

MIDDLESEX COUNTY FY 2014 ANNUAL REPORT ON TRANSPORTATION



**MIDDLESEX COUNTY
DEPARTMENT OF INFRASTRUCTURE MANAGEMENT
OFFICE OF PLANNING
TRANSPORTATION DIVISION**

SEPTEMBER 2014

“The preparation of this report has been financed in part by the U.S. Department of Transportation, Federal Highway Administration. This document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The United States Government assumes no liability for its contents or use thereof.”

This report is dedicated to the Memory of Mr. John Jack Hogan, Chairman of the Transportation Coordinating Committee, from 2007- 2013.



JOHN J. HOGAN

**MIDDLESEX COUNTY BOARD OF
CHOSEN FREEHOLDERS**

Ronald G. Rios, Freeholder Director
Carol Barrett Bellante, Deputy Director
Kenneth Armwood
H. James Polos
Charles E. Tomaro
Charles Kenny
Blanquita B. Valenti

Thomas F. Kelso, Esq., County Counsel
John Pulomena, County Administrator
Margaret E. Pemberton, Clerk to the Board

MIDDLESEX COUNTY PLANNING BOARD

Olga Sgambettera, Chairman
Gerald Tamburro, Vice Chairman
Ronald A. Rios, Freeholder Director
Charles E. Tomaro, Freeholder
Richard Wallner, County Engineer
Vincent Martino
Thomas Pollando
Matthew Vaughn
Eric Wong, Alternate
Stephen D. Cahn, Esq. Planning Board Counsel
Dorothy K. Power, Planning Board Secretary
George M. Ververides, Director, Office of Planning

**MIDDLESEX COUNTY TRANSPORTATION
COORDINATING COMMITTEE**

Paul Larrousse, Chairman
Richard Zipp, Vice Chairman
Freeholder Charles E. Tomaro, Freeholder Liaison
Danielle A. Britton, TCC Secretary

COUNTY REPRESENTATIVES

Laila Caune, Director, Middlesex County Office of Aging and Disabled Services
Phil Sheridan, Division Manager, Middlesex County Division of Transportation
James Markovich, Traffic Safety, Middlesex County Office of County Engineer
William P. Neary, Executive Director, Keep Middlesex Moving, Inc
Denise Nickel, Middlesex County Improvement Authority
Nancy Nicola, Middlesex County Board of Social Services
Kathaleen Shaw, Department Head, Middlesex County
Department of Business Development and Education
Brian Wahler, Program Director, Economic Development, Middlesex County Improvement Authority
Richard Wallner, County Engineer

MUNICIPAL REPRESENTATIVE

Carteret Borough

Mayor Dan Reiman
Dennis McFadden
Dan Croson

Cranbury Township

Mayor Glenn R. Johnson

Dunellen Borough

Mayor Robert J. Seader
Mark Bieniek

East Brunswick

Mayor David Stahl
Sanford Gardner
Paul Larrousse

Edison Township

Mayor Thomas Lankey

Middlesex Borough

Mayor Ronald Dobies
Melissa Tackach

Milltown Borough

Mayor Eric Steeber
David Renda

Monroe Township

Mayor Richard Pucci
Leslie Koppel
John Riggs

Perth Amboy City

Mayor Wilda Diaz
Leigh Ann Hindenlang

Piscataway Township

Mayor Brian C. Wahler
Dawn Corcoran-Gardella
Guy Gaspari

South Amboy City

Mayor Fred A. Henry
Police Captain Joseph Matarangolo
Police Chief Darren LaVigne

Helmetta Borough

Mayor Nancy Martin
Robert Janeczek
Vincent Ascioffa

Highland Park Borough

Mayor Gary Minkoff
Lt. Gary Panichella

Jamesburg Borough

Mayor Marlene Lowande
Thomas Gibbons
Shannon Spillane

Metuchen Borough

Mayor Thomas Vahalla
Brian Tobin

New Brunswick City

Mayor James M. Cahill
Thomas Valenti

North Brunswick Township

Mayor Mac Womack
Thomas Vigna

Old Bridge Township

Mayor Owen Henry
Richard Zipp
Mary Sohor

Plainsboro Township

Mayor Peter Cantu
Lester Varga

Sayreville Borough

Mayor Kennedy O'Brien
Tom Tighe

South Brunswick Township

Mayor Frank Gambatese
Deven Patel
Rizwan Baig

South Plainfield Borough

Mayor Matthew Anesh
Robert Bengivenga Jr.

South River Borough

Mayor John M. Krenzel
Cynthia Urbanik
Michael Trenga

Spotswood Borough

Mayor Nicholas Polisenio

Woodbridge Township

Mayor John E. McCormac
Thomas Cornell
Bask Patel

EDUCATION

Rutgers University

Frank Wong, Director,
Physical & Capital Planning
Jack Molenaar, Director,
Transportation Services
Jennifer Stuart, Manager,
Transportation Services
Dorothy Kieu, Senior
Transportation Planner

Middlesex County College

Donald R. Drost, Jr., Executive Director, Facilities
John Mondano, Director, Facilities Engineering

NJ Department Of Transportation

Denise Peck, Regional Manager

NJ Turnpike Authority

Richard Brundage, Manager

North Jersey

**Transportation Planning
Authority**

Martin Hofler, Director,
Capital Planning
Keith Hamas, Senior Planner

NJ Transit Corporation

Thomas Clark, Regional Manager

National Transit Institute

Paul Larrousse, Director

Academy Bus Co.

Chuck Kassinger

Suburban Transit-Coach USA.

Ron Kohn

LEGISLATIVE REPRESENTATIVES

12th Legislative District

Samuel Thompson	Senate
Richard Lowe	Designee
Robert D. Clifton	Assembly
Ronald S. Dancer	Assembly

19th Legislative District

Joseph F. Vitale	Senate
Cathy McLaughlin	Designee
Craig J. Coughlin	Assembly
Cathy McLaughlin	Designee
John Wisniewski	Assembly
Kathy Tirpak	Designee
Donald Newton	Designee

14th Legislative District

Linda R. Greenstein	Senate
Paul Onish	Designee

22nd Legislative District

Nicholas Scutari	Senate
Gerald Green	Assembly

Daniel R. Benson Assembly
Wayne De Angelo Assembly
Brian Tobin Designee
Elizabeth Meyers Designee

Linda Stender Assembly

16th Legislative District

Christopher Bateman Senate
John O'Sullivan Designee
Donna Simon Assembly
Bill Killion Designee
Chris Spangler Designee
Jack Ciattarelli Assembly
John O'Sullivan Designee

6th Congressional District

Frank Pallone Congressman
Jael Davis Designee

17th Legislative District

Robert G. Smith Senate
Christine Mosier Designee
Sue Cahn Designee
Upendra J. Chivukula Assembly
Sheridan Balmeo Designee
Joseph Egan Assembly

12th Congressional District

Rush Holt Congressman

18th Legislative District

Peter J. Barnes III Senate
Daniel A. Lebar, Esq., Designee
Patrick Diegnan Assembly
Daniel A. Lebar, Esq. Designee
Nancy Pinkin Assembly

CITIZEN REPRESENTATIVES

Mike Kruimer
Anne Kruimer
Gary Johnson
James Karamanos
James Wahler
John A. Rucki

**MIDDLESEX COUNTY DEPARTMENT OF INFRASTRUCTURE
MANAGEMENT**

Ralph G. Albanir, Department Head

MIDDLESEX COUNTY OFFICE OF PLANNING

George M. Ververides, Director
Deborah Marshall, Administrative Clerk

Comprehensive Planning and the Environment Division

Mirah A. Becker, Supervisor
Nicholas Tufaro, Principal Planner
Laurie Sabel, Senior Planner Environment
Lori A. Kahel, Secretarial Assistant, Stenographer

Development Review Division

Stan Olszewski, Supervisor
James J. Lentino, Principal Planner
Aaron Kardon, Senior Planner

Jeanette Tugya, Assistant Planner
Brenda L. Bleacher, Keyboard Clerk III
Gesinia Marcano, Clerk Typist
Aldona Vesce, Clerk

Data Management & Technical Services Division

Alex Zakrewsky, Supervisor
Joseph W. Smalley, GIS Specialist

Transportation Division

Anthony Gambilonghi, Supervisor
Bruce McCracken, Principal Planner
Ryan Rapp, Principal Planner
Danielle A. Britton, Keyboard Clerk I
Jeanine Kopec Zanghi, NJTPA Intern

**OTHER ACKNOWLEDGMENTS AND
THANKS FOR ASSISTANCE IN THE
DEVELOPMENT OF THIS REPORT**

Kenneth Feraudo, Plainsboro Commuter
Vice Grover, Suburban Transit/ Coach USA
Roberta Karpinecz, Keep Middlesex Moving, Inc.
Jim Panzitta, New Jersey Department of Transportation,
Bureau of Transportation Data Development
Andres G. Kaplan, Rutgers Center for Advanced Infrastructure Transportation
Steve Fittante, New Jersey Transit
Thomas Clark, New Jersey Transit
Alan Maiman, New Jersey Transit
Mark Rockaway, New Jersey Transit
Al Tilletson, New Jersey Transit
Ron Nicholas, New Jersey Transit
Beth Waltrip, New Jersey Transit
Ron Nichols New Jersey Transit Contract Carriers

