

MIDDLESEX COUNTY
F.Y. 2012 ANNUAL REPORT
ON
TRANSPORTATION

MIDDLESEX COUNTY OFFICE OF PLANNING
TRANSPORTATION DIVISION
MAY 2013

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**OTHER ACKNOWLEDGMENTS AND
THANKS FOR ASSISTANCE IN THE
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**REPORT OF MIDDLESEX COUNTY SUBREGIONAL TRANSPORTATION
PLANNING ACCOMPLISHMENTS, ACTIVITIES AND PRODUCTS THRU JUNE 2013**

I. STUDIES

A. Update of the Transportation Plan Element of the Middlesex County Comprehensive Maser Plan

The updated Transportation Plan addresses a range of transportation components and issues relevant to existing and future needs of Middlesex County. Some of these issues have emerged in the last several years well after the development of the existing Transportation Plan in 1999. The framework and goals of the new Plan include: improving mobility, transportation safety and security enhancements affecting motorists, pedestrians and bicyclists; public transportation and intermodal improvements; maintaining a state of good repair for resiliency to heavy demands and climatic impacts; expanded and safer bicycling and pedestrian facilities; closer coordination and integration of land use and transportation improvements to freight facilities and services involving both rail and trucks; and encouragement of energy conservation and protecting the environment. Proposals to advance these goals include a wide range of projects, strategies and initiatives; They include implementing the various ongoing projects from the prior plan and current Transportation Improvement Program (TIP) and other approved transportation capital programs, and revisiting such areas as conventional fixed route bus services at the local and regional level; demand responsive paratransit bus services including specialized services for senior citizens and people with disabilities; the jobs access reverse commute(JARC) program; bus rapid transit possibilities; safe routes to school (SRTS) program activities; taxi services and on demand automobile facilities (such as 'zipcar' accommodations); conventional and high speed passenger rail; bicycling mobility and expansion of bicycling amenities, parking measures and alternatives, use of the bicycle as a linkage to transit facilities; pedestrian accommodations for safer and expanded mobility; public ferry and water taxi transportation;; freight and goods movement; innovative transportation systems technology; intermodal and information centers; transportation management systems and strategies; transportation and land use coordination; transportation and sustainable development; transportation impacts on climate change; transportation mitigation strategies to help reduce/reverse adverse impacts of climate change; and the promoting of and application of complete streets design policies.

B. North Jersey Transportation Planning Authority (NJTPA) Bus Stop Safety Study Toolbox *Publication was completed and is available through offices of NJTPA and the Middlesex County Office of Planning. (Photo 1, Page 6a)*

C. Route 1 Corridor Bus Rapid Transit Study and Initiation of the new NJ Transit Bus Route # 655

The NJ Transit # 655 "Health Line" Bus Route serves the new Princeton Medical Center at Plainsboro with connections with downtown Princeton, the NJ Transit rail station and other points in the Princeton Borough. Service operates on weekdays on a 30-40 minute frequency between approximately 6 a.m. and 6 p.m., and at every 70-80 minutes between 6 p.m. and 11 p.m. There will be no service on Saturdays, Sundays and major holidays. The fare is \$ 1.50 one way and \$.70 for people over 62 and people with disabilities.

Middlesex County and the Greater Mercer TMA will each provided \$ 3,883 as their share of annual cost of this service starting for the year May 14, 2012 through May 13, 2013. The NJTPA provided \$213,000 per year for three years in Congestion Mitigation and Air Quality (CMAQ) Program funds, which support initiatives that reduce congestion, offer mobility options, offer alternatives to driving alone and lessen the level of pollutants generated through fossil fuel use. The NJ Transit 655 Bus Route also received funding from Princeton University and the hospital, the Delaware Valley Regional Planning Commission, Middlesex and Mercer counties, and rider fares. The service can accommodate up to 640 passenger trips on an average weekday. (Photo 2, Page 6b)

Middlesex County continues to participate in the Central Jersey Transportation Forum, (CJTF) and plays an important role in the CJTF Route 1 corridor agenda. 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 broader Route 1 Corridor Bus Rapid Transit (BRT) Study 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 County to the southern portion of Middlesex County and included South Brunswick and Plainsboro Townships. Middlesex County continues to recommend extension of the BRT applications and related improvements into the New Brunswick Area in order to connect with the proposed Greater New Brunswick Area Bus Rapid Transit Study.

D. Funding for Transportation-(MAP-21) Moving Ahead for Progress in the 21st Century Act

MAP-21, the latest surface transportation law signed by President Obama on July 6 was passed by Congress at \$ 105 billion as a 27-month reauthorization bill for FY 2013 and FY 2014. It authorizes the Highway Trust Fund and surface transportation programs at prior funding levels, consolidates the number of highway programs, streamlines the project review process, implements performance measures for the first time, and redirects half of states' Transportation Alternatives (formerly Transportation Enhancements, Safe Routes to School, and Recreational Trails Programs) to Metropolitan Planning Organizations (MPOs) such as the NJTPA in our region. The law took effect on October 1, 2012 and runs through September 30, 2014. This short term 27 month reauthorization bill was passed to provide time for study to overhaul the way we fund Transportation in America.

AMTRAK and High Speed Rail and national freight policy will stay in a study and development phase for a national freight strategic plan.

II. Project Activity & Implementation 2012-2013

A. 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 \$120 million access road from the Tremble 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 60% completion in 2013. The additional lane on the trucks section from Exit 9 to Exit 8 is complete and opened to traffic. Monroe Township NJ Turnpike Bridge Rehabilitation Prospect Plains Road. (Photo 3, Page 6c)
- NJ Turnpike Exit 9 & Route 18 Improvements interchange improvements construction underway.
- NJ Turnpike Exit 125 (GSP) Sayreville. The Point Proposed Development in Design.

B. Bicycle Pedestrian Activities

- NJ Bicycle Advisory Council met on an ad hoc basis and our staff participated by providing a copy of the Middlesex County Complete Streets Resolution which was passed by The Board of Freeholders to the Alan M. Voorhees Transportation Center www.njbikeped.org. An important study was recently published and we included the summary from the NJ Bicycle & Pedestrian Resource Center:
The Economic Impacts of Active Transportation in New Jersey
The primary objective of this study was to estimate the statewide economic impacts of active transportation in New Jersey in one year. The study was conducted in 2012 and used data from calendar year 2011. The research analyzed active transportation, related capital investments, businesses, and events to estimate economic activity generated and jobs supported. Using economic modeling, the research concluded that these components of active transportation contributed an estimated \$497.46 million to the New Jersey economy in 2011.
- The New Brunswick Bikeway Work continued on the New Brunswick bikeway project. The purpose of the project is to build a safe bicycle route 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. Resolved compliance issues on contract language conformance with federal requirements in regard to the consultant selection for construction management of project. Project has completed final design and is expected to go to construction within 2013 at \$ 8.2 million.
- 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 was officially opened September 15, 2012. (Photo 4, Page 6d) The Middlesex Greenway from Route 27 in Metuchen to Crows Mill Road vicinity in Woodbridge was officially opened to the public on September, 2012 and comprises an off road segment through Middlesex County of the 92 mile New Jersey portion of the Greenway, a piece of the 2600 mile East Coast Greenway from Maine to Florida.

- The East Coast Greenway 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 total 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 4a).

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. The RBA Consulting firm is working on designs for creating the East Coast Greenway trail. \$719,921 is programmed for FY 2012 to forward the East Coast Greenway in Middlesex and Union Counties

C. Transit System Improvements

- Transit Guide Update

Keep Middlesex Moving and the Middlesex County Office of Planning have completed the update of the Middlesex County Transit Guide which is now available for distribution to the general public. The new County Transit Guide updates the previous Transit Guide that was developed in 2007.

