden State Parkway entrance (Raritan Street)	290	113	\$4 Daily permit Permit only monthly/quarterly Clerk (732-390-7021)
North Ernston Rd. (on street)	200	12	

TABLE 4a
BUS PARK-AND-RIDE FACILITIES
IN MIDDLESEX COUNTY

<u>Name</u>	<u>Capacity</u>	<u>Usage</u>	<u>Parking Fee</u>
Garden State Parkway Cheesequake Service Area, Sayreville	415	415	Free (get permit with ticket) NY \$290/mo. \$13.00 one-way, 10 trip \$95 (Ticket Office 732-525-0672)
Garden State Parkway Interchange 120, Old Bridge	111	111	Free
Jake Brown Road & Rt. 9, Old Bridge	118	118	\$25/yr. Resident sticker
Sandburg School, Old Bridge	59	54	\$1 day, \$25 yr. Resident sticker .
Ticetown Rd./Trockmorton Lane, Old Bridge	40	40	\$25/yr. Resident sticker
Old Bridge Route 9, Old Bridge			\$25/yr. Resident sticker
Oakwood Rd. Rt. 9, Old Bridge			
Frederick Place K of C			
Route 9, Old Bridge	30	30	\$25/yr. Resident sticker
Ferren Mall, Albany Street and Church Street, New Brunswick	1,250	1,250	Bus/Rail Daily \$12 Monthly \$125
*Governor's Point, Route 1 South of Cozzens Lane, North Brunswick	100	0	Bus
Exit 8-A N.J. Turnpike- So. Brunswick	934	800	Bus-\$2.00 Daily \$35.00 Monthly
TOTAL	8,170	7,164	

* Not in use

Source: Information obtained from New Jersey Department of Transportation, and the respective facilities.

E. NJ TRANSIT ACCESS LINK

Curb-to-curb transportation service for passengers who are unable to use NJ TRANSIT's local accessible services due to a disability, as required by with the Americans with Disabilities Act (ADA), is provided through the Access Link Program. This "complementary" paratransit service is in operation in all areas served by NJ TRANSIT local bus routes delivering service with a corridor that reaches $\frac{3}{4}$ of a mile around each NJ TRANSIT bus route, and is comparable to the fixed route bus system in a number of service characteristics, including days and hours of service and fare levels.

NJ TRANSIT contracts with two private transportation companies to operate Access Link service in six regions throughout New Jersey. Access Link service to Middlesex County is operated by First Transit Services in a region, which also includes Monmouth and northern Ocean Counties. In general, Access Link service is available from 5:30 a.m. until 12:30 a.m. on weekdays, and from 6:00 a.m. until 12:00 a.m. on weekends; however, Access Link service operates in each particular location only when fixed route bus service is in operation in that area. In Middlesex County, Access Link service is available along NJ TRANSIT local bus routes when those routes are in service, which in some cases is during shorter hours than those noted above, or on fewer than seven days a week.

Trips may be reserved in advance with notice of 1-7 days by calling the NJ TRANSIT Office of Special Services. All types of trip purposes are served. Fares for Access Link service, just as for local bus service, range from \$1.35 to \$10.00 or more for a one-way trip, depending on the distance traveled.

In the region, which includes Middlesex County, First Transit Services operates forty seven (47) vehicles both lift equipped vans which each accommodate between eight and ten passengers, and sedans. In April 2011 the total trips provided in Middlesex County was 3,853 or 51% of all Access Link trips. Middlesex County comprised approximately 51% of Region 4 East's total trips. Most of these trips remain within Middlesex County, with a small number of passengers also traveling to Monmouth and Ocean Counties.

Users must first apply and meet certain eligibility requirements. Access Link service in Middlesex County began service in 1997. The following updates show Middlesex County certified passengers have increased from 117 in 1999 to 269 in 2002, 304 in 2003, 428 in 2004, 548 in 2005, 619 in 2007, 838 in 2008, 960 in 2009, and 3,232 in 2010.

For more information, call 1-800-955 ADA1.

F. **KEEP MIDDLESEX MOVING, INC. 2010 ANNUAL REPORT**

Transit Initiatives 2010

Ticket To Work Works!

According to a recent survey, 57% of the job seekers who obtained bus tickets through KMM's Ticket to Work program did, in fact, find jobs. Nineteen percent of these new hires continue to ride a bus to work. It's a win-win!

