

The following Action Plan provides detailed strategies and specific actions, serving as a technical guide for implementing the recommendations of The Plan. These action plans are intended to be living documents, being revised and updated as Together North Jersey works with various partners on implementing recommendations in The Plan.



## Focus Area 7: Connect people and places with safe convenient and reliable transportation

**What and why.** North Jersey's transportation system includes a diverse and extensive network of facilities and services. While our transportation system serves many of us well, others in the region have difficulty getting where they need to go. Travel options are limited in some places, and overcrowded and inconvenient in others. Congestion causes delays on the region's roadways, and walking and biking are impossible or unsafe in many areas.

Northern New Jersey needs a safe, convenient and reliable transportation system that is well-maintained, and in which all the parts connect seamlessly. A safer system would save lives, and reduce the suffering and costs associated with crashes and accidents. A seamless and reliable system could connect people with the places they need to go, increasing their access to well-paying jobs, good schools, shopping, needed services, recreation and arts and cultural resources. Improving the capacity and connectivity of the transportation system can reduce travel times and increase travel and route options. Greater support for shared-ride modes, including public transit and shuttles for people without access to private vehicles, not only expands access to opportunity for these individuals but also helps reduce energy use and harmful pollutants. Furthermore, creating more options for walking and bicycling will contribute to better public health and healthier communities.


**How.** Connecting people, places, and goods with safe, convenient and reliable transportation will take coordinated action by a range of agencies, stakeholders and communities. It will require fiscally prudent transportation projects and investments, and close coordination with local economic activity, development projects and land use. Given the combination of budget constraints and strong demand from residents and businesses for improved transportation, diverse stakeholders across the region will need to work together to make the most of existing transportation infrastructure, and to expand the transportation system's capacity in ways that are economically feasible and environmentally sound. The following strategies are recommended to improve transportation operations, strengthen linkages among modes, create a more convenient, safe, and seamless travel experience, and maintain the system over time.



### Strategy 7.1: Maintain transportation infrastructure in a state of good repair

**What and why.** As population and freight movement in the region continue to grow, our transportation infrastructure will be put under increasing strain. Scarce resources must be used strategically and efficiently to maximize the value of our transportation network. Jurisdictions and agencies must also collaborate to ensure transportation infrastructure is preserved, rehabilitated and restored as needed to maintain it in a state of good repair. New federal requirements for asset management are emerging from the Moving Ahead for Progress in the 21st Century Act (MAP-21) passed by Congress in 2012. Our region should implement asset management techniques to prioritize preventive maintenance and to avoid costly repair and replacement. The tools to enable asset management should be developed, and widely and collaboratively deployed, and we should proactively respond to new federal requirements that support this approach.

	<u>Actions:</u>	<u>Suggested Responsibility:</u>	<u>Timeframe:</u>
1.	<p>Collaborate, as required by MAP21, to enhance regional and statewide transportation asset management to:</p> <ul style="list-style-type: none"> <li>• Develop state transportation management plans for National Highway System (NHS) facilities and for public transit assets;</li> <li>• Develop state and regional performance targets and progress reporting mechanisms;</li> <li>• Identify funding/resources and create coordinated workflows between regional and state agencies, and where possible, county and local governments.</li> </ul>	NJTPA, NJDOT, NJ TRANSIT	Medium to long term
2.	<p>Enhance the capacity of counties and municipalities to manage transportation assets effectively.</p> <ul style="list-style-type: none"> <li>• Standardize data collection methods and incorporate all additional local NHS facilities not presently included per MAP-21 requirements.</li> <li>• Catalogue and share data and integrate with other data for analysis and modeling.</li> </ul>	NJTPA	Medium to long term



## Strategy 7.2: Adopt and implement “Complete Streets” policies

**What and why.** “Complete Streets” are designed to make all modes of travel (driving, public transportation, walking, biking and goods movement) accessible to all users, regardless of age, income, or physical ability. Our region should continue efforts to encourage municipalities and counties to adopt Complete Streets policies. In addition, our region should take the necessary steps to ensure Complete Streets policies are implemented. These steps should include: public and stakeholder education on the benefits of implementing Complete Streets; adoption and use of flexible design guidelines in subdivision and zoning ordinances; training for planning, design, engineering and public works professionals; roadway redesigns; and action by elected officials and agency leaders to prioritize Complete Streets implementation.