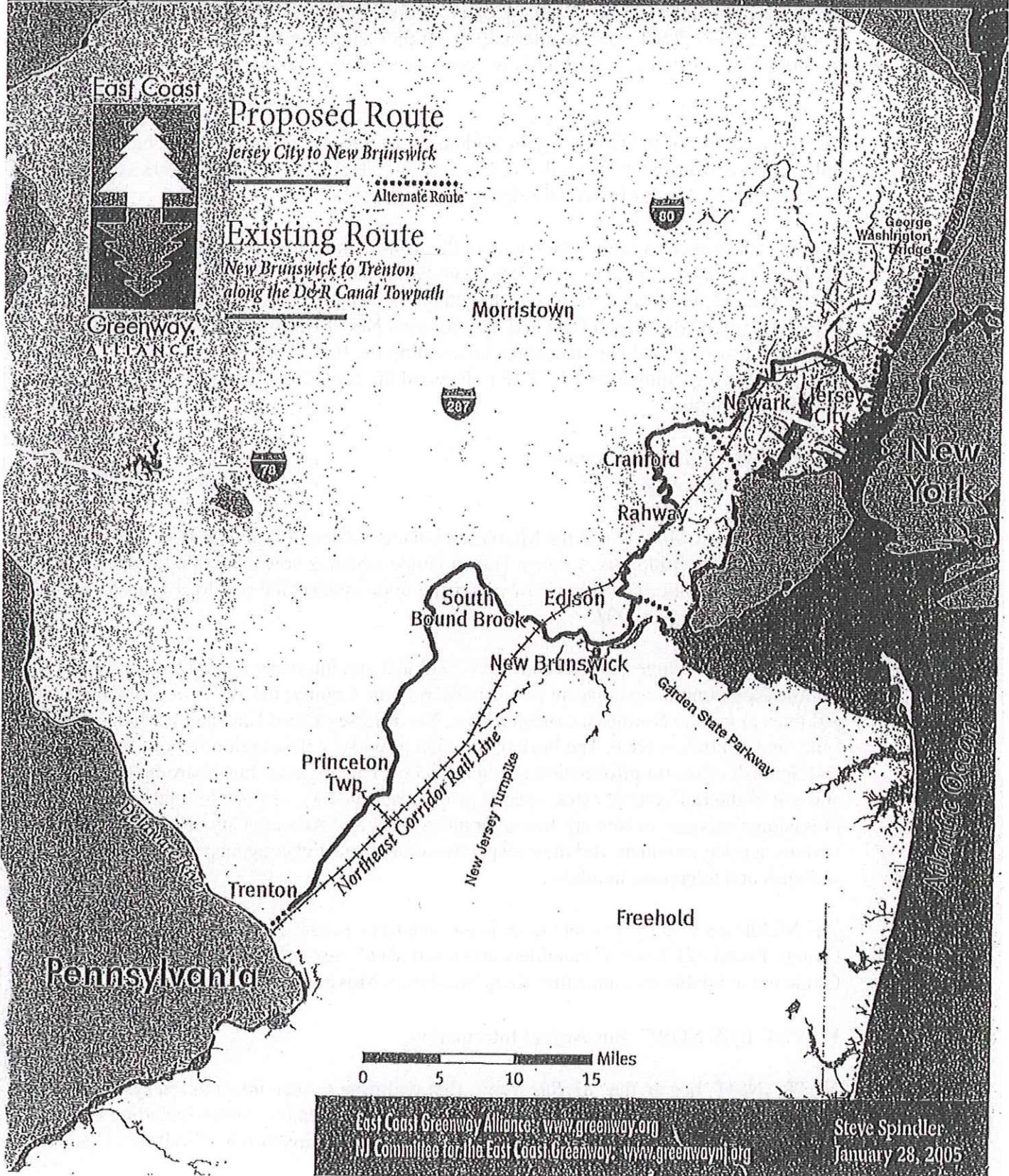
The new guide includes a map of all local, regional and interstate bus routes that serve Middlesex County; key adjacent points bordering the County; the NJ Transit passenger rail lines along the Northeast Corridor Line, North Jersey Coast Line and Raritan Valley Line; and Amtrak service. The back of the map provides a description in both English and Spanish of useful information to transit riders. This includes bus boarding procedures and use of the rail system; fares; special programs; transfers; senior/disabled resident provisions; services to Newark International Airport and Atlantic City and listings of the various service providers and their respective routes, bus ticket agents, and related websites and telephone numbers.

The Middlesex County Transit Guide is provided as a public service by the Middlesex County Board of Chosen Freeholders and Keep Middlesex Moving Inc. Copies of the Guide are available by contacting Keep Middlesex Moving at 732-745-4465.

- “MY BUS NOW” Bus Arrival Information:

NJ TRANSIT began the “*MyBus Now*”, first real-time service information system for bus customers as a pilot program on 16 Mercer County-area bus routes including two routes – the No. 600 and the No. 655 which also serve Plainsboro in Middlesex County.

East Coast Greenway in New Jersey



The MyBus Now pilot program is the start toward system wide implementation of a very useful customer information tool. With access to real-time bus location and arrival information via telephone or computer bus customers will be able to make informed decisions about their travel, even while they are traveling.

MyBus Now uses “smart bus” technology to provide customers with access to real-time bus arrival estimates to a specific bus stop within a 30-minute window. Customers are able to access the information in three ways: from a desktop computer through njtransit.com; from a web-enabled Smartphone through the mobile version of njtransit.com, and via SMS-text messaging directly to their cell phones.

“MyBus Now” builds on NJ TRANSIT’s “MyBus” system, which launched in October 2010.

- Northeast Corridor Midline Loop

NJ Transit has issued a request for proposals for design, engineering and construction assistance for the Northeast Corridor Midline Loop in North Brunswick. This will involve a new loop track with a grade separated rail crossing of Amtrak’s Northeast Corridor and a new passenger railroad station in North Brunswick.

- NJ Transit Provides New Buses on 800 Routes

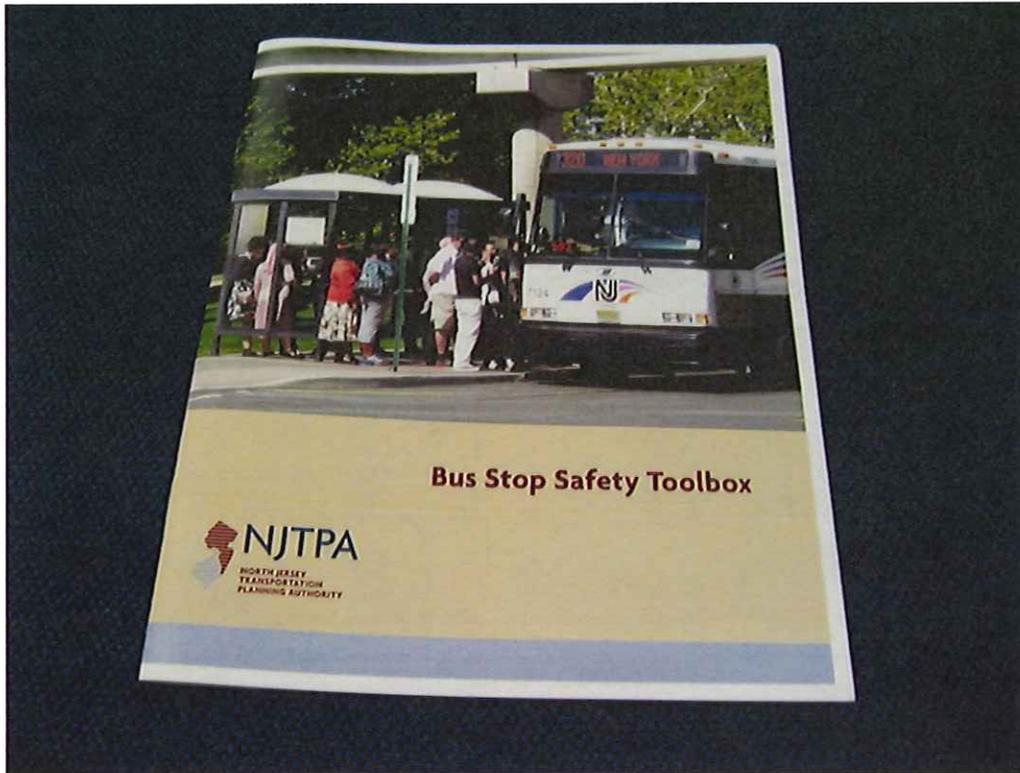
As part of the NJ Transit program to improve its bus operations, Middlesex County received new NABI buses on the NJ Transit 800 series local bus routes serving various areas of the County. These new buses can provide improved quality and reliability of service while reducing operating costs. These buses include smart bus technology for automatic stop announcements and visual displays, automatic vehicle condition monitoring to enable proactive maintenance, automatic passenger counting to enable accurate and timely schedule changes to meet customer demand, and video surveillance to enhance safety and security, and improved communications to driver of road/traffic/safety information to increase passenger safety and minimize delays. These new buses are currently in operation in several Middlesex County 800 bus routes. (Photo 5, Page 6e)

D. Projects In Construction

- Piscataway - Stelton Road from Ethel Road to Haynes Ave. is under construction on both sides along the frontage of the Fairways development, a Transit Village where the roadway cross section is being widened and curbs and sidewalks and intersections improved. (Photo 6, Page 6f)
- Piscataway - River Road from I-287 to Ballas Road, widening, curbs, sidewalks and intersection improvements under construction. Completed end of 2012. (Photo 7, Page 6g)
- Piscataway - Metlars Lane widening from Stelton Road to Washington Road preliminary engineering complete, construction underway. (Photo 8, Page 6h)
- Piscataway - Rutgers Livingston Campus expansion of 3 dormitories and a Business School. (Photo 9, Page 6i).

- Piscataway - NJ-18 Sec. 3A to I-287 connection Widening under construction, total cost \$77.3 million. (Photo 10, Page 6j and Photo 11, Page 6k)
- 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 resurface and milling in Middlesex and Monmouth Counties 2013.
- Old Bridge - NJ-35 Bridge over Cheesequake Creek Reconstruction \$25,493,808. Project 60% complete. (Photo 12, Page 6L, Photo 13, Page 6m)
- Woodbridge - The Metropark Train Station \$ 47 million platform reconstruction project is complete. (Last piece was pedestrian access to NJ-27 and the southbound platform. The pedestrian traffic signal was activated to Magnolia Rd. (Photo 14, Page 6n)
- New Brunswick Train Station and Gateway Transit Village Project reached completion.
The new \$280 million building includes condos, rental apartments and retail. The Rutgers Book Store is shown (Photo 15, Page 6o) also the Park and Ride facility, and a grocery store and fitness center. (Photo 16, Page 6p) Also Elevator to Northbound Platform Easton Avenue and NJ 27 Albany Street. (Photo 17, Page 6q)
- The South Amboy Ferry service which was discontinued in May 2008 is expected to resume from South Amboy's waterfront. The access road to the proposed Ferry Terminal scheduled for FY 2012 and will be delayed. (Photo 18, Page 6r)
- 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 was scheduled for FY 2012 and was delayed.
- Route 1 Plainsboro Millstone River bridge replacement \$18.9 million is 90% complete. The Penns Neck merge remains in place at Mapleton Road at the bridge southbound.
- North Brunswick Route 130 intersection with Adams Station Road.
(Photo 19, Page 6s)
- Metuchen NJ-27 bridge replacement over the Middlesex Greenway is under construction in FY 2013. (Photo 20, Page 6u)
- Perth Amboy - Route 440 High Street connector ramps with Perth Amboy waterfront redevelopment area. \$1.5 million work in progress. (Photo 21, page 6u)