TABLE OF CONTENTS

<u>ANNUAL REPORT</u>	<u>PAGE</u>
Middlesex County Subregional Transportation Planning Accomplishments, Support Activities and Products	
I. Studies and Demonstration Projects	
A. North Jersey Transportation Planning Authority FY 2015-2016 Sub regional Study Program	1
B. Northwest Middlesex County Transit Studio Project Partnership with Rutgers University and NJ Transit	1
C. Dunellen Transit Supportive Development Workshop	1
D. Together North Jersey – Local Demonstration Project Program	2
E. Together North Jersey – Local Demonstration Project Program Perth Amboy Bay City Transit District Strategy	3
F. Middlesex County Transportation Plan, Proposed and Completed Projects By Sub region and Municipality – November 2013	4
G. NJ Transit Bus Route #655 Health Line	4
H. Federal Transportation Trust Fund	4
I. Amtrak and High Speed Rail	5
II. Project Activity and Implementation	
A. NJ Turnpike	5
B. Bicycle Pedestrian Activities	6
C. Transit System Improvements	7
D. Other Projects Complete or in Construction	8
E. Traffic Trip Reduction	10
F. Capital Improvement Programs	10
G. Middlesex County Social Service Transportation	11
H. Middlesex County Transportation Coordinating Committee	13

	<u>PAGE</u>
I. Middlesex County Comprehensive Traffic Safety Program	14
J. Road Safety Audit	14
K. Middlesex County Transportation Advisory Committee	15
L. The Rail Freight Capacity and Needs Assessment to Year 2040	15
III. Transit System Performance – Introduction to Public Transportation Ridership Increases	
A. Bus System	15
B. Rail System	22
C. Transit Service Levels	24
D. Park and Ride Facilities	24
E. NJ Transit Access Link	28
F. Keep Middlesex Moving Inc.	29
G. Middlesex County Board of Social Services	31
H. NJ Council on Special Transportation (COST)	32
IV. Conclusion	32

MAPS

Map 1	East Coast Greenway in New Jersey	7-a
Map 2	Passenger Rail Stations	22-a

TABLES

Table 1	Bus Ridership Annual Statistics – Local / Commuter / Route Bus Ridership Comparison	18
Table 2	Commuter Rail Ridership Counts/Comparisons	23
Table 3	Existing Railroad Station Park-and-Ride Facilities	25

		<u>PAGE</u>
Table 4	Bus Park and Ride Facilities in Middlesex County	26

PHOTOS

Photo 1	CR 529 Park and Ride – Dunellen Train Station / Transit Village	6-a
Photo 2	Dunellen Transit Supportive Development – Education Workshop	6-b
Photo 3	Middlesex Greenway (Edison) Access Plan – Field Visit	6-c
Photo 4	Together North Jersey – Bay City Transit – District Field Visit	6d
Photo 5	NJ Route 18 Turnpike Exit 9 Reconstruction – East Brunswick	6-e
Photo 6	Route 27 at Nielson Street – New Brunswick Bikeway Construction	6-f
Photo 7	Robert Wood Johnson Bicycle/ Pedestrian Improvements – New Brunswick	6-g
Photo 8	CR 529 Stelton Road – Piscataway	6-h
Photo 9	Johnson and Johnson at George Street (Bus 815)	6-j
Photo 10	CR 514/ Woodbridge Avenue – Gurley Road – Trenton Avenue Intersections – Edison	6-k
Photo 11	629 Amboy Avenue Pedestrian Crossing at Alliance Center – Edison	6-i
Photo 12	Fairway Transit Village – CR 529 Stelton Road at Ethel Road – Piscataway	6-l
Photo 13	Metlars Lane Improvements – Piscataway	6-m
Photo 14	NJ Route 18 Extension Pedestrian Overpass – Piscataway	6-n
Photo 15	NJ Route 35 Draw Bridge over Cheesequake Creek – Old Bridge	6-o
Photo 16	NJ Route 27 Bridge over Middlesex Greenway – Metuchen	6-p
Photo 17	Ernston Road & CSX underpass at Bordentown Old Bridge and Sayreville	6-q
Photo 18	Route 130 South Adams Station Lane Redesigned – North Brunswick	6-r
Photo 19	NJ Route 27 Bridge over 6 mile run – North Brunswick	6-s
Photo 20	Gateway Transit Village – Northeast Corridor Line – New Brunswick	6-t

		<u>PAGE</u>
Photo 21	Gateway Pedestrian Walkway Rutgers University Bookstore – New Brunswick	6-u
Photo 22	Park Avenue Bridge over CSX – South Plainfield and Edison	6-v
Photo 23	NJ Route 9 Ramps Repaving – Sayreville	6-w
Photo 24	NJ Route 18 Edgeboro Road Intersection/ Pedestrian Safety Improvements East Brunswick	6-x
Photo 25	NJ Transit #655 Bus Route – Serving Princeton Medical Center, Plainsboro and Princeton Areas	6-y

**REPORT OF MIDDLESEX COUNTY SUBREGIONAL TRANSPORTATION
PLANNING ACCOMPLISHMENTS, ACTIVITIES AND PRODUCTS THRU SEPT. 2014**

I. STUDIES AND DEMONSTRATION PROJECTS

A. North Jersey Transportation Planning Authority– FY 2015-2016 Subregional Study Program

Middlesex County Route 529 Corridor Study: A study along Route 529 Corridor from Edison to Green Brook under the FY 2015-2016 Subregional Study Program is underway. The study seeks to improve automobile, transit and intermodal mobility along the Corridor including connections between bus and rail and accommodations to access destinations and train services along the Northeast Corridor and Raritan Valley rail lines. The Middlesex County Route Corridor has been widened and improved through much of Piscataway and this study examines proposed growth and improved transit and bike/ped access to US 22 in Green Brook and CR 514 (Woodbridge Avenue) in Edison.

Dunellen has been designated a Transit Village and Edison is seeking to become designated. Dunellen and Edison stations are growing commuter stops on the Raritan Valley and Northeast Corridor Rail Lines respectively. Rutgers, Livingston/Busch campus and Middlesex County College generate trips through the study area.

The Corridor serves as a key access link to Kilmer Industrial Park, I-287, Middlesex Mall and Hadley Center and many office parks off Hadley Road and Centennial Avenue.

B. Northwest Middlesex County Transit Studio Project with Rutgers and New Jersey Transit

Students from Rutgers University presented to the County their Transit Studio study to the Middlesex Transportation Coordinating Committee on April 22, 2014. New Jersey Transit co-sponsored the study. Mr. Paul Larrousse from the National Transit Institute (also the new Chairman of the Transportation Coordinating Committee) was the Facilitator for this project. The presentation explored ways to improve and expand transportation service in sections (Route 22 on the North; Route 1 to the South; 531 in Metuchen to the East; Raritan River to the West) of our region. The report is available.

C. Dunellen Transit Supportive Development Workshop

The North Jersey Transportation Planning Authority (NJTPA) and the New Jersey Institute of Technology (NJIT) conducted a Transit Supportive Development (TSD) Workshop at the Dunellen Senior Center on March 11, 2014. Mayor Robert Seader, Borough Administrator Bill Robins and a host of other Borough Officials and Representatives participated. The workshop was educational and promoted transit services for leveraging redevelopment and economic growth. As a designated Transit Village, the Borough of Dunellen was deemed an eligible community for this type of workshop. Representatives from Middlesex County also participated. (Photo #1, Page 6a, and Photo #2, Page 6b)

The Transit Supportive Development Educational Workshop is a planning approach in which transit planning and local land use planning are integrated at the regional, corridor and local levels for the purposes of building sustainable communities around transit stations, thereby

reducing sprawl and congestion, increasing pedestrian activity, increasing economic development potential, and realizing environmental benefits. The NJTPA is interested in educating communities about transit supportive and transit oriented development, and has worked with NJIT to prepare and conduct these 60-90 minute education workshops.

The workshops serve as an introduction to transit supportive development and cover a range of topics including:

- Basic introduction of demographics and general land use characteristics;
- Defining transit supportive development;
- Exploring the link between transit and land use;
- Integrating transit planning with local land use planning while identifying stakeholders and issues;
- Showcasing successful examples of communities that have planned for a implemented TSD;
- Gather participant contact information for continued information exchange; and
- Questions and Answer session.

D. Together North Jersey – Local Demonstration Project (LDP) Program

Project Name: Middlesex Greenway Access Plan (Photo #3, Page 6c)

Project Partners: Edison Greenways Group (lead group), Borough of Metuchen, Edison Township, Woodbridge Township, Middlesex County Office of Parks and Recreation, Middlesex County Office of Planning.

The Middlesex Greenway is a Middlesex County owned rails-to-trails project that runs 3.5 miles through the Borough of Metuchen, Edison Township and Woodbridge Township. This LDP program will provide an access plan that will lead to increase usage of the Greenway through enhancing linkages to public transit, including Metuchen Station and nearby bus routes, activity centers and recreation facilities. It will also explore the Greenway's influence on public health and assess how similar projects in the region can realize and expand upon the positive impacts and reduce negative impacts experienced by the Greenway.

Objectives:

- Enhance use of the Greenway by enhancing links to nearby public transit stops, existing and proposed activity centers, recreation, and other community destinations;
- Use the Greenway as an illustrative example of the public health benefits created by such multi-use paths; and
- Enhance public health in the Borough of Metuchen, Edison Township and Woodbridge Township by increasing usage of the Greenway.