	<u>Actions:</u>	<u>Suggested Responsibility:</u>	<u>Timeframe:</u>
1.	Adopt Complete Streets policies throughout the region.	Municipalities, Counties, NJDOT, NJTPA	Ongoing, medium term
2.	Expand public and stakeholder education efforts aimed at promoting adoption and implementation of Complete Streets policies at the local level.	NJDOT (lead) with NJTPA, the NJ Bicycle and Pedestrian Resource Center (BPRC) at Rutgers, TMAs and Counties.	Short term


3.	Utilize the flexibility inherent in existing roadway design guidelines to create Complete Streets when engineering roadway improvement projects. This includes: the NJDOT Roadway Design Manual, American Association of State Highway and Transportation Officials (AASHTO) standards and National Association of City Transportation Officials (NACTO) design guides. Consider New Jersey Residential Site Improvement Standards as well.	Municipalities, Counties, NJDOT	Ongoing, medium term
4.	Update Complete Streets policies to include provisions for all forms of public transit and paratransit.	Municipalities, Counties, NJDOT	Medium term
5.	Implement an annual program of professional development training for planning, design, engineering and public works professionals	Rutgers (lead) with NJ Bicycle and Pedestrian Resource Center (BPRC) and professional organizations, NJDOT	Short term
6.	Incorporate Complete Streets approaches in routine resurfacing, restriping and other maintenance projects.	Municipalities, Counties, NJDOT	Medium term, Ongoing for NJDOT
7.	Give priority funding consideration to projects that incorporate Complete Streets principles in design and construction.	NJDOT, NJTPA	Ongoing, Short term
8.	Increase the number of Safe Routes to School (SRTS) non-infrastructure projects implemented in the region.	TMA's (lead) with School districts, municipalities and the SRTS Resource Center at Rutgers	Medium to long term
9.	Develop and implement performance metrics that measure how well streets are serving all users, and use these metrics to inform project prioritization and capital programming.	NJTPA (lead) with counties.	Medium (24 - 48 months)

**What and why.** “Transit Hubs” are locations such as rail stations and bus stops, where passengers may switch their mode of travel and pursue various routes. Transit Hubs can also provide a focal point for local economic and community development, as many shops, restaurants and other businesses find access to the hub attractive to workers and customers alike. For example, instead of placing a sea of parking adjacent to transit station platforms, locate local commerce adjacent to and facing transit platforms with parking connected to, and also serving, the neighborhood. We should identify existing and planned Transit Hub locations throughout the region and prioritize them for improvement. Improvements should include: enhanced customer amenities such as food vendors, shops and artwork to enliven the hubs and increase community pride; aligning the routes and schedules of different transportation modes to ensure passengers can change from one vehicle or form of

transportation to another with minimum delay and inconvenience; increasing service where ridership demand is high and where it is economically feasible; improving pedestrian and bicycle access and amenities leading to and at Transit Hubs; improving traveler information; and implementing parking management and zoning changes that can encourage riders to use transit more and improve the overall traveler experience.

	<u>Actions:</u>	<u>Suggested Responsibility:</u>	<u>Timeframe:</u>
1.	<p>Develop a regional Transit Hub strategic plan.</p> <ul style="list-style-type: none"> <li>Identify and map existing and potential future Transit Hub locations.</li> <li>Develop criteria and a process to prioritize Transit Hub locations for assessment and improvement.</li> <li>Assess current conditions at priority locations, including service levels and connections, customer information/amenities, first/last-mile access opportunities, parking management needs adjacent land uses and local pedestrian and bicycle environment.</li> <li>Develop recommendations to address identified needs and deficiencies at priority locations.</li> <li>Identify existing programs and processes that could be coordinated and leveraged to improve conditions at Transit Hub locations.</li> </ul>	NJTPA (lead) with NJ TRANSIT	Short term
2.	Develop, implement and assess the results of a “Transit Hub” Improvement Pilot Program at a minimum of three locations.	NJ TRANSIT (lead) with NJDOT, NJTPA, TMAs, County community transportation providers, private carriers, host communities	Medium term
3.	Based on the results of the pilot program, institutionalize the approach, including permanent program alignment.	NJ TRANSIT, NJDOT, NJTPA	Long term
4.	Identify and advance opportunities for public-private partnerships and joint development at priority Transit Hub locations to help pay for improvements. This can be based on NJ TRANSIT’s “Adopt-a-Station” program. Within current regulatory requirements create incentives that encourage private developers to contribute/provide/maintain bus shelters, sidewalk and other non-motorized / transit infrastructure and amenities that facilitate access for new development / re-development projects. Perform a pilot project to test private developer transportation access incentives in conjunction with the “Transit Hub” Improvement Pilot Program.	NJ TRANSIT (lead), NJOPA, NJTPA and NJDOT.	Medium term
5.	Coordinate light rail, ferry and bus schedules at Weehawken and Hoboken ferry terminals.	NJ TRANSIT, private bus carriers, private ferry operators	Medium to long term