Photo 1



Pedestrian Safety – NJTPA Study Results
Bus Stop Toolbox

Photo 2



NJ Transit Health Line
Central Jersey Forum Bus to Princeton Medical Center

Photo 3



NJ Turnpike widening Exit 9, Exit 6 CR 614 Prospect Plains Road Bridge over NJ Turnpike widen reconstructed - Monroe Township

Photo 4



Middlesex Greenway at NJ-27
Metuchen Borough

Photo 5



814 Bus Line 1 or 27 new NAB1 buses on the NJ Transit
800 Service Local Bus Route

Photo 6



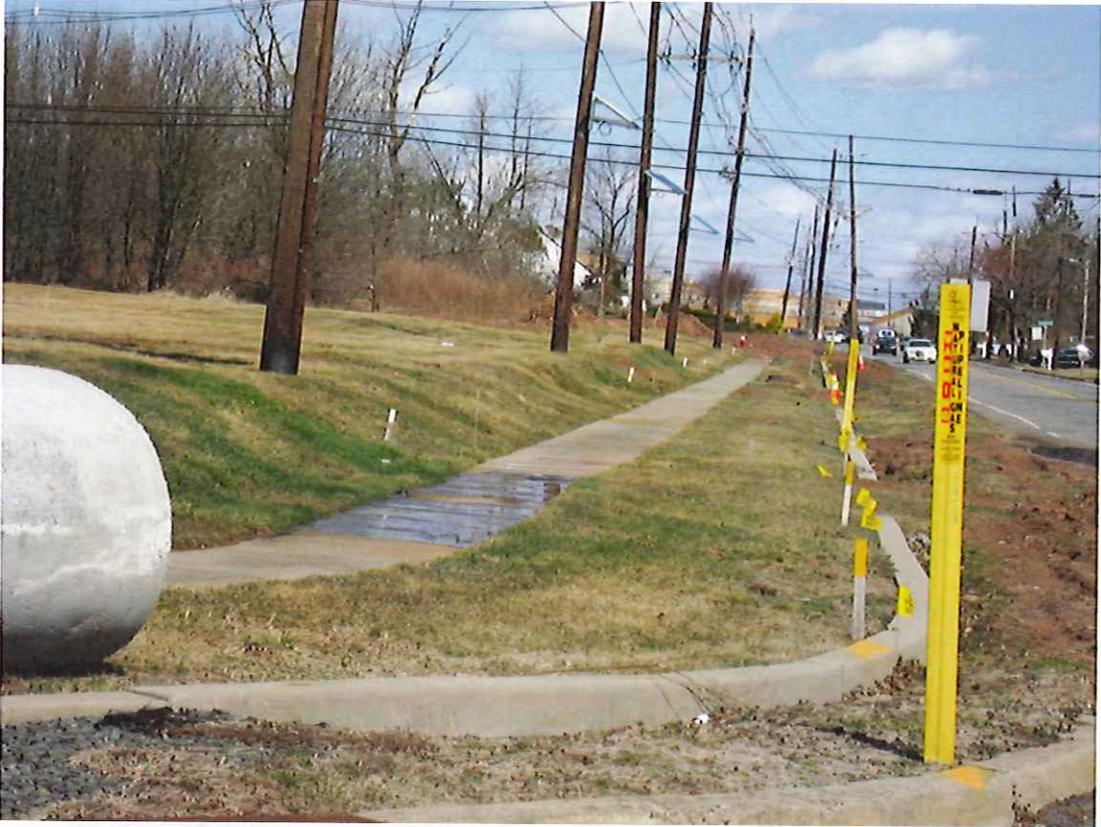
CR 529 Stelton Road widening at McDonalds Haynes Avenue
Piscataway Township

Photo 7



River Road reconstruction at I-287 and entrance to Riverside Park
Piscataway Township

Photo 8



Metlars Lane widening between Stelton Road and Washington Avenue
Piscataway Township

Photo 9



Rutgers University – Livingston Campus. 3 Dormitories and a Business School
Piscataway Township

Photo 10



Pedestrian overpass over Morris Avenue. NJ-18 Extension to I-287
Piscataway Township

Photo 11



NJ 18 Extension (Hoes Lane) to I-287 Pedestrian Overpass
to Piscataway High School

Photo 12



NJ 35/ Cheesequake Creek Drawbridge
Old Bridge Township

Photo 13



NJ 35 Drawbridge over Cheesequake Sidewalk
Old Bridge Township

Photo 14



NJ 27 Pedestrian Crossing from Metropak Station Southbound Platform to Magnolia Road - Woodbridge Township

Photo 15



Rutgers University Gateway Center – Barnes & Noble Bookstore
Direct access to Somerset Street to New Brunswick Station

Photo 16



New Brunswick Station – Amtrak Train bound to New York from Washington DC passing Park & Ride Facility and grocery store and fitness center

Photo 17



New Brunswick Station Elevator to Northbound Platform
Easton Avenue and NJ 27 – Albany Street
New Brunswick City

Photo 18



South Amboy Road to water front and proposed ferry dock
Sand Company on right - South Amboy City

Photo 19



Route 130 – Adams Lane
North Brunswick Township

Photo 20



Metuchen Borough NJ 27 - Bridge Replacement over
Middlesex Greenway

Photo 21



Route 440 Ramp to High Street Extension
Perth Amboy City

Photo 22



CR 514 Woodbridge Avenue and Duclos Lane - new Traffic Light
Highland Park Borough

Photo 23



Ernston Road and CSX RR Underpass at Bordentown Avenue
Sayreville Borough

Photo 24



Old Trenton Road Intersection reconstruction and widening with Main Street
Cranbury Township

Photo 25



Park Avenue Bridge over CSX
South Plainfield Borough and Edison Township



- Perth Amboy Train Station - NJ Transit has designed high level platforms which is the only station on the North Jersey Transportation Planning Authority 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 to make the station ADA compliant.
- Highland Park - Duclos Lane new traffic signal construction was completed in 2012 (Photo 22, page 6v)
- I-287 Edison, So. Plainfield, Metuchen \$38 million reconstruction and re-decking project was completed. The project was extended from Exit 5 to Exit 9 in Piscataway and will be complete by the end of 2012.
- Sayreville - Old Bridge Ernston Rd. & Bordentown Avenue Intersection Improvement and Rail Bridge replacement is underway (70%) in 2012. (Photo 23, Page 6w)
- Cranbury – Old Trenton Road CR 65 Intersection with Main Street CR 535. (Photo 24, Page 6x)
- South Plainfield, Edison, Park Avenue, Bridge over CSX replaces Bridge rated 2 out-of 100. (Photo 25, Page 6y)

E. Traffic/ Trip Reduction

Keep Middlesex Moving, Inc (KMM) in 2012 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

F. Capital Improvement Programs

Capital improvement programs for Middlesex County transportation projects include the 2012 from FY 2012-2015 Transportation Improvement Program (TIP) projects listed for 2012, developed by the North Jersey Transportation Planning Authority and Middlesex County; the State funded Capital Transportation Program (CTP); the Middlesex County funded 2012 Capital Budget.

Funding sources available for capital improvement transportation projects in Middlesex County in FY 2012 included the following:

2012 Transportation Budget (various sources)

Programs	Millions
NJDOT County Capital Transportation Program (CTP)	\$ 6.052
NJTPA Transportation Improvement Program (TIP)	\$ 155.91
Middlesex County Capital Budget (2011)	
• Bridges & Culvert	\$ 3.95
• Roads	\$ 4.55
• Intersections	\$ 6.40
• MCAT	\$.90
• Dept of Public Works	<u>\$ 8.60</u>
Sub Total	\$ 24.49 <u>\$ 24.49</u>
Total	\$ 186.45

G. Middlesex County Office of Transportation

Now in its eighth year and under the Social Services Department of Middlesex County government, the Middlesex County Area Transit (MCAT) Program has expanded mobility opportunities for persons without access to automobiles, providing 561,381 annual passenger trips in 2012 while improving trip per hour productivity by over 30% since 2005. The Middlesex County Community Shuttle program has resulted in seven new public bus routes that have 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 in 2011 from Jamesburg to Princeton Junction which is building ridership as the Princeton Medical Center opened and generates trips as well as serving commuters to Princeton Jct. Rail Station. MCAT in 2012 started another New Shuttle from South Amboy to Brunswick Square Mall serving East Brunswick, Old Bridge, Sayreville, South River, South Amboy.

2005 vs. 2012 MCAT Direct Operations Performance

<u>Measure</u>	<u>2005</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
Total	\$2,918,814	\$4,089,687	\$4,245,865	\$5,066,283	5,390,023
Registrations	7,800	13,492	14,603	17,431	18,226
Psgr. Trips	251,392	484,511	487,300	492,574	522,084
Ref. Hours	88,209	0	0	105,000	128,960
Miles	1,502,108	1,677,487	1,574,502	1,876,264	1,744,139
Trips/Hr	2.85	4.50	4.9	4	4.05
Cost/Trip	\$11.61	\$8.62	\$8.71	\$8.62	\$10.32

Fleet Improvements

<u>Measure</u>	<u>2005</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
Total Fleet	70	84	84	84	84
New Vehicles	15	3	0	5	5
% Accessible	85%	89%	83%	88%	88%

System Ridership

<u>Measure</u>	<u>2005</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
Total	355,849	518,090	526,427	502,197	561,381

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

H. Middlesex County Transportation Coordinating Committee (TCC)

The Middlesex County Transportation Coordinating Committee (M.C.T.C.C.) held seven (7) meetings between September 2011 and June 2012.