Scope:

- Create an Access Plan that provides recommendations for how the existing Middlesex Greenway can be linked to public transit stops, existing and proposed activity centers (such as downtown and commercial areas) and recreation, including the following:
 - Identify public transit stops (Metuchen station, as well as bus routes), existing and proposed activity centers (such as downtown and commercial areas) and recreation; and

- Outline a way-finding program for the above identified locations that includes sign locations and any necessary physical improvements to enhance walkability and bikeability to and from the Greenway.
- Conduct a Public Health Evaluation for the Greenway.
 - Access how similar projects in the region can realize and expand upon the positive changes in public health and reduce the negative changes in public health experienced by the Greenway by identifying those characteristics of the Greenway which contribute most toward changes in public health.
- Participate in three to five Project Partner meetings and up to three public engagement meetings. The Project Partners organized outreach meetings. The study included land use and urban design, transportation, health, safety and natural systems.

Project Timeframe: January 2014 – May 2014

E. Together North Jersey – Local Demonstration Project (LDP) (Photo #4, Page 6d)

Project Name: Perth Amboy Bay City Transit District Strategy

Proposing Organization: City of Perth Amboy

Key Contact: Leigh Anne Hindenlang
 Senior Planner, Office of Economic and Community Development
 260 High Street
 Perth Amboy, NJ 08861
 732- 826-0290 (p) / 732-826-1160 (f)
lhindenlang@perthamboynj.org

Location: Half mile radius around the Perth Amboy train station, and southward along the rail corridor to the Raritan River waterfront.

Study Area: The study area included a half mile radius around the train station south of New Brunswick Avenue and Fayette Street, as well as two corridors from this study area to the waterfront. New Jersey Transit has come up with a conceptual design to renovate the Perth Amboy Train Station (where the platform is below street level and there is no elevator), and make it compliant with the Americans with Disabilities Act. Construction is expected to cost about \$50 million, according to New Jersey Transit Officials.

The Transit District Strategy Study final report developed a station area plan with supporting zoning, which will create transit oriented land use around the Perth Amboy train station. The Consortium Steering Committee, a group consisting of Rutgers University, the North Jersey Transportation Planning Authority, New Jersey Transit, Middlesex County Office of Planning, and the Office of Planning Advocacy. They participated in the US Department of Housing and Urban Development (HUD) grant, which funded the study. The project implementation will be ongoing through 2014 and beyond.

F. Middlesex County Transportation Plan, Proposed and Completed Projects: by Subregion and Municipality, November 2013

Following the adoption of the County's updated Transportation Plan, "Horizons in Mobility", The Office of Planning created a report entitled, "Middlesex County Transportation Plan, Proposed and Completed Projects: By Subregion and Municipality": The report also provides an essence and direction in the type of action, strategies and investments that the Plan supports to improve the County's transportation system and make it more responsive to present and future needs. The projects are listed by Subregion and are geographically displayed in map format for illustration.

G. New Jersey Transit Bus Route #655 Health Line

The NJ Transit #655 "Health Line" Bus Route serves the new Princeton Medical Center at Plainsboro with connections to downtown Princeton, the Princeton Dinky and other points in Princeton. 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 is 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. (Photo #25, Page 6y)

The NJ Transit Bus Route #655 "Health Line" completed its 2 year initial startup and was continued with a marketing promotion to increase ridership. NJ Transit restructured the route and adjusted service in May 2014.

H. Federal Transportation Trust Fund

The Obama Administration sent a four-year, \$305 billion transportation plan to Congress hoping to jump-start a national debate on how to repair and replace the nation's aging transportation infrastructure while accommodating the needs of a growing population. Action was urgently needed because the federal Highway Trust Fund is expected to run dry by late August 2014, according to Transportation Secretary Anthony Foxx. Congress acted to shore up the fund.

The House, acting a day before the government planned to cut payments to states, renewed its support for funding highway projects through May 2015, leaving the Senate with little choice but to pass the bill in the waning hours before lawmakers adjourned for their August break. The House, on a 272-150 vote, returned to the Senate legislation to replenish the Highway Trust Fund, which the Senate also approved.

The federal fund, which finances highway and mass – transit projects, has nearly exhausted its reserves, because taxes on gasoline and other fuel have not kept up with spending. The measure will transfer \$10.8 billion into the trust fund and reauthorize it through May 2015. The cost would largely be offset by a budget maneuver known as "pension smoothing", which allows companies to contribute less to their pension plans. The tactic raises revenue for the government, because companies lose out on the tax deduction associated with pension contributions.

In passing the short-term patch, lawmakers passed it to the new Congress to be sworn in. The following year will propose tougher questions about how to fashion long-term legislation to fund mass transit systems and repairs to bridges and highways.

I. Amtrak and High Speed Rail

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 AND IMPLEMENTATION

A. New Jersey Turnpike

- Interchange 6 to 9 Widening. **Location:** Burlington, Mercer, and Middlesex Counties. **Description:** Some 170 new lane miles of roadway will be added to this chronically congested stretch of the Turnpike. Three additional lanes will be added in each direction between Interchange 6 and 8A, and one additional lane will be added in each direction between Interchange 8A and 9. A new toll plaza will be built at Interchange 8. **Schedule:** Construction began in June 2009 and is expected to be completed in 2014. The new interchange 8 was completed in February 2013. **Further Information:** NJ Turnpike Interchange 6 to 9 Widening Program (www.njturnpikewidening.com)
- Interchange 9 and Route 18 Improvements. **Location:** East Brunswick. **Description:** Interchange 9 will be improved to accommodate better existing and future projected traffic volumes utilizing the interchange and along Route 18. The ramp from Route 18 southbound to the Turnpike will be widened to two lanes, and Route 18 will be shifted to the east to minimize impacts to the adjacent residential neighborhood. The merge of Route 18 northbound traffic with vehicles entering from the Turnpike will also be modified to improve traffic flow. **Schedule:** Construction began the Fall of 2012 and is expected to be completed in the Spring 2015. **Further Information:** Public hearing Handout, Draft Environmental Impact Statement (EIS), Noise Analysis Technical Report, and Noise Barrier Conceptual Plan. (Photo #5, Page 6e)
- Interchange 10 Improvements. **Location:** Edison. **Description:** Ramp improvements will be undertaken to accommodate existing and future projected traffic volumes utilizing the interchange. The ramp carrying traffic from the toll plaza to the southbound Turnpike will be widened to two lanes and other ramps will be realigned to minimize traffic weaving and improve traffic flow. **Schedule:** Construction began in the Spring 2013 and will be completed in the Fall 2014.
- Interchange 12 Improvements. **Location:** Carteret and Union Counties. **Description:** A future proposed \$120 million access road over the Rahway River to Linden, Trembly Point (Union County), from Carteret is on hold following the recent withdraw of \$110 million of proposed funds by the NJ Turnpike Authority
- Garden State Parkway – Exit 125. **Location:** Sayreville. **Description:** The interchange will be reconfigured to accommodate existing traffic volumes and the future growth resulting from the development of the National Lend property. New ramps from the Parkway southbound and to the Parkway northbound will provide full access to Chevalier Avenue and the waterfront development. **Schedule:** Construction expected to begin in 2014 and be completed in 2016.

B. Bicycle Pedestrian Activities

The New Brunswick Bikeway – Started construction in June 2014 at a cost of \$6.3 million. The purpose of the project is to build a safe bicycle route that connects Rutgers, Douglas Campus, College Avenue Campus, downtown New Brunswick and the Northeast Corridor Train Station. The Bikeway will 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. (Photo #6, Page 6f)

The Middlesex Greenway Access Improvement Study – 3.5 mile rail-to-trail project from Metuchen through Edison. The project was officially opened September 15, 2012. The Middlesex Greenway from Route 27 in Metuchen to Crows Mill Road vicinity in Woodbridge comprises an off road segment through Middlesex County of the 92 mile New Jersey portion of the Greenway, and a piece of the 2600 mile East Coast Greenway from Maine to Florida. An Access Improvement Plan and Health Impact Assessment for the facility have been underway in 2013 and 2014 as part of a Together North Jersey Study.

The East Coast Greenway – The New Jersey portion of the East Coast Greenway is 93 miles. (Map #1, Page 7a) 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. 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.

There is also a section of the Greenway in Plainsboro, Kingston, and 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 vicinity of Buccleuch Park and the proposed New Brunswick Bikeway.

New Jersey Bicycle Advisory Council – Met on an ad hoc basis and our staff participated by providing to the Alan M. Voorhees Transportation Center www.njbikeped.org. The Complete Streets Resolution was passed by the Middlesex County Board of Freeholders. Middlesex County is one of seven counties in New Jersey to have enacted Resolutions in support of Complete Streets. Also Municipal Complete Streets Policies adopted in Middlesex County include:

- Borough of Highland Park, August 13, 2013
- Borough of Metuchen, October 21, 2013
- City of New Brunswick, May 6, 2012
- City of Perth Amboy, December 8, 2013
- Township of Plainsboro, September 11, 2013
- Township of Woodbridge, July 12, 2011