Ticket to Work encourages those searching for employment to use the bus as a commute option when they are job hunting in Middlesex County.

An applicant registers online at www.kmm.org for up to three round trip bus tickets for the routes of his or her choice. If the individual finds employment, KMM will provide 10 round trip tickets for the first two weeks of work.

KMM's Executive Director Bill Neary said, "Finding a job is hard enough without having to worry about getting to the interview. If a job is secured, often the worker must wait two weeks to get paid. Ticket to Work reduces the stress of an already stressful experience."

KMM partnered with the Middlesex County Department of Workforce Development and the One Stop Career Center to reach clients who might benefit from Ticket to Ride.

Travel Training Gives Commuter More Confidence

Taking a bus can be stressful for the inexperienced. Where do I board? Where do I get off? How much is the fare? But for those with mental illnesses, it can be even more frightening.

Laurel House is a community-based clubhouse that supports those with mental illnesses through a welcoming environment and work in volunteer units or in paid positions.

Public transportation is often under used by club members because they find the process of reading a schedule, buying a ticket and getting on the bus daunting.

KMM worked with NJTIP Inc., an organization which specializes in providing seniors and the disabled with the tools to become travel independent, to help Laurel House members overcome their fears. Participants received classroom and field training in safe street skills, trip planning with bus schedules, computers and cell phones, and safety awareness. To gain real life experience, Club member participated in escorted trips on Middlesex County and NJ Transit buses.

Park and Ride Guide

There are 39 official park and ride lots with 14,648 spaces in Middlesex County. In July and August 2010, KMM staff visited all of them. The purpose of the field work was to get a handle on capacity and conditions at the lots.

The locations of each lot as well as information costs, capacity and availability may be found on KMM's interactive map at KMM. Or.

Official Park Ride Lots	39
Total Parking Spaces	14,648
Average Percentage Use	94%
At of Above Capacity	34

Community Impact

Walk This Way – Safely

KMM's Bill Neary and Mayor Wilda Diaz of Perth Amboy teamed up to introduce Street Safety at Perth Amboy's Fink Park. During a busy lunch, the Mayor and Neary Reminded walkers, to "cross at the corner" and "wait for the pedestrian signal." They distributed Stop for Pedestrian totebags, reflective wristbands, and brochures.

Neary summed it up, "the best advice I can give pedestrians is – pay attention."

Little Feet Learn to Walk Smart

Walk Our Children to School Day continues unite parents, educators, public officials, and police in the goal of teaching children to be smart pedestrians. KMM estimates more than 5,500 people from eight municipalities participated in this year's event. By hosting walks, Dunellen, Highland Park, Jamesburg, Metuchen, Middlesex, New Brunswick, Perth Amboy and Piscataway provided a fun and informative way for children to learn how to walk safely.

KMM Supports Greenable Museum

Going "green" is more than recycling or using a canvas tote instead of a plastic bag. Through films, exhibits, workshops and roundtable discussions, the Greenable Woodbridge Museum of the Future focuses on living green.

Of course, walking, bicycling or mass transit instead of solo driving all contribute to a green lifestyle. KMM is proud to be a part of the greenable space and has provided information about commute alternatives.

Idling Gets You Nowhere

When motor vehicles idle, they damage our health and environment. And idling vehicles burn gas but go nowhere. To raise awareness about the dangers of idling vehicles, the North Jersey Transportation Planning Authority (NJTPA) has named School Bus and Auto Idling Reduction, Education and Awareness as one of nine Transportation Clean Air Measures that could be implemented to reduce oxides, fine particulate matter, and greenhouse gases.

KMM laid the groundwork for an Anti-Idling Education and Awareness campaign by repairing and distributing a School Bus Idling Survey to school districts in Middlesex County during spring, 2010. The purpose of the inventory was to gather baseline information on school or municipal and anti-idling policies, number of buses arriving at the school, number of buses and autos that idle and number of auto drop offs/pick ups. Additionally, information on school enrollment, number of children walking or bicycling, participation in Walk Our Children to School Day and sponsorship of Earth Day programs was requested.

The information gathered will be used to develop a comprehensive anti-idling program in 2011.

“Meryl Street” and “Jay Walker” Present Ped Safety Tips to Seniors

A grant from the NJ Division of Highway Traffic Safety enabled KMM to produce “The Jay Walker Show,” a pedestrian safety video targeted to senior citizens who are frequent victims of crashes with automobiles. The video reminds seniors of basic pedestrian safety tips in an amusing way. In October, “The Jay Walker Show” premiered at the North Brunswick Township Senior Center.