Chairman Mr. John J. Hogan, Edison
Vice-Chairman: Mr. Richard Zipp, Old Bridge
Freeholder Liaison Freeholder Stephen J. Dalina (2012)

Special Presentations to the M.C.T.C.C. at monthly meetings from September, 2012 to June, 2013 were as follows:

September 27, 2012

- Middlesex County Safe Route to School Program Activities
Presentation by Keep Middlesex Moving
Peter Bilton, Safe Routes to School Coordinator

October 23, 2012

- Middlesex County Transportation Plan Status and next Steps
Ryan Rapp, County Office of Planning

January 22, 2013

- Capital Transportation State Aid Program
Richard Wallner, Assistant County Engineer

February 26 2013

- NJ Transit Score Card
Dennis Martin, NJ Transit Senior Director of Organization Performance

March 26, 2013

- NJ Turnpike Projects in Middlesex County
Martin Grant, Richard Brundage, New Jersey Turnpike Authority

April 23, 2013

- Draft Middlesex County Transportation Plan Update
Anthony Gambilonghi and Ryan Rapp, County Office of Planning

May 28, 2013

- Middlesex County Annual Transportation Report FY 2012-2013
Bruce McCracken, County Office of Planning

June 25, 2013

- AMTRAK Gateway Program
Petra Messick, Northeast Corridor Infrastructure & Improvement
Development

I. Middlesex County Comprehensive Traffic Safety Program (CTSP)

The Middlesex County Comprehensive Traffic Safety Program convened by Freeholder H. James Polos has been active addressing various Traffic Safety problems. The program coordinator is David Gregor. A state grant for \$96,000 created a website and put up signs to inform the public of the stop for pedestrians at intersections law. The point of contact for the program calendar of events is Carol Byrnes 732-745-7436. 2012 events included a Distracted Driver Campaign press event, MADD Recognition Breakfast, Middlesex County Area Transportation Presentation, "National Night Out" D.R.I.V.E. program. The program has provided helmets for youth who ride, bike or skate and coordinates the Helmet Safety Campaign with the level one Trauma Center at Robert Wood Johnson University Hospital and the Brain Injury Association of New Jersey. Contact Safe Kids Middlesex County 732-418-8026. At the January 17, 2013 meeting the CTSP traffic safety video, "Traffic Safety is Elementary- Don't Clown Around", was presented. Available for download through several on-line medians, the video has also been posted to the CTSP website.

During the first quarter of this FY, the video has been presented to 3 elementary schools with over 1,200 children in attendance. Currently, there are 7 schools scheduled for this presentation over the next 2 months. The presentation includes student participation followed by the issuance of traffic safety badges for all in attendance. Diana Starace of RWJUH has offered to present the video as part of her ongoing efforts with the area elementary schools and inquired about obtaining the traffic safety badges distributed as part of the program. Additionally, Bill Neary of KMM spoke of supporting the initiative with providing a KMM representative at each presentation to offer literature and provide guidance as to KMM's various programs.

Also, the CTSP team has delivered 3 distracted driving presentations to area high schools subsequent to the train the trainer given by Diana Starace at the September Municipal Traffic Officer's meeting. Diana has given several presentations to area high schools and continues to respond to municipal requests for this training. To further support the education phase of this initiative, the county mobile trailer provides signage promoting distracted driving awareness and will be available upon municipal request.

Other ongoing initiatives that were discussed included the Slow Down in Our Town campaign, bicycle rodeos, senior presentations and two initiatives that are in the process of being defined: Middlesex County's Traffic Safety Scholarship Contest and a mandatory educational program for distracted driving violators.

J. Middlesex County Transportation Advisory Committee

The Middlesex County Transportation 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 includes road and transit improvements, park and ride improvements, water supply and storm water facilities.

K. The Rail Freight Capacity and Needs Assessment to Year 2040

The Rail Freight Capacity and Needs Assessment to Year 2040 asses the capacity of the rail network in the NJTPA Region to handle projected increases in freight rail traffic. A key purpose is to establish a baseline of physical characteristics for the rail network and asses operations over the network.

Current and future demand is also provided to shed light on how the Region's dedicated freight and shared freight/ passenger rail network can accommodate the projected growth. Finally, issues affecting capacity and potential mitigating strategies are also provided. Solutions to issues in Middlesex County were important to the study and the consulting team conducting the study interviewed our staff to learn and understand actions shaping rail freight in our planning, development and goods movement experience.

L. Update of Urban Area Boundary Functional Classification

Staff worked with NJTPA and NJDOT and its consultants in the update of the Urban Area Boundary and Functional Classification System in Middlesex County.

Functional Classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way. Rather, most travel involves movement through network of roads. The functional classification of the roads help determine how this travel can be channelized within the network in a logical and efficient manner, and defines the nature of this channelization process by defining the part that any particular road or street should play in serving the flow of trips through a highway network.

(Maps 3-6, Pages 11a-11d)

M. Road Safety Audits

The Middlesex County Transportation Planning staff participated in 4 Road Safety Audits in (1) Sayreville/ Old bridge on Ernston Road, (2) New Brunswick on Livingston Avenue, (3) Woodbridge on Route 35 and (4) New Brunswick Train Station. A Road Safety Audit is a formal safety performance examination by an independent audit team. The Audit teams met and evaluated crash data in a study and conducted field reviews. The Rutgers Center for Advanced Infrastructure and Transportation was the lead on the Ernston Road and Livingston Avenue and the New Brunswick Train Station Audits. The Department of Transportation was the lead 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 or 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 midtown 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 3,157,115 in 2012 down 2.9% from 2011. Ridership on Academy lines was 4,068,714 in 2011 up 6.9% from 2006. Suburban Transit operates bus service through the central and south region of Middlesex County along the Routes 27 and 18 Corridors, and routes serving the NJ Turnpike Exits 8, 8A and 9. Suburban Transit ridership was up 1.4% in 2012 to 2,843,150 from 2,801,834 in 2011.

2010 DRAFT FUNCTIONAL CLASSIFICATION MIDDLESEX COUNTY

May 20, 2013

Legend

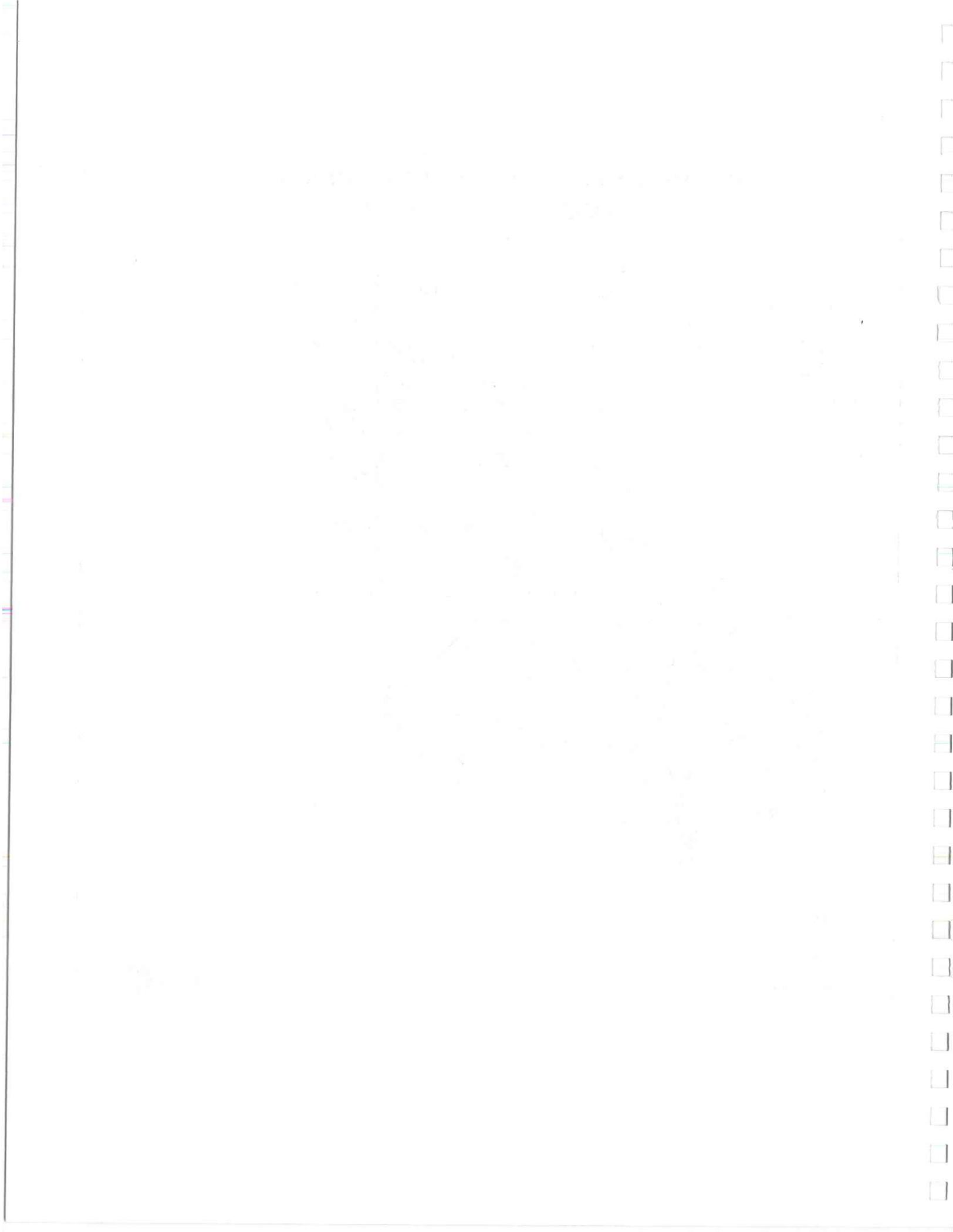
Functional Classification

- 1 - Interstate
- 2 - Other Freeway/Expressway
- 3 - Other Principal Arterial
- 4 - Minor Arterial
- 5 - Major Collector
- 6 - Minor Collector
- 7 - Local

County Boundary
Municipal Boundary
NJDOT 2010 Urban Area

Note: Non-primary roadway functional classifications are shown for display reference only.

