

Executive Summary

INTRODUCTION

On November 9, 1998, the New Jersey Legislature unanimously adopted AJR 21 establishing the Regional Intergovernmental Transportation Coordinating Study Commission (RITCSC). The Commission was charged with (1) reviewing and recommending modifications to the New Jersey Transportation Development District (TDD) Act of 1989 and (2) analyzing and making recommendations to improve the intergovernmental transportation decision-making process in New Jersey. AJR 21 was sponsored by Assemblyman Alex DeCroce (R-Morris County), who also had been the lead sponsor of the 1989 TDD Act.

The following is a summary of the Commission's key findings and recommendations:

FINDINGS

In the eleven years since the passage of the Transportation Development District Act, very few Transportation Development Districts (TDDs) have been established in New Jersey. The Regional Intergovernmental Transportation Coordinating Study Commission (RITCSC) was established to investigate why TDDs, as a transportation infrastructure financing mechanism, have been underutilized and how the Act could be changed to increase the number of TDDs in use throughout the state. Detailed testimony from local officials who have been involved in TDD implementation revealed a number of strengths and weaknesses inherent in the TDD planning and implementation process. For instance, the TDD joint planning process has been very effective in facilitating cooperative planning efforts among various levels of government and the private sector, but several of the Act's provisions unnecessarily complicate the planning and implementation of TDDs. In addition, testimony revealed that the significant cost incurred by counties in undertaking TDD planning has limited its use. Based on the compelling testimony heard by the Commission, the Commission makes the following findings with regard to the implementation and operation of TDDs under the current statute:

Implementation/Operation of Transportation Development Districts

- To date, only four (4) counties have engaged in a TDD planning process under the Transportation Development District Act of 1989 (TDD Act). They are:
- Mercer County TDD application approved in 1990; TDD plan approved in 1992; and the District is operational.
- Atlantic County Two former Transportation Improvement Districts (TIDs) have been grand-fathered as TDDs under the TDD Act. A third county TID exists, but was not grand-fathered.
- Hunterdon County TDD application approved in 1990; no plan has been approved; and the District is not operational.
- Union County TDD application approved in 1998; no plan has been approved; and the District is not operational.
- 2. Coordination and cooperation between municipalities, counties, the NJ Department of Transportation (NJDOT), NJ TRANSIT, and the private sector during the statutorily required TDD joint planning process and the planning processes undertaken to establish TIDs has been the most consistently valuable component of TDD/TID implementation efforts to date. The process has successfully brought different levels of government and the private sector together to examine existing and future transportation needs and collectively plan to meet those needs. This experience should be capitalized upon and used as a model for enhancing transportation decision-making at all levels.
- 3. The costs associated with the TDD planning process are high for counties and municipalities. At present, there is no clearly defined source of funding to support TDD planning efforts. The TDD Act does not permit the use of TDD funds to recoup costs incurred during the TDD planning and implementation process. This has been a disincentive to TDD implementation.

- 4. The TDD Act growth thresholds favor TDD eligibility in presently under-developed areas on the exurban fringe, because those areas start with low levels of site-generated traffic. This creates a bias toward use of the TDD Act in exurban areas. The growth thresholds preclude the use of TDDs in many counties and municipalities because of difficulty in defining permissible boundaries based on the required growth thresholds.
- 5. The TDD Act exempts development projects with preliminary approvals prior to the "development liability assessment date" (the date on which the TDD application and preliminary boundary delineation are approved by the Commissioner of Transportation) from fee assessment. The Act is silent with regard to whether fees can be assessed if and when extensions are sought for development approvals.
- 6. The TDD Act does not presently permit the assessment of fees on existing development/businesses within a TDD: however, it is likely that those developments/businesses will receive special benefit from enhanced mobility within a district when improvements to circulation are made.
- Z. The Act requires that TDD planning include projections of future transportation needs; however, the zoning "build out" capacity of land within a municipality or municipalities is often overly optimistic and/or unrealistic. This could result in a program of transportation improvements that is ultimately unacceptable to the participants and/or unattainable.
- 8. The Act does not presently permit the expenditure of TDD funds on transit operating expenses. This has limited the range of mobility solutions and transportation improvements contemplated as part of the TDD planning process.

Interpovernmental transportation planning

As traffic congestion has worsened throughout the state over the past decade, the ability of New Jersey's complex and fragmented transportation decision-making process to address the problem has been severely tested. While land use decision-making authority rests with municipalities, transportation investment decisions are most often made by regional and statewide agencies. While there are several examples of success stories, too few forums exist through which officials from various levels of government can communicate with one another about the cumulative impact of new development on transportation facilities and coordinate transportation planning efforts.