Photo 1



CR 529 - Park & Ride
Dunellen Train Station/Transit Village

Photo 2



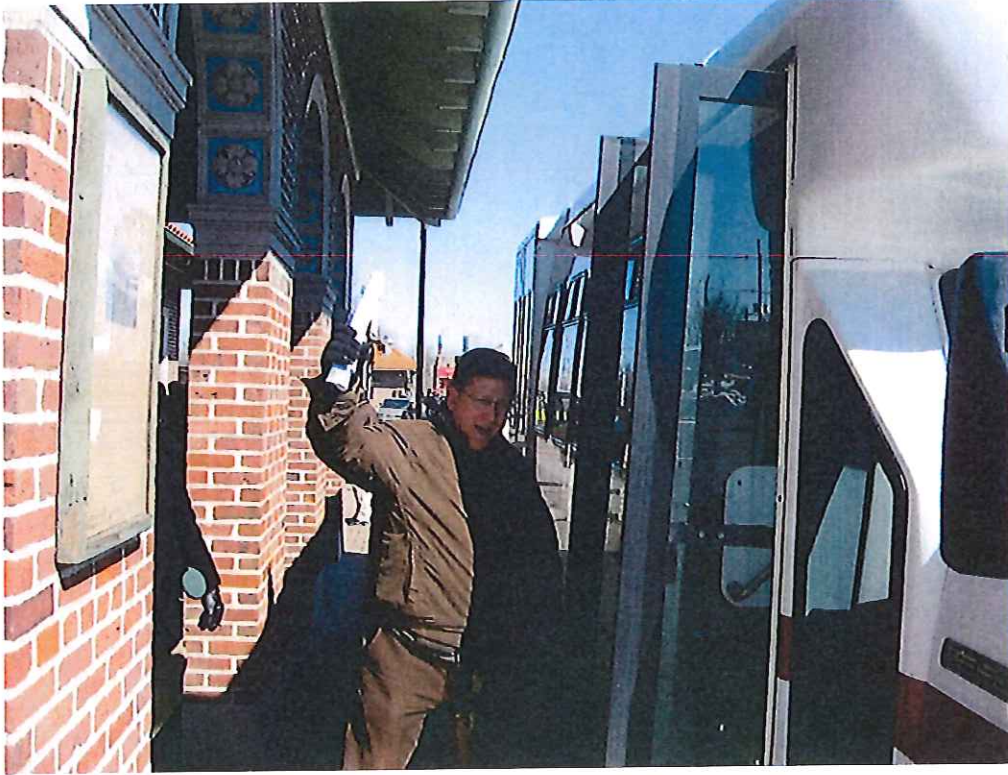
Dunellen Transit Supportive Development
Education Workshop

Photo 3



Middlesex Greenway Access Plan - Field Visit
Edison Township

Photo 4



Together North Jersey - Bay City Transit
District Field Visit

Photo 5



NJ Route 18 - NJ Turnpike Exit 9 Reconstruction
East Brunswick Township

Photo 6



Route 27 at Nielson Street – New Brunswick Bikeway Construction
New Brunswick City

Photo 7



RWJ Hospital Bicycle/ Pedestrian Improvements
New Brunswick City

Photo 8



CR 529 Stelton Road
Piscataway Township

Photo 9



Johnson & Johnson at George Street - Bus 815
New Brunswick City

Photo 10



CR 514/Woodbridge Avenue – Gurley Road – Trenton Avenue
Intersection Improvements
Edison Township

Photo 11



629 Amboy Avenue Pedestrian Crossing at Alliance Center
For Independence to Our Lady of Peace Parish Church
Edison Township

Photo 12



Fairway Transit Village – CR 529 Stelton Road at Ethel Road
Piscataway Township

Photo 13



Metlars Lane Improvements between Washington Road & Stelton Road
Piscataway Township

Photo 14



NJ Route 18 Extension Pedestrian Overpass
Piscataway Township

Photo 15



NJ Route 35 Draw Bridge over Cheesequake Creek
Old Bridge Township

Photo 16



NJ Route 27 Bridge over Middlesex Greenway
Metuchen Borough

Photo 17



Ernston Road & CSX underpass at Bordentown
Old Bridge Township & Sayreville Borough

Photo 18



Route 130 South Adams Station Lane – Redesigned
North Brunswick Township

Photo 19



NJ Route 27 Bridge over 6mile run
North Brunswick Township

Photo 20



Gateway Transit Village - Amtrak Acela Train - Northeast Corridor Line
New Brunswick City

Photo 21



Gateway Pedestrian Walkway
Rutgers University Bookstore from Train Station Platform
New Brunswick City

Photo 22



Park Avenue Bridge over CSX
South Plainfield Borough and Edison Township

Photo 23



Route 9 Ramps Repaving
Sayreville Borough

Photo 24



NJ Route 18 Edgeboro Road Intersection - Pedestrian Safety Improvements
East Brunswick Township

Photo 25



NJ Transit #655 Bus Route
Serving Princeton Medical Center & Plainsboro – Princeton areas

The Alan M. Voorhees Transportation Center (VTC) is a national leader in the research and development of innovative transportation policies. The Center brings to bear the full array of resources of a major research university on transportation issues of regional and national significance.

Share the Road (Sharrowe) – Designed and implemented in New Brunswick on Somerset Street in the Robert Wood Johnson Hospital neighborhood. (Photo #7, Page 6g) Also Sharrowe were placed with a bike lane on Remsen Avenue, Sanford Street to George Street and on various streets in the 5th and 6th Wards. In Piscataway, Middlesex County’s reconstruction of CR 529 Stelton Road, (Photo #8, Page 6h) Metlars Lane, Washington Avenue and Sutton Lane and River Road and New Brunswick Avenue are now improved with bicycle lanes and wide sidewalks.

C. Transit System Improvements

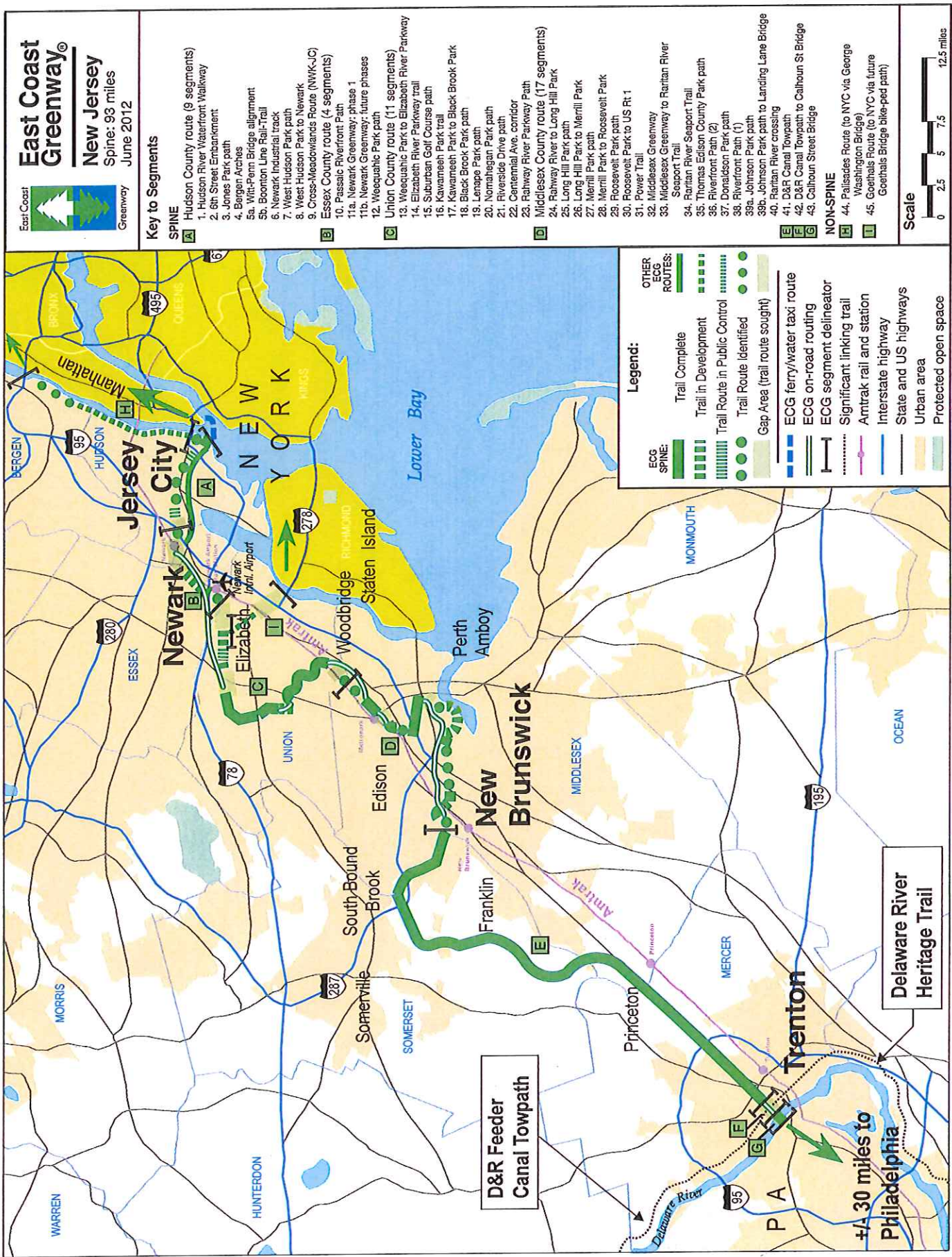
Transit Guide –The 2013 Middlesex County Transit Guide can be obtained through Keep Middlesex Moving or the Middlesex County Office of Planning.

The 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 systems; 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 tickets agents, and related websites and telephoned numbers. Transit Information is also available online through Google Transit or through the respective service provider.

The Middlesex County Transit Guide is provided as a public service by the Middlesex County Board of Chosen Freeholders and Keep Middlesex Moving at 732-745-4465 , or KMM.org.

“MY BUS NOW” Bus Arrival Information – NJ Transit operates the “MyBus Now”, real-time service information system. My Bus 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 by calling 973-275-5555 by text messaging or online by logging on to njtransit.com.