*KMM is grateful for the support of Playhouse 22
The Township of East Brunswick Department of Public Safety,
The North Brunswick Senior Center,
The Alan M. Voorhees Transportation Center at Rutgers University
And Dr. Grnaville Y. Brady and Dr. Anith Bhandarker, Audiologists.*

Regional Mobility

Commute Info Just a Click Away

Bike routes and bike lockers, park and rides and traffic flow are layered on KMM’s new interactive map.

Is space available at the Kilmer Park and Ride in Edison? Click the icon to learn the cost of a permit and where to call. Are bike lockers available for rent in Old Bridge? The interactive map will indicate how many are available and the rental cost. Is traffic moving on Route 287? If the route appears in green, you’re good to go. If it’s red, expect delays.

There are additional features on the interactive map. Log on to kmm.org to try it out.

Bike to Work Week – It’s Cycle-logical!

KMM’s seventh annual Bike to Work Week (BTWW) attracted 98 participants, representing a 20% increase over 2009. In total, they pedaled 1,222 miles from May 16 through May 22. This week long event encouraged commuters to travel to work by bicycle at least once during the designated period. People who registered for BTWW were eligible to win a \$100 certificate.

98 participants 78% would have driven solo
80% would continue bicycling

County Bicycling Guide Available in Print or Online

Bicycling enthusiasts may order a copy of the 2010 Middlesex County Bicycling Guide or log on to KMM’s interactive map at kmm.org. The 2010 Guide displays new bike trails/paths and contains an updated legend for easier navigation. The double-sided, bi-lingual map features information to assist in determining which trails/paths best suit the individual’s cycling skill level.

Car Free or Car-lite Participants Reduce 26,000 Miles

Over 550 commuters shaved off 26,000 vehicle miles by going car free or car-lite during Car Free Week in September, 2010. Most of the participants stayed at the office and brown bagged lunch as a way to reduce vehicle miles travelled. Other popular strategies were walking to work and carpooling or vanpooling.

Special thanks to Heldrich Hotel, The Hyatt New Brunswick, Greater Media and Playhouse 22 for donating outstanding prizes.

Three Seconds Can Change Your Life

A study by Virginia Tech found that 80% of all crashes occur when a driver’s attention is diverted for just three seconds. The three seconds it takes to take a sip of coffee, text or phone, change the radio station or apply lipstick can be deadly.

KMM stresses personal responsibility when driving by sponsoring Drive Safe to Work Week. With so many drivers multitasking behind the wheel, it’s easy to forget that these practices are unsafe. KMM challenged commuters to take a quiz which assessed their distraction potential. Many people were shocked to learn they are distracted drivers. In fact, 75% of those who took the survey were considered to be “distracted.” KMM also used social media to coach fans on Facebook and Twitter. Upon completion of the week, 193 commuters took a pledge to drive distraction-free.

G. MIDDLESEX COUNTY IMPROVEMENT AUTHORITY

Completing 20 years of operations, the Middlesex County Improvement Authority (MCIA) advanced a number of programs to aid local government and improved the quality of life for residents.

In 2010, the Capital Equipment and Improvement Program closed in September; it provided participants with emergency equipment, police vehicles, public works equipment and vehicles and many other items.

The county-wide, curbside recycling program served 90, 000 residences and small businesses in fourteen municipalities. In March, a new five-year contract for curb-side services was begun.

Phase one of a \$1 million U.S.E.P.A. Brownfields Assessment Coalition Grant began in Perth Amboy and Woodbridge with the compilation of environmental data and visual surveys. These towns were also in the process of prioritizing suitable properties for evaluation and redevelopment.

Partnering with the County, the MCIA continued to conduct the technical and legal due diligence for more than 7,200 acres of open space that are now preserved forever, and notable open space properties that reached final agreement in 2010 include 58 acres in Old Bridge known as the Cottrell Farm and Whitney Estates and 70 acres in North Brunswick known as Pulda Farm.

The MCIA's management of four county golf courses at three locations has resulted in well-maintained public courses, all without fare increases. A partnership with First Tee of Middlesex County offered Middlesex County youth ages 5 to 18 opportunity to participate in clinics and camps teaching life skills through the game of golf.

At Roosevelt Care Center, a major upgrade of the sprinkler system was completed in the historic building. Significant technical advances in electronic medical records and communications at the Roosevelt Campus were achieved during the year.