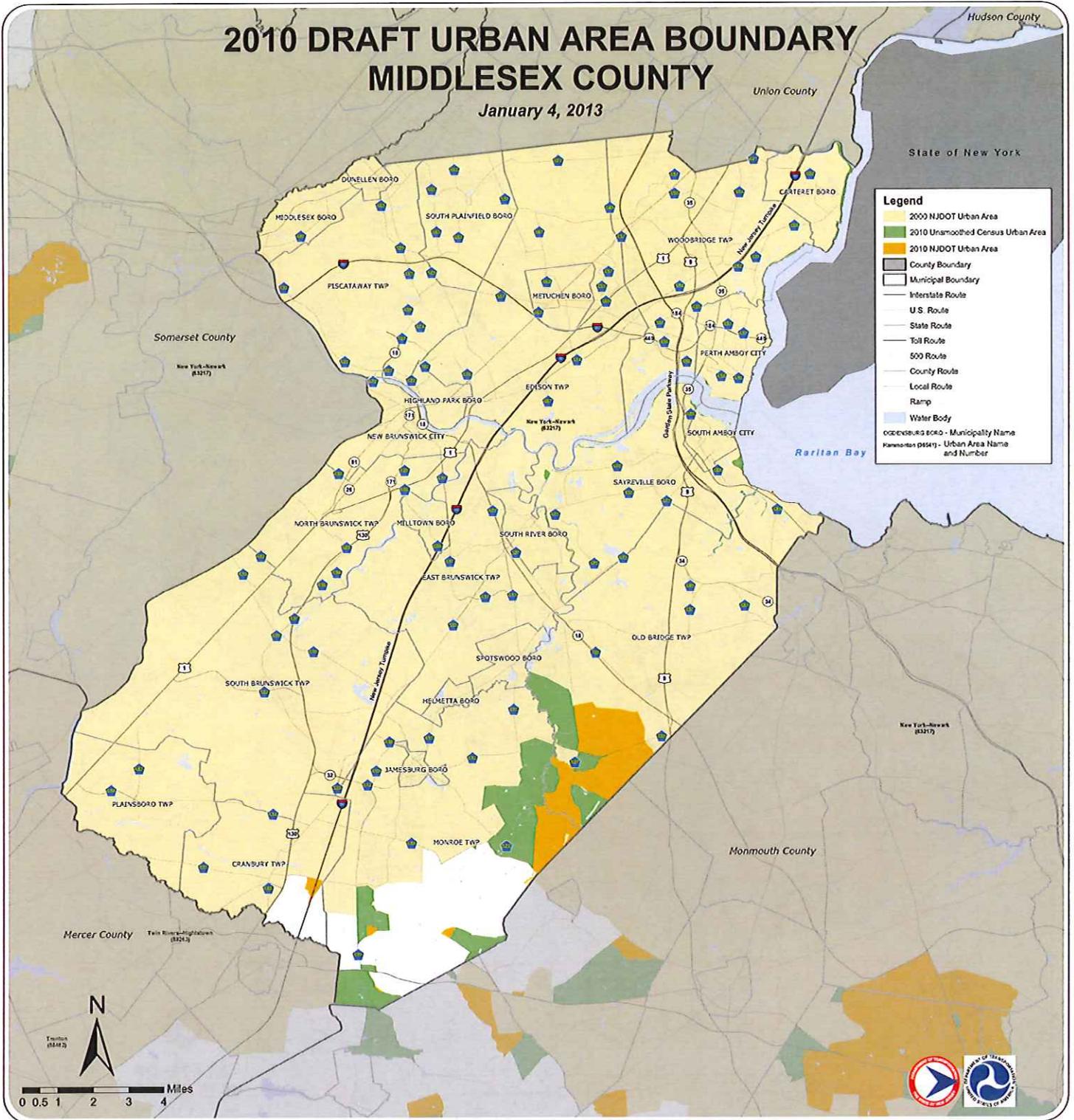




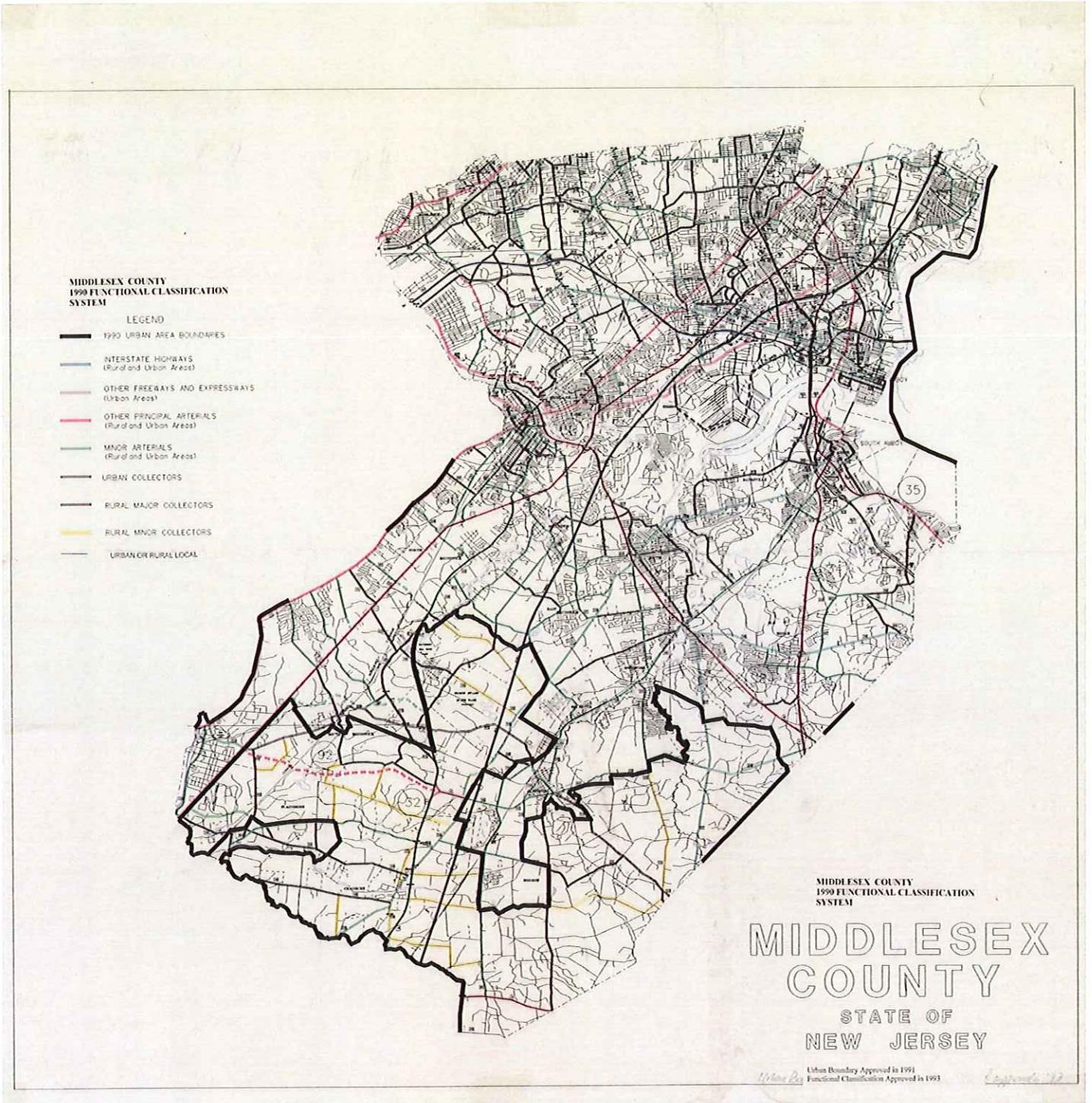
MAP 4

2010 DRAFT URBAN AREA BOUNDARY MIDDLESEX COUNTY

January 4, 2013



MAP 6



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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, Page 12a) shows that annual ridership on the local NJ routes increased in 2012 from 2011 levels on all local contract lines. The total reported ridership of all contract lines increased by 395,344 riders to 2,122,300 in 2012 from 1,726,956 in 2011 which was 18.6%.

Total ridership on NJ TRANSIT local and regional routes serving Middlesex County, increased by 364,679 which were up 2.2% between 2010 and 2011.

NJ TRANSIT local ridership 2,494,534 on the #62 line in 2012 was up from 2,382,814 in 2011 an increase of 111,720 riders or 4.6%. This includes the breakup of the Route into two segments, the 48 and the 62.