NJ Transit New Buses on 800 Routes get rave reviews – 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 the County. These new buses 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. (Photo #9, Page 6j)



Map updates by ECGA

Original map prepared by
 Vanasse Hangen Brustlin, Inc.
 101 Walnut Street
 Watertown, MA 02471-9151



Northeast Corridor Midline Loop – NJ Transit issued a request for proposals for design, engineering and construction 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.

County Yard Project – www.superstormsandyrecovery.com/projects/countyyard.html

Rail Yard:

Five 12-car storage tracks
Two 12-car inspection tracks
Service and Inspection Facility

Delco Lead Improvements:

Five miles of electrified track

Re-design of Jersey Avenue Station:

New high level platforms
ADA accessible for cities

Located along the Northeast Corridor (NEC), County Yard has a few tracks that cannot accommodate the longer train sets now being operated. The plan is to expand the passenger train storage yard from its current footprint to include an unused part of an adjacent rail freight yard. By expanding the footprint to 13 acres and constructing more and longer tracks, NJ Transit will be able to accommodate 150 electrified rail passenger cars as a safe harbor from any storm. Combining this with the reconfiguration and improvement of the existing long freight track extending west (Delco Lead) and connecting to the MidLine Loop, storage of another 260 plus passenger rail cars may be possible. Also included in the scope of work is the addition of a facility for rolling stock inspection and smaller repairs to provide these services. The major repair facility as a secondary facility to the Meadowlands Rail Maintenance Yard.

D. Projects Complete or in Construction

Edison – CR 514 – Woodbridge Avenue Project Complete. Light left turn at Gurley Road. (Photo #10, Page 6k, and Photo #11, Page 6i)

Piscataway – Stelton Road from Ethel Road to Haynes Avenue – Construction completed on both sides along the frontage of the Fairways development, a proposed Transit Village where the roadway cross section has been widened and curbs and sidewalks and intersections improved. Completed. (Photo #12, Page 6l)

Piscataway – Metlars Lane – Widening from Stelton Road to Washington Road. Construction underway – 60% completed. (Photo #13, Page 6m)

Piscataway – NJ 18 Sec. 3A to I-287 – Widening under construction, total cost \$77.3 million. Delays encountered with utilities works. (Photo #14, Page 6n)

Old Bridge – Route 9 Corridor Bus Service –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 have been studied for safety at Inverness Drive and Fairway Lane. Other improvements

on Route 9 Corridor include resurfacing and milling in Middlesex and Monmouth Counties, 2013 - 2014.

Old Bridge, NJ-35 – Bridge over Cheesequake Creek Reconstruction \$25,493,808. Project completed. (Photo #15, Page 6o)

South Amboy Ferry – Service was discontinued in May 2008 and is expected to resume from South Amboy's waterfront. The access road to the proposed Ferry Terminal scheduled for FY 2014 will be delayed.

South Amboy Train Station – \$34 million included code compliant center island platform, ADA restrooms, bike racks, shelters, waiting rooms, ticket office which has been completed. The 800 car parking lot construction was scheduled for FY 2014 and is delayed.

Raritan Bay Park and South Amboy Waterfront Boardwalk – Damaged done by Superstorm Sandy and was rebuilt in 2014 with Sandy Funding.

New Brunswick – NJ 18 Bridge over US-1 Project was accelerated and authorized for \$14.8 million and for construction in 2014. The total funding for the project was \$34 million.

Metuchen NJ-27 – Replacement of bridge over the Middlesex County Greenway is under construction in FY 2014. 70% completed. (Photo #16, Page 6p)

Sayreville - Old Bridge Ernston Road and Bordentown Avenue Intersection – Improvement and Rail Bridge replacement is complete. (Photo #17, Page 6q)

North Brunswick - Route 130 South – Intersection with Adams Station Road. Rearing completion (Photo #18, Page 6r and Photo #19, Page 6s)

New Brunswick Train Station, The Northeast Corridor – Amtrak is replacing the catenary from New Brunswick to Trenton under the Gateway Program improvements, a \$450 million project. New Brunswick Gateway Pedestrian Walkway from train station platform to Somerset Street completed with access to Rutgers University Bookstore and Gateway parking facility. (Photo #20, Page 6t and Photo #21, Page 6u)

Perth Amboy Train Station (NJ Transit) – High level platforms designed to upgrade 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 to make the station ADA compliant.

South Plainfield, Edison, Park Avenue – Bridge over CSX Bridge rated in very high need of replacement. (Photo #22, Page 6v)

E. Traffic/ Trip Reduction

Keep Middlesex Moving, Inc. (KMM) in 2014 has been a lead agency for promoting implementation of strategies to reduce traffic congestion. KMM continues to support policies and practices to:

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

F. Capital Improvement Programs

Capital improvement programs for Middlesex County transportation projects include FY 2014-2019, federally funded Transportation Improvement Program (TIP) projects developed with North Jersey Transportation Planning Authority and Middlesex County; the State funded Capital Transportation Program (CTP); and the Middlesex County funded 2014 Capital program for roads and bridges.

Funding sources available for capital improvement transportation projects in Middlesex County in FY 2014 included the following:

2014 TRANSPORTATION BUDGET (various sources)

Programs	Millions
NJDOT County Capital Transportation Program (CTP)	\$ 5,428.00
NJTPA Transportation Improvement Program (TIP)	\$ 24,140.00
Middlesex County Capital Budget (2014)	\$ 0.00
• Bridges & Culvert	\$ 1,700
• Roads	\$ 4,000
• Intersections	\$ 5,300
Sub Total	\$ 11,000
	<u>\$ 11,000.00</u>
• NJ Transit Rail Station (Perth Amboy)	\$ 8,300.00
Total	\$ 48,868.00

G. Middlesex County Social Services Transportation

As a result of the County Reorganization of 2011 the Social Services Department of Middlesex County took over operations of the Middlesex County Area Transit (MCAT) Program. In keeping with its mission, the Middlesex County Area Transit program focuses on the needs of senior and disabled residents and provides links to the bus, and rail network increasing the mobility choices for its customers. MCAT operates six public bus routes that provide service in many areas of the County. The previous M4 & M5 routes were consolidated as the M5 Route in 2014, and measures describe the operations and performance of the MCAT in 2013.

2005 -vs- 2013 MCAT DIRECT OPERATIONS PERFORMANCE

Measure	2005	2010	2011	Difference 2011 vs 2010	% Difference 2011-2010	2012	2013	Difference 2013 vs 2012	% Difference 2013-2012
Total Budget	\$2,918,814	\$4,245,865	\$5,066,283	\$820,418	19.3%	\$5,390,023	\$5,220,608	-\$18,415	-3.1%
Registrations	7,800	14,603	17,431	2,828	19.4%	18,226	18,900	674	3.7%
Passenger Trips	251,392	487,300	492,574	5,274	1.9%	522,084	499,556	-22,528	-4.3%
Rev. Hours	88,209	0	105,000	105,000	0	128,960	115,102	-13,858	-10.7%
Miles	1,502,108	1,574,502	1,876,264	301,762	19.2%	1,744,139	1,736,283	-7,846	-0.5%
Trips/ Hr.	2.85	4.9	4	-0.9	-18.4%	4.05	4.34	0.29	7.2%
Cost/ Trip	\$11.61	\$8.71	\$8.62	-\$9.00	-1.0%	\$10.32	\$10.45	\$1.13	1.35
Fleet Improvements									
Total Fleet	70	84	84	0	0	84	84	0	0
New Vehicles	15	0	5	5	0	5	7	2	40%
% Accessible	85%	83%	88%	5	6.0%	88%	88%	0	0
System Ridership									
Measure	2005	2010	2011			2012	2013		
Total	355,849	526,427	502,197			561,381	556,853		

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 2013 and June 2014.

Vice-Chairman: Mr. Richard Zipp, Old Bridge
Freeholder Liaison Freeholder Charles Tomaro

Special Presentations to the M.C.T.C.C. at monthly meetings from September, 2013 to June, 2014 were as follows:

September 24, 2013

- Update on Middlesex County Safe Routes to School Program.
Presented by Peter Bilton, County Regional Coordinator, Keep Middlesex Moving

October 22, 2013

- Distracted Driving Awareness and What We Can Do.
Presented by Vicki Becker, Outreach Coordinator, Keep Middlesex Moving

November 26, 2013

- Northeast Corridor Proposed Mid Line Loop, North Brunswick Station, and related Projects.
Presented by Tom Martin, Project Manager and Nick Marton, Project Manager, New Jersey Transit

January 28, 2014

- Welcoming Remarks and Statement on Transportation Accomplishments and Perspective in 2014.
Presented by Freeholder Charles E. Tomaro

March 25, 2014

- Capital Transportation State Aid Program (2014).
Presented by Richard Wallner, County Engineer

April 22, 2014

- Study on Transit Improvements for the Northwest Area of Middlesex County.
Presented by Students of Rutgers University-Transit Studio, Paul Larrousse, Director, National Transit Institute and Steven Fittante, Director, Local Programs, NJ Transit

June 24, 2014

- Planning for Interstate Bus Network Service Improvements
Presented by Mark Muriello, Assistant Director, Tunnels, Bridges, and Terminals Department Port Authority of New York & New Jersey, and Lou Venech, General manager, Regional Transportation Policy Development, Planning Department, Port Authority of New York & New Jersey.

I. Middlesex County Comprehensive Traffic Safety Program (CTSP)

The Middlesex County Comprehensive Traffic Safety Program convened by Freeholder H. James Polos has been addressing various Traffic Safety problems. The Program Coordinator is David Gregor. A state grant for \$96,000 created a website and signs to inform the public of the stop for pedestrians at intersections law some years ago. The point of contact for the program calendar of events is Carol Byrnes 732-745-7436. The ongoing events include a Distracted Driver Campaign MADD Recognition Breakfast, and the 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. Further information is available through Middlesex County Safe Kids Program at 732-418-8026.