6.	Improve access to transit services through application of parking management techniques.	Municipalities, NJTPA, TMAs, NJ TRANSIT	Long term
7.	<p>Improve first/last mile access to transit to serve the beginning or ends of trips where origins or destinations may be difficult or impossible to get to by a short walk from public transportation.</p> <ul style="list-style-type: none"> <li>• Identify places or corridors where existing first/last mile services exist for core facilities (commuter rail, bus, light rail, PATH, county shuttles) and document their success factors, cost, partners, challenges and opportunities.</li> <li>• Establish a pilot project to establish first/last mile services that meet suitable criteria, including the use of public/private funding and partnerships.</li> <li>• As appropriate, institutionalize a First/Last Mile Access to Transit program</li> </ul>	NJTPA, TMAS, counties, and NJ TRANSIT	Short to long term



## Strategy 7.4: Enhance and improve existing public and private transit services

**What and why.** Public transit users in New Jersey make more than 260 million unlinked passenger trips per year on NJ TRANSIT buses and trains. NJ TRANSIT customers travel 3.4 billion passenger miles annually. Last year alone, NJ TRANSIT ridership grew by nearly a million (unlinked) trips. In addition, private bus companies, private jitney operators, and community transportation providers serve hundreds of thousands of riders each year. Our region should support continued long-term growth in public transit use by continually improving existing transit services, and by introducing new and expanded services where ridership demand exists and the return on investment is reasonable. Improvements should include: increasing the speed, reliability and efficiency of bus transit; modernizing transit system infrastructure; creating new and innovative service models for transportation serving seniors, people with disabilities who do not drive, and low-income people without other reliable travel options; improving linkages between public and private transportation services; and managing the deployment of entrepreneurial transportation services such as Uber, Lyft and other ride-sharing services that can expand travel options for the public. Policy makers should take the steps necessary to ensure such services are operated in a way that protects the rights and safety of drivers and users of those services.

*NOTE: Some of the actions listed under this strategy may require strategic investments to expand transit system capacity, including but not limited to adding additional trans-Hudson passenger transport capacity (See Strategy 7.5). In addition, implementing many of the actions listed under this strategy are contingent upon stable and increased sources of revenue to support transportation capital investment as well as increased funding to support maintenance and operation of existing, new and expanded services. (See Making it All Happen section of The Plan)*



	<u>Actions:</u>	<u>Suggested Responsibility:</u>	<u>Timeframe:</u>
1.	Expand NJ TRANSIT's "Go-Bus" brand of rapid bus service enhancements in high-demand travel corridors such as Rt. 9, Rt. 17, the Union County Sustainability Corridor and others.	NJ TRANSIT NJDOT	Medium term
2.	Identify and develop transit-supportive highway projects. This should include efforts to: <ul style="list-style-type: none"> <li>• Conduct a System Connectivity Study to examine bus (and street-based light rail) transit routes based on NJ TRANSIT route, service and ridership data and impacts to travel markets;</li> <li>• Identify potential roadway design and operational improvements (including ITS technologies) to enhance transit performance. Inform NJDOT problem statement development;</li> <li>• Incorporate transit supportive highway projects into the NJDOT project pipeline; and</li> <li>• Coordinate state and local transit data related to supporting bus movement.</li> </ul>	NJTPA, NJDOT and NJ TRANSIT	Short to medium term
3.	Improve and increase intrastate bus services where demand exists, including actions to: <ul style="list-style-type: none"> <li>• Implement recommendations from existing studies and where feasible considering financial and operational constraints and potential;</li> <li>• Conduct additional analysis to identify potential locations for new or expanded service that considers ridership potential, cost-benefit and operations, routing and scheduling; and</li> <li>• Develop and implement a "Community Transit" Pilot Project that identifies and explores the feasibility of redesigning and rebranding existing public and private bus routes and services to serve a regional network of Transit Hubs.</li> </ul>	NJTPA, NJ TRANSIT, NJDOT, private carriers, TMAs, and additional public/public and public/private partners, community transit providers.	Short to long term
4.	If successful, systematically expand implementation of "Community Transit" pilot program throughout the region.	NJ TRANSIT (lead) with NJDOT, TMAs, private carriers, community transit providers	Long term
5.	Working in conjunction with local communities, examine the potential to modernize, expand and relocate (as necessary) existing bus garages to improve operational efficiencies.	NJ TRANSIT	Long term
6.	Eliminate axle-weight limitations for buses, which currently prevent low-floor vehicles from using many roads.	NJDOT, NJ TRANSIT	Long term
7.	Complete PATH Modernization Program which includes signal systems upgrades.	Port Authority of New York and New Jersey (PANYNJ)	Medium term