The ridership increases reflect a dramatic population growth pattern away from the exurbs to the most developed counties after the great recession.

TABLE 1

RIDERSHIP ANNUAL STATISTICS - LOCAL / COMMUTER ROUTES

#	2012*	2011*	Difference 2012 vs 2011	% Difference 2012 vs 2011	2010	Difference 2011 vs 2010	% Difference 2011 vs 2010	2009	Difference 2010 vs 2009	% Difference 2010 vs 2009	2008	Difference 2009 vs 2008	% Difference 2009 vs 2008
810	273,868	252,794	21,074	8.3%	239,574	13,220	5.5%	241,044	-1,470	-0.6%	258,048	-17,004	-6.6%
811	89,236	67,754	21,482	31.7%	53,993	13,761	25.5%	54,324	-331	-0.6%	68,383	-14,059	-20.6%
813	240,217	185,420	54,797	29.6%	157,616	27,804	17.6%	158,583	-967	-0.6%	170,428	-11,845	-7.0%
814	294,942	255,128	39,814	15.6%	232,126	23,002	9.9%	233,548	-1,422	-0.6%	250,996	-17,448	-7.0%
815	398,511	329,621	68,890	20.9%	287,058	45,563	14.8%	288,819	-1,761	-0.6%	310,393	21,574	7.0%
817	148,462	128,699	19,763	15.4%	116,060	12,639	10.9%	116,813	-753	-0.6%	125,396	-8,583	-6.8%
818	131,966	114,399	17,567	15.4%	103,166	11,233	10.9%	103,668	-502	-0.6%	111,649	-7,981	-7.1%
819	178,511	145,894	23,617	15.2%	127,789	27,105	21.2%	128,575	-786	-0.6%	138,177	-8,602	-6.3%
801													
805	366,587	194,969	171,618	88.0%	93,687	101,282	108.1%	94,264	-577	-0.6%	101,303	-7,039	-6.9%
T	2,122,300	1,674,678	447,622	26.7%	1,411,069	263,609	18.6%	1,419,638	-8,569	-5.4%	1,534,773	-115,135	-75.9%

*The Numbers for 2011 and 2012 are under review

810 New 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/ Monmouth County (Cambells Jct.)
818 New Brunswick / Old Bridge
819 Piscataway / Middlesex County/ Union County (Plainfield)
801-805 Metro Loop

Source: NJ Transit

TABLE 1 (cont'd) RIDERSHIP ANNUAL STATISTICS – LOCAL / COMMUTER ROUTES

NJ Local	2006	2007	2008	2009	2010	2011	2012	2011-2012 Change	% Change
Suburban/Coach USA Intrastate*	692,704	487,963	438,850	449,025	322,819	332,978	513,352*	180,374	54.1%
Suburban Interstate (NY Line)	2,549,325	2,523,277	2,552,796	2,899,559	2,568,201	2,801,834	2,843,150	41,316	1.4%
Academy (NY – Line)	N/A	3,804,462	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rutgers Campus	N/A	N/A	N/A	N/A	N/A	N/A	6,688,416	N/A	N/A
Sayreville	N/A	N/A							
Dash (Somerset Ridewise)	33,084	43,395	45,034	44,786	41,176	47,364	52,066	8,702	9.9%
MCAT Shuttles	73,821	114,041	202,125	299,716	324,729	359,120	405,513	46,393	12.9%

*Suburban ridership number changed to include charter and Atlantic City in 2012

NJ Routes in Middlesex County Bus Ridership Comparison

#	2012	2011	Difference 2012 vs 2011	% Difference 2012 vs 2011	2010	Difference 2011 vs 2010	% Difference 2011 vs 2010	2009	Difference 2010 vs 2009	% Difference 2010 vs 2009	2008	Difference 2009 vs 2008	% Difference 2009 vs 2008
115	349,754	346,978	2,776	0.8%	341,288	5,690	1.7%	332,620	8,668	2.6%	326,124	6,496	2.0%
131	218,887	246,457	-27,570	-11.2%	255,854	-9,397	-3.7%	268,057	-12,203	-4.6%	288,721	-20,664	-7.2%
134	-	-	-	-	20,822	-20,822	-100.0%	53,698	-32,876	-61.2%	63,035	-9,337	-14.8%
138	158,048	169,960	-11,912	-7.0%	190,919	-20,959	-11.0%	208,036	-17,117	-8.2%	240,298	-32,262	-13.4%
133	240,886	251,409	-10,523	-4.2%	255,867	-4,458	-1.7%	263,235	-7,368	-2.8%	266,545	-3,310	-1.2%
135	116,769	130,769	-14,000	-10.7%	135,596	-4,827	-3.6%	134,815	781	0.6%	141,384	-6,569	-4.6%
137	476,922	462,390	14,532	3.1%	463,375	-985	-0.2%	464,498	-1,123	-0.2%	522,383	-57,885	-11.1%
130	90,352	94,302	-3,950	-	77,120	17,182	22.3%	-	-	-	-	-	-
132	139,414	133,686	5,728	-	98,000	35,686	36.4%	-	-	-	-	-	-
136	67,565	61,403	6,162	-	42,427	18,976	44.7%	-	-	-	-	-	-
139	3,157,115	3,252,419	-95,304	-2.9%	3,391,286	-138,867	-4.1%	3,748,854	-357,568	-9.5%	3,539,401	209,453	5.9%
114	1,721,214	1,708,891	12,323	0.7%	1,695,400	13,491	0.8%	1,726,653	-31,253	-1.8%	1,784,227	-57,574	-3.2%
117	71,001	74,498	-3,497	-4.7%	66,765	7,733	11.6%	61,715	5,050	8.2%	63,387	-1,672	-2.6%
113	1,134,428	1,124,700	9,728	0.9%	1,086,331	38,369	3.5%	1,067,872	18,459	1.7%	1,050,193	17,679	1.1%
116	737,729	729,460	8,269	1.1%	735,498	-6,038	-0.8%	720,260	15,238	2.1%	744,574	-24,314	-3.3%
59	1,652,516	1,667,115	-14,599	-0.9%	1,643,438	23,677	1.4%	1,704,592	-61,154	-3.6%	1,812,655	-108,063	-6.0%
62	2,261,132	2,382,814	-111,720	-4.7%	2,246,652	136,162	6.1%	2,887,711	-641,059	-22.2%	3,312,939	425,228	12.8%
48	233,402	-	-	-	-	-	-	-	-	-	-	-	-
64	334,483	345,859	-11,376	-3.3%	352,865	7,006	2.0%	406,977	-54,112	-13.3%	434,927	-27,950	-6.4%
67	333,476	338,414	-4,938	-1.5%	344,468	-6,054	-1.8%	368,708	-24,240	-6.6%	383,047	-14,339	-3.1%
68	215,658	221,498	-5,840	-2.6%	206,669	14,829	7.2%	198,487	8,182	4.1%	211,169	-12,682	-6.0%
65	121,936	137,625	-15,689	-11.4%	133,312	4,313	3.2%	122,288	11,024	9.0%	153,094	-30,806	-20.1%
66	652,566	640,779	11,787	1.8%	636,561	4,218	0.7%	680,155	-43,594	-6.4%	699,276	-19,121	-2.7%
308	124,566	122,491	2,075	1.1%	129,755	-7,264	-5.6%	142,524	-12,769	-9.0%	170,607	-28,083	-16.5%
600	286,861	285,196	1,665	0.6%	284,382	814	0.3%	299,135	-14,753	-4.9%	342,537	-43,402	-12.1%
T	14,896,680	14,929,113	-32,433	-0.2%	14,834,650	94,463	0.6%	15,860,890	-1,243,787	-7.8%	16,550,523	-689,633	-4.2%

The 819 bus route increased by 17,567 riders in 2012 a gain of 13.3 percent. The Metro Park Loop was up 46.8 percent to 366,587 in 2012.

The 139 bus route on the Route 9 corridor was down 95,304 riders a 2.9 percent decrease between 2011-2012.

Back in April 2004, the Middlesex County Area Transit Community Shuttle program began operating a peak period route between New Brunswick and Exit 8A. In 2012 the Community Shuttle program consisted of seven routes and carried 405,513 passenger trips.

The Davidson Avenue Shuttle (DASH) continues route service between Somerset County points and the New Brunswick Rail Station. Ridership for 2012 was 52,066 an increase of 4,702 riders up 9.99 percent from 2011.

The Rutgers Campus bus operated 12 route variations to serve the New Brunswick campuses. Annual ridership was estimated to be 6,688,416 in 2012. During class days 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 14b)

Rail Ridership Levels and Trends

A comparison of daily commuter rail ridership for Middlesex County is presented in Table 2, Page 14a. Average weekday boardings on east and westbound trains in 2012 were 25,662 in Middlesex County. Of the three lines, the Northeast Corridor Line carries the largest volume of daily Middlesex County rail commuters, 20,941. Between 2000 and 2012, ridership on this line increased by 5,344 riders. The most active railroad station on the Northeast Corridor Line is the Metropark Station in Iselin, where boardings increased by 94.3 percent from 2000 to 2012. 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 2011. Boardings at the Metuchen Station and Edison Station continued to increase from 2000 to 2011 ridership. In 2011 ridership at Metuchen was 3,840 and 3,120 at the Edison Station. Ridership on the North Jersey Coast Line increased 5.2 percent from 2000 to 2012. The Woodbridge Station is the most active station on the North Jersey Coast Line with 1,686 passengers in 2012, while South Amboy was second with 1,050 passengers.