Also facilitate working with Middlesex County Municipal Traffic Office, Diana Starace, helps to give presentations on distracted driving at area high schools, and municipal requests for the training. The County mobile trailer provides signage to promote distracted driving awareness. Other ongoing initiatives include slow down in our town, bicycle rodeos, and a mandatory education program for distracted driving violators.

The ongoing reach-out sessions goes to elementary schools are led by Diana Starace of Robert Wood Johnson University Hospital. These sessions involve student participation, videos, and traffic safety badges. Mr. Bill Neary of Keep Middlesex Moving Inc and his staff participated in the school reach- out sessions.

The North Jersey Transportation Planning Authority (NJTPA) conducted a Street Smart Pedestrian Safety Education and Enforcement Campaign Pilot Program in Woodbridge, November 2013. A speed demonstration was filmed by NJTPA during the pilot. The video produced for educational use statewide is now available to use along with the other available materials from NJTPA Safety Planning at 973-639-8400.

J. Road Safety Audit

The Middlesex County Transportation Planning staff participated in a road safety audit in New Brunswick on Livingston Avenue in 2012. The Road Safety Audit is a formal safety performance examination by an independent audit team. The audit team met and evaluated crash data in a study and conducted a field review.

The City of New Brunswick in 2014 followed up the initial audit with a study by Rutgers University Alan M Voorhees Transportation Center, and Edward J. Bloustein School of Planning and Public Policy, and with the University of Massachusetts Amherst, Civil and Environmental Engineering, on the "costs and benefits of a road diet for Livingston Avenue", which recommended the city of New Brunswick and Middlesex County would achieve substantial benefits from a road diet conversion of Livingston Avenue.

The Middlesex County Board of Freeholders approved the findings of the study and passed a Resolution to design and build the road diet conversion. Initial re-stripping and traffic calming and lane reduction have been implemented on sections of Livingston Avenue including Delavan to Baldwin Street, and from Elizabeth Street to Loretta Street.

K. 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.

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

The Rail Freight Capacity and Needs Assessment to year 2040 examine the capacity of the rail network in the NJTPA Region to handle projected demands/ operations on the rail network.

The need assessment looks at current and future demand on how the Region's dedicated freight and shared freight/passenger rail network can accommodate projected growth and issues affecting capacity and potential mitigating strategies, which were also studied.

The NJTPA Regional Freight Commodity Profiles Technical Advisory Committee continues to provide updates on railroad trucks freight expansion.

III. TRANSIT SYSTEM PERFORMANCE

Introduction to Public Transportation Ridership Increase(s)

According to a report from the American Public Transportation Association, public transit ridership at the national level last year reached its highest point since 1956. Transit agencies with biggest gains in passenger trips from 2012 to 2013 include:

- New York City; New York City Transit Authority; 120,633, 700; 3.6 percent
- Los Angeles; Los Angeles County Metropolitan Transportation Authority; 9,194, 200; 2 percent
- New York City; New Jersey Transit; 4,049, 700; 1.5 percent
- Seattle; King County Department of Transportation; 3,024, 400; 2.7 percent
- Miami; Miami-Dade Transit Agency; 2,493, 800; 2.3 percent
- Seattle; Sound Transit; 2,341, 600; 8.4 percent
- Denver; Regional Transportation District; 2,257, 500; 2.6 percent
- Houston; Metro Transit Authority; 2,257, 000; 2.7 percent
- San Diego; Metropolitan Transit System; 2,230, 000; 2.6 percent

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 Manhattan.

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 down 0.4% in 2013 to 2,831,737 from 2,843,150 in 2012.

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 on Florida Grove Road in Perth Amboy.

(Table #1, Page 18) shows that annual ridership on the local NJ routes increased in 2013 from 2012 levels on almost all local contract lines except the 817 and 818 routes. The total reported ridership of all contract lines increased by 213,502 riders to 2,335,802 in 2013 from 2,122,300 in 2012 which was 10.0%.

Based on 2012 and 2013 annual bus ridership statistics, total ridership on NJ TRANSIT local and regional bus routes serving Middlesex County, increased by 730,167, up 4.3% between 2012 and 2013.

NJ TRANSIT combined ridership on the #62 line and #48 line was up from 2,494,534 in 2012 to 2,666,969 in 2013. An increase of 172,435 riders or 6.9%.

The ridership increases reflect a dramatic population growth pattern away from the exurbs to the most developed counties after the great recession, and also modest job growth and economic activity.

TABLE 1

RIDERSHIP ANNUAL STATISTICS – LOCAL / COMMUTER ROUTES

#	2013	2012*	Difference 2013 vs 2012	% Difference 2013 vs 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
810	283,000	273,868	9,132	3.3%	252,794	21,074	8.3%	239,574	13,220	5.5%	241,044	-1,470	-0.6%
811	93,961	89,236	4,725	5.3%	67,754	21,482	31.7%	53,993	13,761	25.5%	54,324	-331	-0.6%
813	281,903	240,217	41,686	17.4%	185,420	54,797	29.6%	157,616	27,804	17.6%	158,583	-967	-0.6%
814	311,026	294,942	16,084	5.5%	255,128	39,814	15.6%	232,126	23,002	9.9%	233,548	-1,422	-0.6%
815	403,800	398,511	5,289	1.3%	329,621	68,890	20.9%	287,058	45,563	14.8%	288,819	-1,761	-0.6%
817	148,461	148,462	-1	-0.7	128,699	19,763	15.4%	116,060	12,639	10.9%	116,813	-753	-0.6%
818	131,222	131,966	-744	-0.6	114,399	17,567	15.4%	103,166	11,233	10.9%	103,668	-502	-0.6%
819	207,189	178,511	28,678	16.1	145,894	23,617	15.2%	127,789	27,105	21.2%	128,575	-786	-0.6%
801													
-													
805	475,240	366,587	108,653	29.6%	194,969	171,618	88.0%	93,687	101,282	108.1%	94,264	-577	-0.6%
T	2,335,802	2,122,300	213,502	10%	1,674,678	447,622	26.7%	1,411,069	263,609	18.6%	1,419,638	-8,569	-5.4%

*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	2007	2008	2009	2010	2011	2012	2013	2013-2012 Change	% Change
Suburban/Coach USA Intrastate*	487,963	438,850	449,025	322,819	332,978	513,352*	301,379	-211,973	413%
Suburban Interstate (NY Line)	2,523,277	2,552,796	2,899,559	2,568,201	2,801,834	2,843,150	2,831,737	-11,413	-0.4%
Academy (NY – Line)	3,804,462	N/A	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	6,688,416	N/A	N/A	N/A
Dash (Somerset Ridewise)	43,395	45,034	44,786	41,176	47,364	52,066	58,976	+6,910	13.2%
MCAT Shuttles	114,041	202,125	299,716	324,729	359,120	405,513	387,435	N/A	N/A

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

NJ Routes in Middlesex County Bus Ridership Comparison

#	Difference 2013 vs 2012		Difference 2012 vs 2011		Difference 2012 vs 2011		Difference 2011 vs 2010		Difference 2011 vs 2010		Difference 2010 vs 2009	
	2013	2012	2012	2011	2012	2011	2010	2010	2011	2010	2009	2009
			%	%	%	%	%	%	%	%	%	%
115	353,640	349,754	1.11%	2,776	0.80%	341,288	5,690	1.67%	332,620	8,668	2.61%	
131	248,156	218,887	13.37%	-27,570	-11.19%	255,854	-9,397	-3.67%	268,057	-12,203	-4.55%	
134*	0	0	0	0	0	20,822	-20,822	-100.00%	53,698	-32,876	-61.22%	
138	170,050	158,048	7.6%	-11,912	-7.01%	190,919	-20,959	-10.98%	208,036	-17,117	-8.23%	
133	261,720	240,886	8.65%	-10,523	-4.19%	255,867	-4,458	-1.74%	263,235	-7,368	-2.80%	
135	136,873	116,769	17.22%	-14,000	-10.71%	135,596	-4,827	-3.56%	134,815	781	0.58%	
137	482,509	476,922	1.17%	14,532	3.14%	463,375	-985	-0.21%	464,498	-1,123	-0.24%	
130	119,692	90,352	32.47%	-3,950	-4.19%	77,120	17,182	22.28%	0	77,120	0.00%	
132	187,879	139,414	34.76%	5,728	4.28%	98,000	35,686	36.41%	0	98,000	0.00%	
136	79,192	67,565	17.21%	6,162	10.04%	42,427	18,976	44.73%	0	42,427	0.00%	
139***	3,218,277	3,157,115	1.94%	-95,304	-2.93%	3,391,286	-138,867	-4.09%	3,748,854	-357,568	-9.54%	
114	1,758,190	1,721,214	2.15%	1,708,891	12,323	1,695,400	13,491	0.80%	1,726,653	-31,253	-1.81%	
117	81,993	71,001	15.48%	74,498	-3,497	66,765	7,733	11.58%	61,715	5,050	8.18%	
113	1,135,605	1,134,428	0.10%	1,124,700	9,728	1,086,331	38,369	3.53%	1,067,872	18,459	1.73%	
116	745,575	737,729	1.06%	8,269	1.13%	735,498	-6,038	-0.82%	720,260	15,238	2.12%	
59	1,643,711	1,652,516	-0.53%	1,667,115	-14,599	1,643,438	23,677	1.44%	1,704,592	-61,154	-3.59%	
62***	1,873,720	2,261,132	-17.13%	2,382,814	-121,682	2,246,652	136,162	6.06%	2,887,711	-641,059	-22.20%	
48***	793,249	233,402	559,847	0	0	0	0	0.00%	0	0	0.00%	
64	364,881	334,483	30,398	345,859	-11,376	352,865	-7,006	-1.99%	406,977	-54,112	-13.30%	
67	334,176	333,476	700	338,414	-4,938	344,468	-6,054	-1.76%	368,708	-24,240	-6.57%	
68	225,181	215,658	9,523	221,498	-5,840	206,669	14,829	7.18%	198,487	8,182	4.12%	
65	127,050	121,936	5,114	137,625	-15,689	133,312	4,313	3.24%	122,288	11,024	9.01%	
66	644,934	652,566	-7,632	640,779	11,787	636,561	4,218	0.66%	680,155	-43,594	-6.41%	
308	129,978	124,566	5,412	122,491	2,075	129,755	-7,264	-5.60%	142,524	-12,769	-8.96%	
600	280,515	286,861	-6,346	285,196	1,665	284,382	814	0.29%	299,135	-14,753	-4.93%	
655	39,713	23,114	16,599	0	23,114	0	0	0.00%	0	0	0.00%	
T	15,436,459	14,919,794	516,665	14,929,113	-9,319	14,834,650	94,463	0.64%	15,860,890	-1,026,240	-6.47%	