8.	Make efficient use of existing Trans-Hudson capacity by shifting demand and expanding off-peak rail and bus services where economically feasible.	NJ TRANSIT	Long term
9.	Update the regional Coordinated Human Services Transportation Plan to continue to improve coordination of paratransit and community transportation services operating in the region. <ul style="list-style-type: none"> <li>Develop a visualization tool (e.g., poster, website, and/or mobile application) to enhance coordination among transportation paratransit and community transportation providers and policy-makers.</li> </ul>	NJTPA (lead), TMAs, NJ TRANSIT, counties, NJ Department of Human Services, county transportation providers	Medium term
10.	Integrate private jitney transit services in the North Jersey region into the overall transportation system. This should include addressing safety concerns and the congestion impacts associated with existing operations.	NJMVC, PANYNJ, and affected local jurisdictions.	Long term
11.	Improve intra- and interstate private carrier bus services where feasible: <ul style="list-style-type: none"> <li>Identify options for service improvement, route changes and new routes;</li> <li>Explore changes in fare policies; and</li> <li>Identify non-traditional sources of funding (public/public or public/private partnerships).</li> </ul>	NJTPA (lead), NJ TRANSIT, private carriers, NJDOT, affected local jurisdictions.	Medium term
12.	If feasible and permitted, implement recommendations of intra- and interstate private carrier bus study beginning with a pilot project between a select private carrier, private corporation, NJTPA and NJ TRANSIT to demonstrate the value of implementation.	Private carriers, NJ TRANSIT, NJDOT, affected local jurisdictions.	Medium term
13.	Allocate funds to conduct an emerging technologies and entrepreneurial transportation services study: <ul style="list-style-type: none"> <li>Identify technology solutions and entrepreneurial transportation services being used in the region and elsewhere in the world, including Bridj “pop-up” bus services as well as Lyft, Uber and other ride-sharing services.</li> <li>Develop recommendations for safely accommodating potentially disruptive technologies and managing the integration of private service innovations in the larger system of transportation options.</li> </ul>	NJTPA	Medium term
14.	Pilot, at the local level, a requirement for sponsors of major new development projects to conduct Transit Assessments as part of NJDOT/County Access Permits and/or local zoning reviews.	NJTPA, NJDOT, NJ TRANSIT, local municipalities, counties, the legislature	Long term

## Strategy 7.5: Increase transit system capacity in strategic locations

**What and why.** Projected growth in population and employment in the region is expected to place an even greater burden on the region’s already strained transportation infrastructure. To remain economically competitive, our region must develop and implement a coordinated multi-agency strategy to increase Trans-Hudson passenger transportation capacity. At the same time, we must expand and strengthen infrastructure that facilitates intraregional travel and improves the resilience of core system components. Those components include, but are not limited to, NJ TRANSIT’s Hudson-Bergen Light Rail system, commuter rail network and inter- and intraregional bus service.