Boardings at Dunellen on the Raritan Valley have increased from 835 in 2000 to 945 in 2012 an increase of 13.2 percent.

NJ TRANSIT reported a one year increase in ridership from 2011 to 2012 on the three lines of -251 or .9 percent increase. The Northeast Corridor Line had the largest 12 year increase of 40.6 percent from 15,097 in 2000 to 25,662 in 2012.

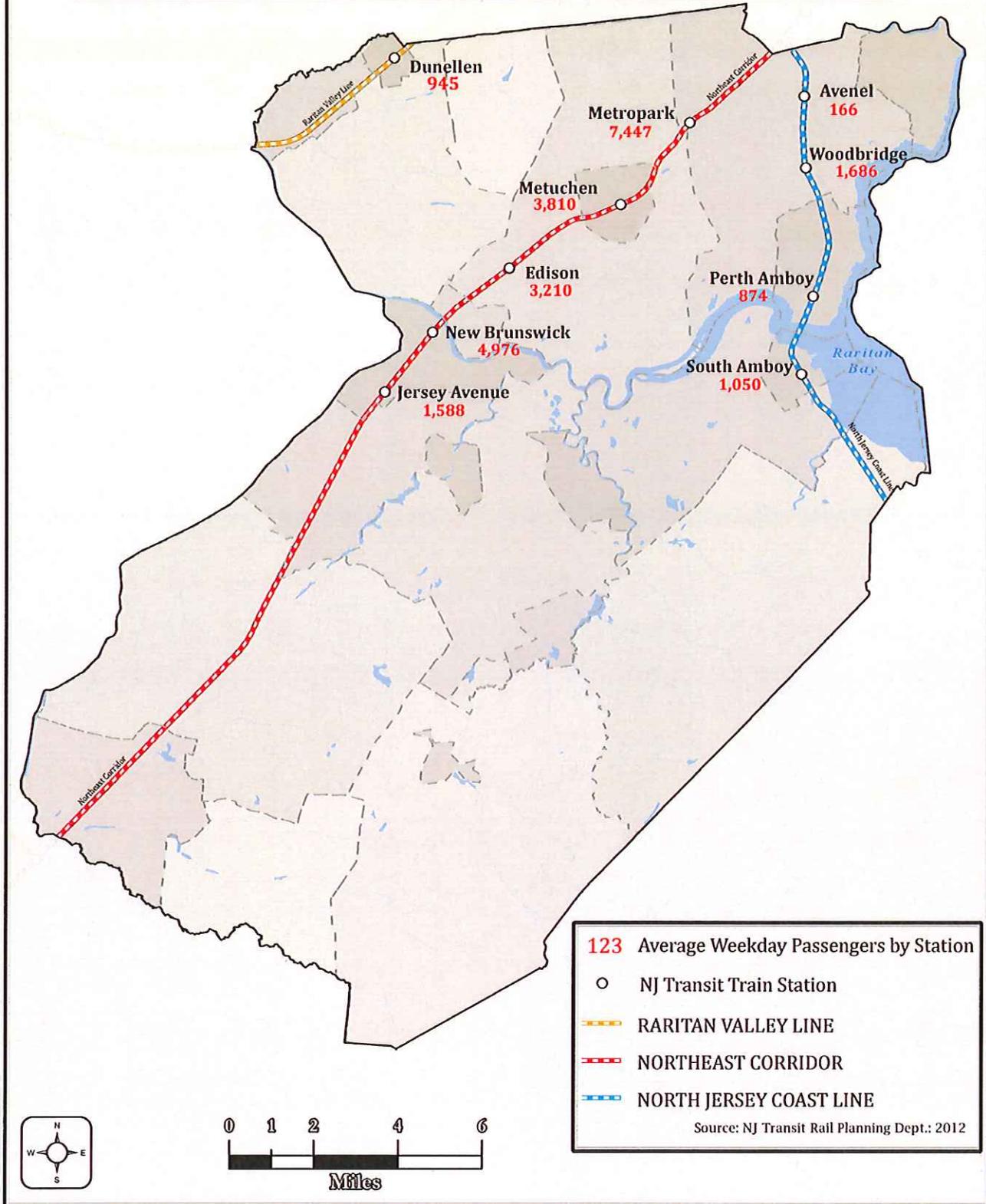
TABLE 2
COMMUTER RAIL RIDERSHIP COUNTS/COMPARISONS 1980/1990/2000/2010/ and 2011/2012
(Average Weekday Total Passenger Boardings at Station)

Rail Line	Station	1990	2000	% Change	2010	2000-2010 Ridership Change	% Change	2011	2012	2011-2012 Change	% Change
North Jersey Coast Lin	Avenel	90	133	47%	141	8	6%	148	166	18	12%
	Woodbridge	1,077	1,482	38.6%	1,706	224	15.1%	1,688	1,686	-2	-0.1%
	Perth Amboy	527	842	59.7%	1,062	220	26.1%	885	874	-11	-1.2%
	South Amboy	1,114	1,132	1.6%	1,130	-1	-0.1%	1,042	1,050	8	0.7%
	TOTAL	2,808	3,589	27.8%	4,039	450	12.5%	3,763	3,776	13	0.3%
Northeast Corridor Line	Metropark	4,490	3,832	-14.6%	7,145	3,540	86.4%	7,298	7,447	149	2.0%
	Metuchen	2,681	3,273	22.0%	3,700	427	13.0%	3,791	3,810	19	0.5%
	Edison	1,837	2,327	26.6%	3,102	775	33.3%	3,105	3,120	15	0.4%
	New Brunswick	3,007	4,420	46.9%	5,715	1,298	29.3%	4,866	4,976	110	2.2%
	Jersey Ave.	897	1,281	42.9%	1,535	254	10.8%	1,640	1,588	-52	-3.3%
TOTAL	12,912	15,097	16.9%	21,200	6,102	40.4%	20,700	20,941	241	1.1%	
Dunellen	649	835	28.6%	999	164	19.6%	948	945	-3	0.3%	
TOTAL	649	835	28.6%	999	164	19.6%	948	945	-3	0.3%	
ALL TOTALS	16,369	19,521	19.2%	26,238	6717	34.45	25,411	25,662	251	0.9%	

Source: NJ TRANSIT Rail Planning Dept.



Middlesex County Passenger Rail System Daily Train Ridership by Station



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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 I (LOS I).
- 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 7,437 bus spaces offered for use, while usage is over 6,521. 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 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 (Table 3, Page 15a). Metropark 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 \$150 per month at New Brunswick. At some stations, a choice of permit parking or daily meters is available. Table 4, Page 15b 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	500	\$3 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.), \$40/mo, \$120.00, quarterly Quarterly (waiting list) 732-525-5928
Metropark (1)	3,724	\$5.00 Daily, \$70.00 Monthly Permit 732-906-1661
Metuchen	1,507	Daily \$7.00 Resident Permit \$115. Quarter Three months Non-Resident Permit \$200 Penn Ave. lot \$250 Quarter (waiting list) 732-548-5553
Edison	700	Daily \$4.00 \$165.00 Quarter Park America 1-800-523-1026
New Brunswick	585 643 657	Monthly \$150, Daily \$17 Ferren 67 Patterson Ferren 180 Church St. Gateway 7 Wall Street 732-545-3118 njnbpa.org parking locator
Jersey Avenue	1,183 206	\$180.00 Quarterly, \$6 Daily Quarterly 732-545-3118
Princeton Junction	3,800	Tokens, \$5.00/day, Residents \$120 Quarterly Non Residents \$ 195 Quarterly Waiting List 609-799-3130
Dunellen	343	\$3.00 Daily Meters Resident \$40.00 Monthly Non Resident \$50.00 Monthly Permits sold 1 st & last Mon. & Wed of mo. 732-968-3663
Total	14,929	

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	135 132	25 100	\$50/ yr. 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	1,200	1,200	\$5.00 Daily Resident \$30.00 Monthly Non-Resident \$60 Monthly
New Jersey Turnpike Exit 9 By Tower Center and Route 18 Neilson Facility, East Brunswick	627	627	\$ 5.00 Daily \$30.00 Monthly \$60 Non-Resident 732-390-6844 P.M.
Old Bridge Route 9 – Home Depot, Old Bridge \$25/yr.	145	145	Free daily, Resident Sticker
Route 9 Northbound and Southbound	921	921	\$1.00 Daily Resident sticker \$25/yr. 732-721-5600 Ext. 2200
Sayreville Garden State Parkway entrance (Raritan Street)	290	113	\$4 Daily permit \$30 Monthly permit \$90 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 \$325/mo. \$15.00 one-way, 10 trip \$110 (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
Oakwood Rd. Rt. 9, Old Bridge			\$25/yr. Resident sticker
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 \$17 Monthly \$150
*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	7,437	6,521	

* 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 2012 the total trips provided in Middlesex County was 4,378 or 50% of all Access Link trips. Middlesex County comprised approximately 50% 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, 3,232 in 2010, 3,853 in 2011 and 4,378 in 2012.

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

F. Keep Middlesex Moving Inc.

This section includes excerpts with information of interest from the 2013 Keep Middlesex Moving Annual Report. Message from Executive Director Bill Neary:

As we begin our 26th year, I am confident that our message will continue to flourish. The transportation world is undergoing major changes to the car-centric society of the 20th century. Younger people are searching for jobs and homes along transit lines, older people are learning they can get where they need to go without driving themselves, parents are learning more about childhood obesity and the need for safe walking and biking environments continues to increase significantly.