Traffic congestion is a regional problem that needs to be addressed with cooperative local actions toward regional solutions. Improving coordination and cooperation among all levels of government would enhance the transportation decision-making process and yield improved transportation outcomes. Based on the testimony from municipal, county, state, and regional officials, as well as the private sector, the Commission makes the following findings related to the intergovernmental transportation decision-making process:

- Traffic congestion is a major regional problem that must be addressed by cooperative intergovernmental actions toward regional solutions.
- Transportation decision-making with regard to new development proposals is fragmented at various levels of government.
- 11. Transportation planning and investment decisions are sometimes reactive and seek to address existing deficiencies. In addition, many transportation investment decisions are ad-hoc and based on the needs generated by development of a specific site. These decisions, usually in the form of off-tract improvement requirements on developers, often lack the broader context of a regional plan. Consideration of potential future needs is absolutely essential.
- 12. The State Highway Access Management Act (Access Management Act) has been underutilized as a tool to promote intergovernmental cooperation and coordination with regard to transportation planning. In addition, there are problems related to implementation of the Access Management Act. For instance, the access permit process does not deal with cumulative traffic impacts from development.
- 13. Transportation planning is not a well-developed practice as part of the municipal planning process. The Municipal Land Use Law (MLUL) does not require municipal master plans to include a circulation element and provides little guidance as to what a circulation element should contain. In practice, circulation planning is most often limited to an inventory and functional classification of

existing and proposed roadways. In addition, very few master plans and zoning codes have been adequately tested for their impact on transportation infrastructure. Furthermore, the MLUL requirement for local zoning consistency with the State Highway Access Code has never been enforced.

- 14. The current development review process does not effectively address regional transportation impacts, and there is little or no coordination between levels of government related to the review of development applications. When review is undertaken by the county and/or state, it is sometimes out of sequence with the municipal approval process and the flow of information regarding issues of concern is not shared from one level of government to the others.
- 75. State laws related to county land use and transportation planning are very weak. In effect, the County Planning Act limits the role of countles in the transportation planning process and limits opportunities for counties to facilitate the intergovernmental cooperation needed to balance competing local, regional, and state interests with regard to transportation. Counties are not required to adopt a county highway plan as part of the county master plan. County authority to review and approve development proposals is limited to those development sites that abut a county road or affect county drainage facilities. Therefore, developments that may have regional transportation impacts, but that do not abut a county road, are not within the county planning board's jurisdiction. Municipalities are required under the MLUL to notify the county of all master plan and land development ordinance revisions before local adoption; and master plan/ordinance changes must be filed with the county before taking effect. Few counties use this process to coordinate planning and ensure the regional perspective is adequately addressed.

Corridor planning

Corridor planning is a regional, cooperative approach to transportation planning which has become the preferred method for implementing the long-range planning requirements of federal transportation statutes. Corridor planning in New Jersey is undertaken in a variety of ways and there have been several successful corridor planning initiatives that can be used as models. The Commission heard testimony that highlighted the benefits of the corridor planning approach as well as the challenges associated with embracing corridor planning throughout the state, While the capacity of New Jersey's Metropolitan Planning Organizations to carry out corridor planning varies, the Commission finds that enhanced corridor mobility planning can be used to improve the intergovernmental transportation decision-making process, set transportation investment priorities and provide much of the analysis needed to plan additional TDDs throughout the state. The Commission makes the following findings related to corridor planning:

- 16. Federal law (ISTEA/TEA-21) requires each Metropolitan Planning Organization (MPO), in cooperation with the state DOT, to develop a Regional Transportation Plan (RTP) to guide the establishment of investment priorities. Corridor planning can be an effective tool to help inform the development of the RTP.
- 72. There are several positive examples, statewide, that demonstrate the benefits of a corridor planning approach. Most notably, the Burlington County Route 130 Corridor planning process highlights the significant level of intergovernmental cooperation that can result from a county-led initiative to enhance mobility and promote coordinated economic development and land use planning in a strategic travel corridor.
- 18. The existing process of MPO corridor planning provides the foundation for enhanced corridor planning activities statewide. This enhanced corridor planning process, hereinafter referred to as Corridor Mobility Planning could significantly improve intergovernmental communication, cooperation, and coordination with regard to transportation planning and investment decision-making. It can also provide the opportunity to forge regional mobility solutions and promote a broader understanding of regional transportation considerations.
- 19. Corridor planning initiatives vary between the three MPO regions. For Corridor Mobility Planning to be effective, there is a need to provide a common basis between Corridor Mobility Planning efforts statewide (e.g., approach, methodologies, analyses, and plan content). At the same time, there is a need to permit flexibility so as to reflect local and regional conditions and needs.
- 20. Corridor Mobility Planning could be used to identify appropriate locations for TDDs, TIDs, and/or broader Transportation Enhancement Districts (TEDs), if authorized by statute.
- Corridor Mobility Planning can be used to foster intergovernmental coordination and private sector cooperation regarding transportation planning and investment decisions.