*NOTE: Most of the actions listed under this strategy are contingent upon stable and increased sources of revenue to support transportation capital investment as well as increased funding to support maintenance and operation of existing, new and expanded services. (See Making it all Happen section of The Plan)*

	<u>Actions:</u>	<u>Suggested Responsibility:</u>	<u>Timeframe:</u>
1.	Improve and expand Trans-Hudson commuter bus services, including but not limited to upgrading/modernizing the Port Authority Bus Terminal complex.	PANYNJ (lead) with NJ TRANSIT	TBD
2.	Continue to advance planning efforts to expand Trans-Hudson passenger rail capacity.	NJ Governor’s Office, NY Governor’s office, Amtrak	Long term
3.	Complete the “Wye Bypass” project in order to increase the Hudson-Bergen Light Rail (HBLR) system capacity and Hoboken terminal capacity.	NJ TRANSIT	Long term
4.	Continue to add HBLR car/fleet capacity with new train-sets and extended platforms where feasible.	NJ TRANSIT	Underway
5.	Complete the Northern Branch extension and Route 440/Bayfront west side extension of the HBLR system.	NJ TRANSIT	Long term
6.	Add PATH capacity on Newark-WTC service through extension of platforms and improvements to signal systems.	PANYNJ	TBD
7.	Address permitting issues to allow the completion of the Lackawanna Cut-off project and restore passenger rail service to Andover, NJ.	Lt. Governor (lead), with NJ TRANSIT, NJDEP and host municipalities	Short term
8.	Advance planning and promote enhanced capacity at key locations (e.g., Newark Penn, Midline Loop [NEC], Summit/Millburn “turn back”, the Hunter flyover, and triple tracking the Lehigh Line) in North Jersey.	NJ TRANSIT	Long term




## Strategy 7.6: Use New Jersey's State Highway Safety Plan and NJ TRANSIT Safety Programs to improve transportation safety

**What and why.** In December 2014, New Jersey Department of Transportation completed an update to the state's Strategic Highway Safety Plan (SHSP). The plan recommends projects and programs that address 16 emphasis areas and process improvements, including engineering, enforcement, education and emergency response strategies. Our region should use the SHSP as a blueprint to improve roadway safety throughout the region. In addition, NJ TRANSIT should continue its efforts to promote bus and rail system safety. This should include completing an internal safety audit to review the agency's existing safety practices, training, personnel procedures and physical systems. The agency should also continue and expand commuter outreach programs where necessary to raise awareness about safety and reduce the number of preventable injuries and fatalities associated with transit use and operations.

	<u>Actions:</u>	<u>Suggested Responsibility:</u>	<u>Timeframe:</u>
1.	Address lane departure crashes using center and edge line rumble strips, high friction surface treatments, and utility pole relocation or replacement.	NJDOT, counties, municipalities	Short to medium term
2.	Address intersection crashes and crashes involving mature drivers by improving traffic signal hardware and improving signage and markings.	NJDOT, Counties, Municipalities	Short to medium term
3.	Address pedestrian and bicycle crashes by implementing road diets and by installing and improving sidewalks, crosswalks, median refuge islands and pedestrian signal improvements.	NJDOT, Counties, Municipalities	Short to medium term
4.	Improve the quality, management and accessibility of crash data.	NJDOT	Medium term
5.	Address impaired drivers, aggressive drivers and unbelted vehicle occupants through High Visibility Enforcement (HVE), public information programs, and support of enforcement/adjudication activities.	DHTS	Short to medium term
6.	Address motorcycle crashes through rider training courses and communication/outreach programs to increase all drivers' awareness of motorcycle safety.	DHTS	Short to medium term
7.	Address pedestrian and bicycle crashes through driver and pedestrian education programs and bicycle rider education. Continue and expand programs like the <i>Street Smart NJ</i> pedestrian safety education campaign.	DHTS, NJDOT, Transit Management Associations	Short to medium term
8.	Address crashes involving young drivers through public information programs.	DHTS	Short to medium term

9.	Address all SHSP emphasis areas on local roads, particularly pedestrian and bicyclists, through the Local Safety Program (LSP) and High Risk Rural Roads funding and Final Design Assistance Program funding and support.	NJTPA, NJDOT	Short to medium term
10.	Integrate a Towards Zero Deaths (TZD) approach to change safety awareness and culture in all Together North Jersey actions.	NJDOT, DHTS, NJ TRANSIT, NJTPA, Delaware Valley Regional Planning Commission, South Jersey Transportation Organization	Medium to long term
11.	Conduct transit customer and local community safety education campaigns, field audits, social media outreach and professional training programs and initiatives	NJ TRANSIT	Short to medium term
12.	Continue NJ TRANSIT Board of Directors Safety and Security Committee efforts to review agency operational safety metrics such as number of customer and employee incidents, lost time, mean distance between failures , and identify best practices to achieve further safety improvements	NJ TRANSIT	Medium to long term
13.	Advance efforts by NJ TRANSIT’s new Office of System Safety to identify and establish common safety principles and practices across business lines. Follow up on recommendations of NJ TRANSIT rail safety audit and other agency safety reviews.	NJ TRANSIT	Medium to long term