The 819 bus route increased by 28,678 riders in 2013 a gain of 16% percent. The Metro Park Loop was up 29.6% percent to 475,240 in 2013.

The 139 bus route on the Route 9 corridor was up 61,162 riders a 1.9% percent increase between 2012-2013.

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. In May 2014, the M4 and M5 MCAT Routes and Schedules were combined into one M5 Route and Schedule.

The Davidson Avenue Shuttle (DASH) continues route service between Somerset County points and the New Brunswick Rail Station. Ridership for 2013 was 58,976 an increase of 6,910 riders up 13.2% percent from 2012.

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 22a)

Rail Ridership Levels and Trends

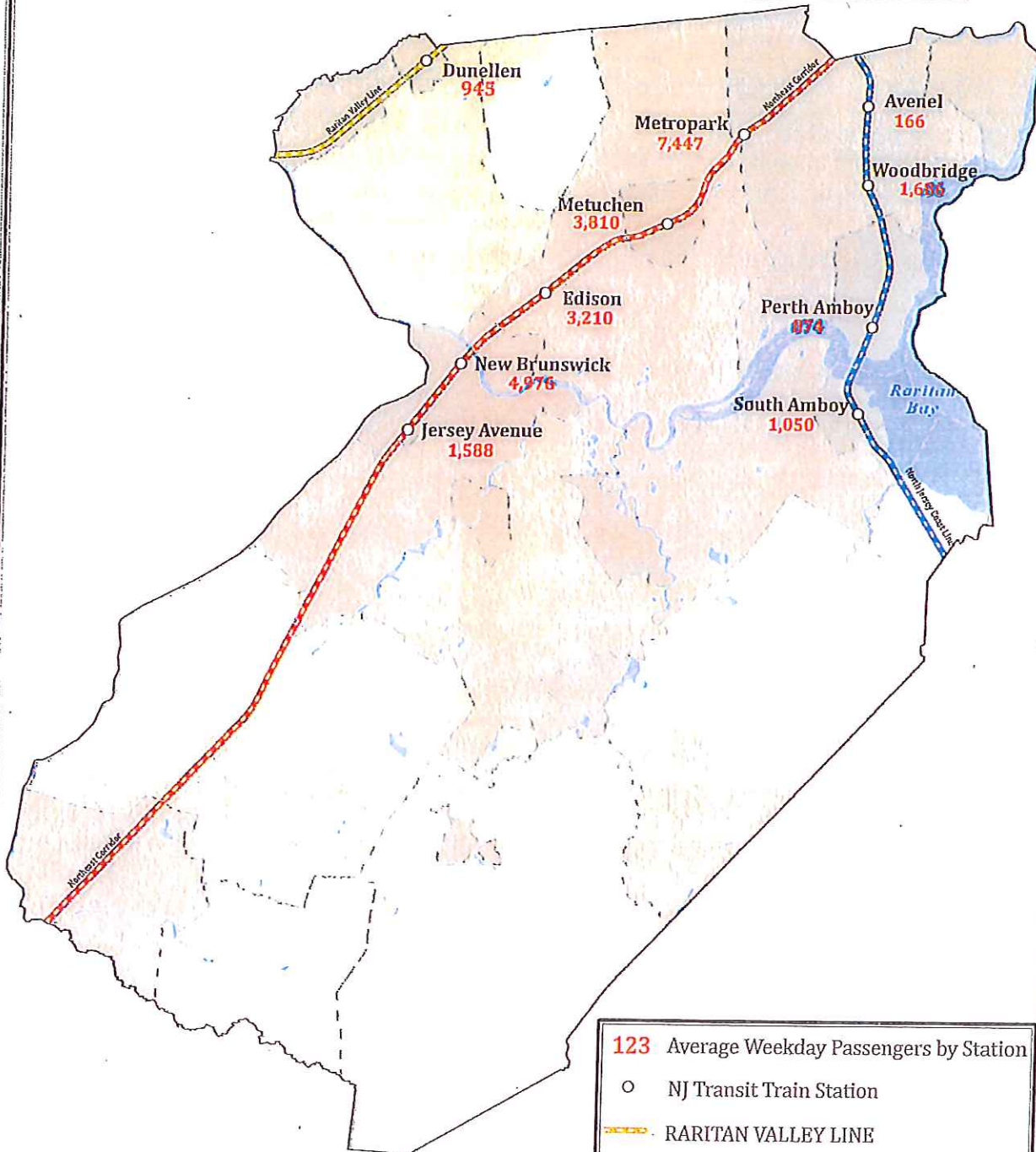
A comparison of daily commuter rail ridership for Middlesex County is presented in Table #2, Page 23. Average weekday boarding on east and westbound trains in 2013 was 25,012 in Middlesex County. Of the three lines, the Northeast Corridor Line carries the largest volume of daily Middlesex County rail commuters, 20,599. Between 2000 and 2013, ridership on this line increased by 5,502 riders or by 36%. The most active railroad station on the Northeast Corridor Line is the Metropark Station in Iselin, where boarding increased by 92.7 percent from 2000 to 2013. 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 2013. Boardings at the Metuchen Station and Edison Station continued to increase from 2000 to 2011 ridership. In 2013 ridership at Metuchen was 3,710 and 3,087 at the Edison Station. Ridership on the North Jersey Coast Line has remained generally stable with only 0.7 percent increase from 2000 to 2013. The Woodbridge Station is the most active station on the North Jersey Coast Line with 1,654 passengers in 2013, while South Amboy was second with 928 passengers.

Boardings at Dunellen on the Raritan Valley have also remained stable from 835 in 2000 to 852 in 2013, an increase of 2.0 percent.

NJ TRANSIT reported a one year decrease in ridership from 2012 to 2013 on the three lines combined of -650 or .25 percent decrease. The Northeast Corridor Line had the largest 13 year increase of 36.4 percent from 15,097 in 2000 to 20,599 in 2013.

Middlesex County Passenger Rail System Daily Train Ridership by Station



123 Average Weekday Passengers by Station

- NJ Transit Train Station
- RARITAN VALLEY LINE
- NORTHEAST CORRIDOR
- NORTH JERSEY COAST LINE

Source: NJ Transit Rail Planning Dept.: 2012

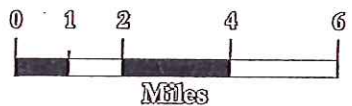
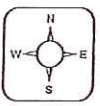


TABLE 2
COMMUTER RAIL RIDERSHIP COUNTS/COMPARISONS 1990/2000/2010/ and 2012/2013
(Average Weekday Total Passenger Boarding at Station)

<u>Rail Line</u>	<u>Station</u>	<u>1990</u>	<u>2000</u>	<u>% Change</u>	<u>2010</u>	<u>2000-2010 Ridership Change</u>	<u>%Change</u>	<u>2012</u>	<u>2013</u>
North Jersey Coast Line	Avenel	90	133	47%	141	8	6%	166	164
	Woodbridge	1,077	1,482	38.6%	1,706	224	15.1%	1,686	1,654
	Perth Amboy	527	842	59.7%	1,062	220	26.1%	874	815
	South Amboy	1,114	1,132	1.6%	1,130	-1	-0.1%	1,050	928
	TOTAL	2,808	3,589	27.8%	4,039	450	12.5%	3,776	3,561
Northeast Corridor Line	Metropark	4,490	3,832	-14.6%	7,145	3,540	86.4%	7,447	7,385
	Metuchen	2,681	3,273	22.0%	3,700	427	13.0%	3,810	3,710
	Edison	1,837	2,327	26.6%	3,102	775	33.3%	3,120	3,087
	New Brunswick	3,007	4,420	46.9%	5,715	1,298	29.3%	4,976	4,950
	Jersey Ave.	897	1,281	42.9%	1,535	254	10.8%	1,588	1,467
	TOTAL	12,912	15,097	16.9%	21,200	6,102	40.4%	20,941	20,599
	Raritan Valley Line	Dunellen	649	835	28.6%	999	164	19.6%	945
TOTAL	649	835	28.6%	999	164	19.6%	945	852	
ALL TOTALS		16,369	19,521	19.2%	26,238	6,717	34.45%	25,662	25,012

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 suggested guidelines for analysis of the regional bus system, provide some measures:

- 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 or from Manhattan receive a rating of LOS III.