Record amounts of food and personal products were collected through numerous food drives in 2010 to stock the M.C.F.O.O.D.S. (Middlesex County Food Organization and Outreach Distribution Services) warehouse.

H. MIDDLESEX COUNTY BOARD OF SOCIAL SERVICES

The Middlesex County Board of Social Services is a government funded social services agency providing a range of financial assistance to eligible residents of the community. Under specific legislative and regulatory guidelines, the Board provides financial, social and medical assistance for families with young children as well as elderly and disabled adults.

In addition to the income security programs administered, a wide range of social services are provided to eligible recipients of Middlesex County. These include such services as emergency assistance, day care, transportation and homemaker assistance, as well as case management, adult protective services, information and community resource referrals.

The Board contracts transportation services to Logistic Care Solutions for serving residents in these programs (Medicaid, general assistance, and temporary assistance for needy families). A contractor processes requests and contracts services for transportation to medical appointments, housing assistance, and administrative fair hearings for those recipients challenging adverse action to their benefits. Service includes demand-response trips and subscription trips to non-emergency medical appointments within Middlesex County and out of state. Trips out of the service area are provided with prior approval from the Medicaid District Office.

As an option transportation reimbursement is available to individuals using their own vehicles and/or public transportation. During 2010, the contractor provided 149,612 trips. The contractor also provides customer service to assist all Middlesex County residents with various informational transit sources available locally. Scheduling and providing necessary transportation services are provided by (MCAT) Middlesex County Area Transit and Taxi companies.

I. NJ COUNCIL ON SPECIAL TRANSPORTATION (COST)

NJ COST was founded in 1980. The purpose of the Council is to provide a forum for exchange of knowledge and experience pertaining to the provision of community transportation services for senior citizens, disabled, economically disadvantaged and various other special populations. The Council promotes activities that enhance coordination of all community and specialized transportation service provided by Local, Regional County and State entities. The Council actively coordinates and serves as a resource to government agencies and others on matters pertaining to transportation.

Today, COST represents the majority of community transit operations in the State. COST members are recipients of multiple funding sources including but not limited to Casino Revenue, WFNJ Funds, Title XX, Title XIX, Medicaid, FTA Section 16 and 18, as well as, state, county, and municipal funds. The types of services provided by COST members include subscription, demand response, fixed route, and modified fixed route.

For information contact: Michael Viera COST President (973)-251- 2242,
FAX (732) 745-4564.

VI. CONCLUSION

Large scale improvements in Transportation were either completed or started in Middlesex County in 2010-2011. The NJ Turnpike widening project, advanced (Exit 9 to Exit 6) as the largest Statewide transportation event \$2.5 Billion. The NJ TURNPIKE Exit 12 improvements reached completion and plans for the next phase moved forward to include a connection to Trembly Point and Union County. The I-287 rehabilitation from Exit 5 to Exit 9 Piscataway was advanced. The Route 1 Bridge replacement over the Millstone River in Plainsboro reached 90% completion. And the ARC/Trans Hudson Tunnel project was canceled.

The Governor and Legislature did not address long term Transportation Funding in 2010 or 2011. The current trust fund was continued for 2011 with a special bond authorization for one year only. The FY 2012 transportation funding is undetermined.

In Washington, D.C. the Federal Transportation authorization which passed in 2005 moved forward on a continuing resolution at funding levels carried over from 2011. The New Jersey share of the six year Bill was \$5.6 Billion for road and bridge construction and maintenance and \$2.45 Billion in transit assistance. Each billion in construction creates 47,500 jobs. The next replenishment was deferred until FY 2012.

The Stimulus Bill, the American Recovery and Reinvestment Act of 2009 funded Middlesex County with \$14,244,084 for pavement resurfacing and guiderail installation and replacement on County Routes. Economic stimulus projects for Middlesex County were also included in NJDOT and NJ TRANSIT immediate construction schedules. Many stimulus projects were completed in 2010 and 2011.

NJ TRANSIT raised fares and cut service in response to lower ridership and revenues. Commuter travel decreased as the recession continued to create a double digit unemployment rate. Middlesex County DOT/MCAT Shuttle service continued a 7th year of expanding routes and service and innovative practices and funding initiatives. Middlesex County DOT took over Medicaid trips from the Board of Social Services, a first in the State to provide that service for contractor Logistic Care Solutions.