- 22. The capacity of MPOs, counties, and municipalities to undertake effective, coordinated transportation planning varies widely from jurisdiction to jurisdiction.
- 23. There are few incentives other than the prospect of receiving federal funding for needed capital projects for municipalities, counties, and the private sector to participate fully in the Corridor Mobility Planning process.
- 24. Additional funding and technical resources may be needed to support improved local and county transportation planning.

RECOMMENDATIONS

The Commission's recommendations fall broadly into two categories. The first category relates to legislative changes to the Transportation Development District Act of 1989 (NJSA 27-1C-1, et seq.). These changes are intended to increase the effectiveness of TDDs as a transportation infrastructure financing mechanism and to provide the flexibility necessary to accommodate the implementation of TDDs in a wider variety of land use settings – growth corridors, existing developed areas, and redevelopment areas (see Implementation Matrix). The second category of recommendations relates to legislative, administrative, regulatory, and policy changes that should be considered to improve the transportation decision-making process, in general, and thereby facilitate more widespread implementation of TDDs throughout the state.

Legislative changes related to the TDD Act:

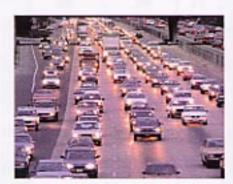
In light of its findings regarding the implementation and operation of TDDs, the Commission recommends a variety of changes to the TDD Act. The changes are intended to facilitate and improve the TDD planning process as well as to make TDDs more feasible in a variety of land use settings that are characterized by different types of development and different rates of growth. The overarching goal of the changes is to increase the number of active TDDs throughout the state. The changes to the Act are designed to accomplish three primary objectives:

- Eliminate barriers to TDD implementation by correcting and or deleting provisions in the existing statute that limit the use and flexibility of TDDs as a transportation infrastructure financing tool;
- Clarify existing language in the TDD Act that complicates the TDD planning and implementation process; and
- 3. Broaden the scope of the present TDD approach to authorize the creation of Transportation Enhancement Districts (TEDs) which enable special benefit assessment on existing businesses and properties as well as new development within the district.

The Commission makes the following specific recommendations:

- 1. Eliminate barriers to TDD implementation.
- Amend the Act to eliminate growth thresholds.
- b) Amend the Act to permit the use of TDD funds to pay for previously incurred TDD planning costs as well as prospective administrative costs associated with implementing a TDD over time. The joint planning process should determine what retroactive and prospective cost recovery is appropriate and permissible.
- e) Amend the Act to require not merely authorize the NJDOT to promulgate rules/regulations to facilitate planning and implementation of TDDs. Further require that the DOT undertake an open, public process to involve stakeholders in the development of said rules.
- 2. Clarify existing TDD Act language.
- a) The Act presently exempts developments with preliminary approval prior to the development assessment liability date from TDD fee assessment; however, the Act is silent with regard to grants of extension to preliminary approval. The Act language in this regard should be clarified so as to provide greater certainty as to when developments with preliminary approval, but for which site development has not commenced, can be subject to fee assessment under the Act.

- b) Broaden the use of the word "State," in the context of the joint planning process, to include all "relevant state agencies: " quasi-public authorities and MPOs should be expressly named as potential participants in the joint planning process.
- Amend the criteria for TDD designation to require consistency between the TDD plan and applicable MPO Regional Transportation Plans (RTP).
- d) Amend the Act to explicitly state that TDD fees can be used for any improvement included in the TDD improvement program, regardless of location and relationship to any particular development site.
- Amend the Act language regarding projections of future transportation needs to reflect "a reasonable assessment of likely growth," as defined and agreed to as part of the joint planning process.
- Amend the Act to permit the joint planning process to define appropriate level of service requirements for state, county, and local road facilities within the district.
- g) Amend the Act to include language to ensure that the DOT is flexible in accommodating reasonable alternatives to detailed modeling to satisfy the Act requirements related to fee assessment methodologies.