## Strategy 7.7: Use technology to improve transportation operations

**What and why.** Our region’s transportation agencies use a variety of technologies to share information and maximize the efficiency of travel modes. However, these tools and systems typically only focus on one mode of transportation at a time (such as bus or train or automobile traffic). Our region needs to develop an integrated system of technologies that allow for a more big picture view of our transportation network. This can be accomplished by better utilizing “big data” and by implementing regional communications and information systems. We should also improve real-time information for consumers by taking advantage of social media tools, and take steps to simplify the way transit fares are collected. Our region should build upon partnering efforts such as The Connected Corridor and The Complete Team in New Jersey and beyond to advance cost-effective technological solutions and institutional coordination.

<u>Actions:</u>	<u>Suggested Responsibility:</u>	<u>Timeframe:</u>
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1.	Use NJ Innovation Acceleration Center (IAC) (ITS Architecture Committee) meetings to identify partnering opportunities where technology can strengthen economic development in the NJTPA region and encourage private sector and not-for-profit organizations to promote and advance technology projects.	NJTPA	Short to medium term
2.	Develop social media policies within transportation agencies that enable the use of crowd-sourced real-time information from customers that can inform and improve transportation operations.	NJDOT, NJ TRANSIT, NJTA, PANYNJ	Short to medium term
3.	Use the IAC to identify opportunities to share operations data between agencies for improving connectivity, transit on-time performance service and traveler information.	NJTPA	Short to medium term
4.	Continue to improve the management and coordination of real time transit operations and data to decrease passenger wait times and delay.	NJT	Short to medium term
5.	Identify best practices for integrating fare technology development and deployment (e.g. unified fare / toll payment systems, etc.) and explore budget, funding and management options.	NJTPA, NJT	Short to medium term
6.	Identify suitable locations and implement Active Traffic Management (ATM) strategies along selected limited access highway segments and arterials throughout the State. <ul style="list-style-type: none"> <li>• Conduct a study for NJDOT to identify specific segments and associated ATM strategies and cost-benefit analysis associated with each.</li> <li>• Develop a concept of operations to identify how each strategy will operate as a system with related assets.</li> <li>• Implement ATM strategies based on the identified locations and treatments resulting from the study.</li> </ul>	NJDOT, NJTPA, NJ TRANSIT, counties	Short to medium term
7.	Deploy real-time automated monitoring of park and ride and intermodal transit lot capacity to support traveler information along identified corridors.	NJDOT, NJ TRANSIT, counties	Short to medium term
8.	Develop a Decision Support System (DSS) with NJ Office of Information Technology (OIT) to support operations of assets along roadways as part of an Integrated Corridor Management (ICM) concept.	MPOs, NJDOT, TRANSCOM	Medium term
9.	Support development and implementation of technology and operational strategies for the recommendations being developed as part of the Comprehensive Regional Goods Movement Action Program for the New York-New Jersey Metropolitan Region (G-MAP). Steps include: develop a regional strategic plan for commercial vehicle enforcement operations, including a gap analysis; screening technologies; enforcement data integration;	PANYNJ and NJDOT, in close coordination with Industry, MPOs, counties and municipalities. Possible supporting involvement of New York State Department of Transportation	Medium term

	and data sharing opportunities.		
10.	Identify potential arterials through congestion and safety management systems, and review for signal hardware requirements. Determine the arterial management solution customized to the system that best improves safety, mobility, environment and sustainability while providing a reliable commute. The solution can range from simple optimization of coordinated signals to designing and deploying Adaptive Signal technology.	NJDOT	Short to medium term
11.	Host ITS data for field devices (i.e., VMS, Roadway Detection, Camera/CCTV, etc.) on the NJTPA Enterprise Geographic Information System (EGIS) system.	NJTPA	Short term
12.	Integrate local shared services and private bus carrier schedule and real-time data into a GTFS format for distribution of real-time traveler information to the public.	NJTPA, NJ TRANSIT	Short term
13.	Develop a unified website resource to support public and private entrepreneur awareness /access to transportation technology apps. Expand NJTPA Developing Opportunities for Innovation in Transportation (DO-IT) to support training and education in technology apps.	Rutgers Center for Advanced Infrastructure and Transportation (lead), NJTPA	Short term