Our relationships with our partners, including the North Jersey Transportation Planning Authority, NJ Transit, the NJ Department of Transportation, the Voorhees Transportation Center at Rutgers University and the NJ Division of Highway Traffic Safety have expanded our ability to prepare for the challenges of the changing mobility landscape.

1. Transit Initiatives: Commuter

New Ridematch System Coming

In 2012, the North Jersey Transportation Planning Authority with assistance from the NJ TMA's, began making plans to procure a new Ridematch System that can better handle the needs of our commuters. The current RidePro System has been in use for over 15 years, and cannot keep up with the changing technological demands of the 21 century.

The new system will feature real-time rideshare matching and trip planning, ability to communicate with other commuters privately and safely, as well as social networking capabilities. Best of all, the new system will better help KMM connect with registered commuters through email, telephone and even text messages. KMM is excited to be part of the future of ridesharing and looks forward to improved and expanded service for all commuters.

Bike to Work Week

Even the rain didn't thwart cycling enthusiasts during the 9th annual bike to work week from May 7-18. Eighty-eight riders covered 2,207 miles during the 2-week event. Each participant had a chance to win tickets to Playhouse 22, Jazz Night at the Hyatt or \$50 restaurant gift certificate. Those who rent bike lockers were eligible to win a free rental for one year.

Distracted Driving Pilot Program

Distracted driving threatens the safety of everyone on the road. To get this message across, Middlesex County launched a safety initiative requiring those stopped for distracted driving to view an online video and take a quiz. Those who did so found their fines were forgiven. The pilot program was implemented in Old Bridge and East Brunswick. KMM supported the program by creating the website on which the video could be viewed. The site recorded 395 viewers from East Brunswick and 517 viewers from Old Bridge.

Emergency Traffic Network

At your fingertips, directly to your phone or email, KMM traffic alerts provide commuters with real-time traffic information that makes commuting easier and faster. 664 registered commuters; 28,000 total alerts sent out.

2. **Regional**

Tropical Storm Sandy

The awful power of tropical storm Sandy didn't dampen the resolve of KMM's staff to keep communication lines open. From October 26 through November 2, as long as they had power, KMM's staff sent 62 emails, Facebook and Twitter messages related to storm preparedness, emergency management, Red Cross, transit services, road closures, speed restrictions, office closures, shelter information, boil water restrictions, gas rationing and carpool requirements for travel to NYC. The most popular topic was "how to convert C batteries to D batteries". 50% of the people who received our messages shared them with others.

Central Jersey Transportation Forum

The Central Jersey Transportation Forum is a partnership of Middlesex, Mercer, Somerset and Hunterdon communities' straddling the Route 1 Corridor. Its goals are to improve east-west access and transportation and land use coordination among its members. Recently, the Forum's Route 1 Regional Growth Study Action Team, of which KMM is a member, developed a presentation showcasing projected growth advocacy. Following presentations in North Brunswick, South Brunswick, Franklin and Hillsborough, each community adopted a resolution supporting the Forum's goals.

3. **Partners**

New Jersey Smart Workplaces – Recognizing NJ Finest Companies

Thirty companies representing 23,469 employees received the prestigious 2013 NJ Smart Workplaces Award.

4. **NJ Transit**

County Transit Guide Updated

Updates to the popular Middlesex County Transit Guide were completed in partnership with the Middlesex County Planning Department. It includes the new NJ Transit 655, "The Healthline", serving University Medical Center and Merwick Care and Rehab Center in Plainsboro.

Google Transit Added to Online Map

KMM added Google Transit to our online interactive map. Now, travelers seeking mass transit connections will be provided all available transit options regardless of the provider.

Ticket to Work Assists Job Seekers and New Workers

The Ticket to Work program provided 1356 bus tickets to 140 job seekers or new workers. Those searching for work in Middlesex County are eligible for three free roundtrip bus tickets. For those who land a job, KMM provides 10 free round trip tickets to enable them to get to work.

High Demand for Bike Lockers

KMM manages the rental of 54 bike lockers for NJ Transit. Currently 66% of the lockers are rented at six locations through Middlesex County. The most popular locations, Dunellen, Edison and New Brunswick, have waiting lists. Lockers rent for \$7.50 month. A six month lease is required.

5. **Safe Routes to School**

Walk to School Day

With 19 schools in 14 communities participating, Walk to School Day 2012 was KMM's most successful ever. Activities included organized walks to school or through local neighborhoods, information tables at school entrances, and school programs.

Woodbridge Walking Wednesdays

KMM helped Woodbridge's Ross Street School startup Walking Wednesdays. Children from a nearby apartment complex can continue to take the bus or join the walk supervised by staff of the Woodbridge Housing Authority and school personnel.

Golden Sneaker Awards

Central and Lawrence Brook Schools in East Brunswick have adopted KMM's Golden Sneaker Award program as a way to get children walking during recess.

6. **Social Outreach**

Facebook and Twitter

Facebook and Twitter deliver KMM's messages instantaneously in exciting ways to new followers. Re-tweets and re-posts extend our reach even more.

Pinterest

Pinterest, an electronic pinning board, is a smart, no cost way to share information and promote products. "Pins" on KMM's board link followers to new sites focused on carpooling, mass transit, walking and more.

Intersections – A KMM Blog

One of KMM's staff favorites, Intersections allows communities to read and share short and personal pieces related to everything KMM. Written by members of the KMM staff, the blog records their opinions and information on a regular basis and gives readers a way to react and respond to the topic.

QR Codes

QR Codes appear on magazines, packaging, menus, business cards and even public buildings. After scanning the QR codes, users are connected immediately to a relevant website. KMM has added QR codes for the Emergency Traffic Network, Employer Services, bicycling and vanpooling.

7. **Middlesex County Improvement Authority**

For many of the Middlesex County Improvement Authority's operations, tomorrow was the focus of today. The Middlesex County Improvement Authority concentrated its efforts in implementing and continuing its eco-centric planning and programs; a surefire way to usher in a healthier world for future residents and the generations to come.

The MCIA financed its fifth series of Capital Equipment and Improvement Revenue bonds in the amount of \$11.815 million in. Five municipalities, along with Middlesex County, benefited from the issuance of revenue bonds used for capital equipment purchases.

The MCIA's Recycling Division serviced more than 80,000 residents from 14 communities, collecting a total of 22,274 tons of Class A recyclables. Additionally, the MCIA compiled the New Reuse-It Book, a "freecycling" directory.

The staff of the County's four golf courses rose to the occasion when tropical storm Sandy downed hundreds of trees, which required expedition cleanup. Throughout the ordeal, the courses maintained their environmentally sensitive pest control practices, and at the Meadows, staff employed a state-approved, treated wastewater irrigation system.

Roosevelt Care Center's administration forged several partnerships, as a means to navigate through new federal mandates that resulted from the Affordable Care Act. Late in 2012, its recently opened South County location, Roosevelt Care Center at Old Bridge received the distinction as the first Gold LEED (Leadership in Energy and Environmental Design) certified long-term care facility in the state.

Partnering with the County, the MCIA has conducted the technical and legal due diligence for more than a decade in its successful bid to acquire and contract for more than 7,500 acres of property under the Open Space Preservation Program. The County closed on properties in Piscataway, South Brunswick and Woodbridge.

The Middlesex County Food Organization and Outreach Distribution Services has helped from the region's business, students, individuals and community groups in raising some of the 434.4 tons of the food donations it received in 2012 - a 56 ton increase from the year prior.

MCIA worked with the Middlesex County Transportation Advisory Committee to secure \$3 million for Finnegans Lane improvements to finish upgrades to the Highland Park Safe Moves Downtown Pedestrian and Bicycle Safety Path and for planning and engineering work on two projects located at the cross section of Route 130 and New Jersey Turnpike Exit 8A and along the U.S. Route 1 and Route 18 Corridor. These initiatives have improved the quality of life for County residents in countless ways.

G. 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 2011, the contractor provided 260,675 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.

H. 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.

IV. CONCLUSION

In Conclusion, Middlesex County 2012-2013 accomplishments were substantial and in keeping with Middlesex County's commitment to Transportation in the Heart of Central Jersey.

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 stayed at 90% completion waiting for the Penns Neck improvements to move to completion. The AMTRAK high speed rail funded a catenary replacement from New Brunswick to Trenton; Part of \$750 million in Northeast Corridor upgrades.

An important action in 2012 was the Surface Transportation Bill. A 27-month reauthorizing Bill passed by Congress entitled, "Moving ahead for progress in the 21st Century" (MAP-21) and was signed into law July 6, 2012. The \$105 billion appropriation consolidates a number of highway programs, streamlines regulations, implements performance measures and re-directs half of States' Transportation Alternatives to Metropolitan Planning Organizations (MPOs).

The New Brunswick Bikeway construction project was moved to 2013.

NJTRANSIT delivered 27 new NABI buses on the NJTRANSIT Local 800 bus routes. The buses reduce operating costs and improve performance, safety and security. They are a major design upgrade.

Many of the NJTPA Transportation Improvement Program Projects were and are resurfacing and pavement rehabilitation projects in 2011 and 2012 and into 2013.

The Middlesex County Area Transit continued to perform above expectations in the face of Casino Revenue funding cut backs.

The Princeton / NJTRANSIT / Plainsboro 655 bus started with great success as daily ridership grew to over 200 before dipping to 160 in the Spring of 2013.

The NJ-35 Drawbridge rehabilitation over Cheesequake Creek moved to construction. The New Brunswick Gateway Transit Village and Station project improved pedestrian access to Rutgers and the Wall Street Parking Deck.

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