Overall, levels of service are derived from the schedules. Desirable points of interest 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 8,094 bus spaces offered for use, while usage is over 6,621. 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 Table #3, Page 25.

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 #4, Page 26). 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 \$175 per month at New Brunswick. At some stations, a choice of permit parking or daily meters is available. Table #4a, Page 27 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	1250 643 657	Monthly \$175, Daily \$22 Wellness Kirkpatrick 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 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	15,374	

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 609-443-0511
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
North Ernston Rd. (on street)	200	12	Clerk 732-390-7021

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 \$345/mo. \$16.50 one-way, 10 trip \$120 (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
New Brunswick Wellness Gateway	1,250 657	1,250	Bus/Rail Daily \$22 Monthly \$175 (732-545-3118)
*Governor's Point, Route 1 South of Cozzens Lane, North Brunswick	100	0	Bus
Exit 8-A N.J. Turnpike- So. Brunswick	934	900	Bus-\$2.00 Daily \$35.00 Monthly
TOTAL	8,094	6,621	
* 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; 4,378 in 2012; and 5,840 in 2013.

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:

While many of our activities are aimed at adults, we have robust Safe Routes to School Program, which focuses on children. Our staff hosts bike rodeos, presents assemblies, and organizes walk to school events.

In 2013, we extend our outreach to children with a bookmark contest. Middlesex County fifth graders were asked to design a bookmark showing how less auto idling benefits Earth. The response was unbelievable. Judges viewed nearly 400 submissions before selecting a winner and four runners up. Magyar Bank awarded a \$100 gift card to the winner. My thanks to our Board, our members NJTPA, NJ Transit, and, of course, our staff for a full and productive year.

I am particularly grateful for the service of retiring Board Member William Rayser and Joe Lucas for decades of service on our Board and to Bill Rayser as founder of KMM representing Johnson and Johnson.

1. Transit Initiatives: Commuter

Keep Middlesex Moving gets commuters to and from work in many ways:

Carpoolers	662
Vanpools	11
Emergency Ride Home	204
Green Commuters	100

Information Notification Network (INN) is more than traffic information, this automated system which disseminates mass transit, community and state-level information 24/7 to a smart phone or email. All the information needed for a commute or in an emergency is available in one easy application. In response to Super Storm Sandy, KMM revamped the emergency traffic network and created INN.

2. Regional

Central Jersey Transportation Forum

Middlesex County continues to participate in the Central Jersey Transportation Forum, (CJTF). The 2014 Chairman of the CJTF is Bill Neary, Executive Director of KMM Inc. Middlesex County, plays an important role in the CJTF Route 1 Corridor agenda. A major goal is to alleviate traffic congestion along Route 1 Corridor. The corridor has experience 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 and connect with the proposed Greater New Brunswick Area Bus Rapid Transit System.

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, selected Bill Neary to lead its activities and Central Jersey's agenda.

3. **Partners**

New Jersey Smart Workplaces – Recognizing NJ Finest Companies

Thirty-Seven companies received the prestigious NJ Smart Workplaces Award.

4. **NJ Transit**

Ticket-to-Work

For the unemployed, the expense of searching for a job is another drain on an already stretched budget. Ticket-to-Work supplies job seekers and the newly employed with bus tickets to help reduce the cost of transportation. In a recent survey of Ticket-to-Work recipients, 99% rated the service "very helpful". Passenger Winston B of Perth Amboy wrote, "I don't think I would have gotten my job if I didn't have these bus tickets. Thank you."

Bus Tickets Provided: 5,058

Passengers Assisted: 347

Bike to Work Week

Once the warm weather arrived, bicyclists were eager to participate in KMM's annual Bike to Work Week event. Participants reported biking for work, for play, and for errands. Sarah E of Somerset wrote, "I bike to commute to both of my jobs, and to my softball games, the grocery store, and to the gym. I love the convenience of living near work. Thanks for coordinating such a fun event to get more people involved in biking instead of driving!"

Total Days Biked: 316

Total Miles Biked: 2,563

5. **Safe Routes to School**

Walk to School Day

With 19 schools in 14 communities participating in year 2012, Walk to School Day continued in 2013 and is KMM's ongoing success. Activities included organized walks to school or through local neighborhoods, information tables at school entrances, and school programs.

Golden Sneaker Awards: 2 Walking School Bus: 3 (iWalk: 22)

Programs/ Assemblies: 5 Operation Lifesaver: 2

Bike Rodeos: 4 Audits/ Travel Plans: 3

Ciclovia

In New Brunswick, KMM has the exciting opportunity to help create a culture of walking and cycling through our support of New Brunswick Ciclovia, an "open streets" event that closes

streets to motor vehicles and opens them for walking and bicycling. The first event was held October 6, 2013. KMM partnered with city government and non-profit corporations.

Stop Idling

A Little Girl's Plea: Stop Idling for Earth!

Jessica Vasquez's simple message resonated with the judges who selected her entry as the winner in KMM's first ever environmental booklet contest. One thousand copies of Jessica's bookmark were distributed to fifth-grade classes in Middlesex County. Magyar Bank provided a \$100 gift card for Jessica and also distributed the bookmarks.

6. Social Outreach

Facebook and Twitter

KMM shares information on all of the major social platforms and engages commuters, community leaders, residents and colleagues both local and across the nation. They include:

- Facebook (416 followers);
- Twitter (618 followers);
- Pin Interest (11 boards, 46 pinners); and
- Google (88 circles, 10 followers, 5,717 visits).

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 – Operations 2013

- Financed Capital Equipment and Improvement Bonds in the amount of \$13.84 million.
- Conducted technical and due diligence resulting in the County's acquisition of 57.63 acres of open space.
- Introduced discounted rates for physically challenged golfers at four County golf courses.
- Aided Perth Amboy and Woodbridge with site remediation through a US EPA Brownfields Assessment Coalition Grant.
- Raised 529 tons of food donations through Middlesex County Food Organization and Outreach Distribution Services.
- Presented recycling education shows to more than 10,000 people.
- Diverted over 504,000 tons of household recyclables from the landfill over a 19-year period.

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.

New Jersey Department of Human Services contracts transportation services to Logistic Care Solutions for serving residents in these programs (Medicaid, general assistance, and temporary assistance for needy families). The 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 2013, the contractor provided 307,957 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 Logistic Care Solutions with 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, Work First New Jersey 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 further information contact: Michael Viera COST President 973- 251- 2242,
FAX 732- 745-4564.

IV. CONCLUSION

In Conclusion, Middlesex County 2013-2014 accomplishments were substantial and in keeping with Middlesex County's commitment to good transportation.

The NJ Turnpike widening project advanced NJ Turnpike servicing the heart of New Jersey as the largest statewide transportation event (\$2.5 Billion). The NJ Exit 9 improvements reached 50% completion and plans for the next phase moved forward to include the design for Route 18 over US 1 in New Brunswick. The I-287 rehabilitation from Exit 5 to Exit 9 in Piscataway 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; as part of \$750 million in Northeast Corridor capital and operational improvements.

An important action in 2013 was the administration proposal of a new Surface Transportation Bill to replace the "Moving Ahead for Progress in the 21st Century" (MAP-21) legislation. The

\$305 billion appropriation consolidated a number of highway programs, streamlined regulations, implemented performance measures was extended until May 2015 in a 2014 Transportation funding replenishment.

The federally funded New Brunswick Bikeway construction project started in June 2014, after about 15 years of planning and project development stages.

Many of the NJTPA Transportation Improvement Program Projects included resurfacing and pavement rehabilitation projects in 2013 and 2014 such as Route 9 - Sayreville ramp repaving. (Photo #23, Page 6w)

The Middlesex County Area Transit (MCAT) continued in spite of Casino Revenue funding cut backs.

The Princeton / NJTRANSIT / Plainsboro 655 bus completed its start up period. Route changes were made and its contract continued.

The NJ-35 Drawbridge rehabilitation over Cheesequake Creek was completed. River Road, Stelton Road, Metlars Lane and NJ-18 extension in Piscataway were under construction in 2013-2014. Middlesex County implemented "Road Diet" Safety designs on Livingston Avenue in New Brunswick in response to a Voorhees Transportation Study to improve pedestrian safety.

The New Brunswick Development Corporation started construction of a five acre, \$300 million redevelopment of the former New Brunswick Theological Seminary site to include a 500 bed residences, 500 student apartment style housing and a 150,000 sq. ft. honors college and school of arts and science that will also generate neo trips and more transportation accommodations.

The North Brunswick Transit Oriented Development and Town Center is under construction. It is called Main Street North Brunswick on Route 1 and projects are underway facilitating development of the 212 acre site of the former Johnson and Johnson facility on Route 1 Adams Station Lane, Commerce Drive, Aaron Road and other access roads have been done. Intersection improvements along Route 1 included Cozzens Lane.

In East Brunswick, Route 18 at Edgeboro Road and Old Bridge Turnpike, Pedestrian Safety improvements requested by the County were accomplished. (Photo #24, Page 6x)

In conclusion, two local Demonstration Projects: one in Perth Amboy, A Bay City Transit District Strategy, and two Middlesex Greenway Access Improvement studies were completed as part of a Together North Jersey (TNJ), federally funded initiative directed by Voorhees Transportation Center at Rutgers University, with New Jersey Transit.