3. Broaden the scope of the present TDD approach.

Amend the Act to provide more flexibility to accommodate the use of the TDD concept in a wider variety of land use settings – growth corridors, existing developed areas, and redevelopment areas. Flexible options should include the existing TDD financing mechanism as well as the option of establishing a Transportation Enhancement District (TED) that would permit both an assessment of fees on new development as well as an assessment of fees on existing development/businesses within the district that will be specially benefited by enhanced mobility within the district. In addition, the Act should be amended to permit the use of TED funds to pay for transit operating expenses.

This enhanced TDD approach would enable the flexibility to accommodate assessments on new development, existing development/businesses, or both as determined by the participants in the joint planning process. Table 1 describes who can be assessed under the traditional TDD approach and the recommended Transportation Enhancement District approach.

Legal foundation:

TED authority could be modeled after enabling statutes that permit the special benefit assessments used in the numerous Special Improvement Districts (SIDs) that have been formed in the state over the past several years.

Governance and Operation of TED:

A District Management Corporation (DMC) could be statutorily authorized to oversee the management and implementation of a TED plan. This would function similar to the Downtown Management Corporations formed to administer SIDs. The DMC should have strong representation from both the public and private sector, including representation by the affected municipalities and counties. Annual budgets developed by the DMC should be approved by the governing body or bodies that establish the TED. The creation of a DMC is not intended to be mandatory, as it is conceivable that an existing agency or authority could oversee the TED.

Credits

A mechanism should be established to provide credit for past contributions toward off-tract road improvements.

Table 1: Who Can Be Assessed

		TRADITIONAL TRANSPORTATI DEVELOPMEN DISTRICT (TD	OW T		TRANSPORTATION ENHANCEMENT DISTRICT (TED)			
GOST CATEGORIES	EXISTING RESIDENCES	EXISTING DEVT / BUSINESS	NEW DEVT	PUBLIC SECTOR	EXISTING RESIDENCES	EXISTING DEVT / Business	NEW DEVT	PUBLIC SECTOR
Existing capital needs from traffic passing through district	N	N	N	Y	N	N	N	Y
Existing capital needs from traffic with origin and/or destination within the district	N	N	N	Y	Y	Y	N	Y
Capital and operating costs for new or enhanced transportation services provided within the district	N	N	N	Y	Y	Y	Y	Y
Februs capital costs for improvements required by growth in through traffic	N	N	N	Y	N	N	N	Y
Future capital costs for improvements required by new development	N	N	Y	N	N	N	Y	N
Past and prospective administrative costs incurred for implementing and maintaining a TOO or TEO	N	N	N	Y	Y	Y	Y	Y

Legislative, administrative, regulatory, and policy changes to improve the transportation decision-making process and enhance TDD implementation:

Consistent with the Commission's mission as defined by AIR – 21, and in light of its findings regarding corridor planning and the intergovernmental transportation decision-making process, the Commission also recommends a variety of actions designed to improve intergovernmental cooperation and coordination in the area of transportation decision-making. These recommendations were specifically designed to be enabling and not mandatory. Further, the recommendations are intended to build upon current practices and procedures, to expand participation in the process, and to provide incentives to local governments in the form of additional financial and technical resources to support enhanced transportation planning activities. In this regard, the Commission's recommendations seek to achieve the following five objectives:

- f) foster proactive, intergovernmental coordination and cooperation in the transportation decision-making process:
- provide significant incentives to foster broad-based participation in the transportation planning process at all levels;
- 3) strengthen the role of municipalities in the transportation planning process:
- 4) strengthen the role of counties in the transportation planning process; and
- institutionalize Corridor Mobility Planning as the first step in the transportation improvement planning process.

The Commission makes the following specific recommendations:

- Foster proactive, intergovernmental coordination and cooperation in the transportation decision-making process.
- a) Facilitate meaningful collaborative Corridor Mobility Planning throughout the state by encouraging MPO/NJDOT/NJ TRANSIT/county/municipal/private sector partnerships that replicate the cooperative planning approach undertaken as part of the TDD/TID planning processes undertaken to date and the Burlington County – Route 130 corridor planning process. Toward that end, responsible state and regional agencies should:
 - D Continue and expand existing MPO planning support programs that provide financial resources to counties to undertake transportation planning.
 - #) Promote the use of the NJ Department of Community Affairs' Smart Growth Planning Grant Program to emphasize the development of corridor mobility plans.
 - M) Encourage the use of cooperative, inter-jurisdictional planning agreements or memoranda of understanding with Corridor Mobility Planning participants to foster participation in the process and ensure implementation of corridor plan recommendations.
- b) Where development review and permits are required by multiple levels of government, establish a mechanism to ensure that the development approval process includes coordinated review of development applications by municipal, county, and state agencies consistent with corridor mobility plans and ensure that there are open lines of communication between each level of government throughout the review process.
- Provide significant incentives to foster broad-based participation in the transportation planning process at all levels.
- Develop a program of planning incentive grants from existing sources such as the Transportation Trust Fund, Federal transportation planning funds administered by the NIDOT and MPOs, and discretionary funding available through the state budget.
- b) Augment existing sources of funding to support transportation planning by authorizing the establishment of voluntary local transportation trust funds, similar to open space trust funds, to support transportation planning and local improvement projects.



- Develop a program of incentives, including both financial and technical assistance to counties and municipalities, to encourage participation in the Corridor Mobility Planning process and implementation of corridor mobility plan recommendations.
- d) Expand the existing Transportation Trust Fund local aid grant/loan program for capital improvement projects by making additional grant funding available only to those local and county governments that undertake and fully participate in enhanced transportation planning activities (e.g. the development of transportation plan elements and/or participation in the Corridor Mobility Planning process).
- Encourage MPOs to give priority to transportation projects included in TDD/TED plans as part of the Transportation Improvement Program process (TIP).
- 6. Strengthen the role of counties in the transportation planning process.
- Use financial incentives (as previously described) and existing technical resources to improve the practice of transportation planning at the county level.
- b) Use existing statutory authority provided by the Access Management Act to promote the development of county access codes.
- Encourage counties to execute agreements designed to coordinate multi-jurisdictional planning and review of projects with inter-municipal impact.
- 7. Strengthen the role of municipalities in the transportation planning process.
- Use financial incentives (as previously described) and existing technical resources to improve the practice of transportation planning at the municipal level.
- b) Encourage municipalities to participate in the Corridor Mobility Planning process.
- Encourage MPO/county/municipal partnerships to develop and adopt comprehensive municipal transportation plans.
- Institutionalize Corridor Mobility Planning as the first step in the transportation improvement planning process.
- Adopt a consistent yet flexible framework for undertaking Corridor Mobility Planning on a statewide basis.
- b) Use a statewide strategic policy structure to guide Corridor Mobility Planning throughout the state.
- Use the Corridor Mobility Planning process to provide the basis for project prioritization and funding within each corridor.
- d) Use the Corridor Mobility Planning process to identify the appropriate locations for TDDs, TIDs, and TEDs, if authorized by statute.
- Authorize Corridor Mobility Planning participants to enter into voluntary Corridor Planning and Management Partnership Agreements or Memoranda of Understanding.

Implementation Matrix

As previously noted, the Commission's recommendations fall broadly into two categories. The first category relates to legislative changes to the TDD Act that are intended to increase the effectiveness of the TDD financing mechanism and to provide the flexibility necessary to accommodate the implementation of TDDs in a wider variety of land use settings – growth corridors, existing developed areas, and redevelopment areas (see gray shaded column in Table below). The second category relates to legislative, administrative, regulatory, and policy changes that should be considered to improve the transportation decision-making process, in general, and thereby facilitate more widespread implementation of TDDs throughout the state. The following table provides an overview of the recommendations and the parties responsible for action:

	Legislative Actions			Administrative, Regulatory, and Policy Changes					
Recommendation	Changes related to TDD Act	Changes related to other statutes	DOT	MPOs	Counties	Municipalities	Other		
Eliminate barriers to TDD implementation.	Y		Y						
2. Clarify existing TDD Act language.	Y								
3. Broaden the scope of the present TDD "approach."	Y								
Foster proactive, intergovernmental coordination and cooperation in the transportation decision-making process.			Y	Y	Y	Y	Y		
5. Provide significant incentives to foster broad-based participation in the transportation planning process at all levels, including participation in the Corridor Mobility Planning process.			Y	Y					
6. Strengthen the role of counties in the transportation planning process.		Y	Y	Υ	Y				
>. Strengthen the role of municipalities in the transportation planning process.			Y	Y	Y	Y			
Institutionalize Corridor Mobility Planning as the first step in the transportation improvement planning process.			Y	Y	Y	Y			
s. Authorize Corridor Mobility Planning participants to enter into partnership agreements or memoranda of understanding.		Y	Y						

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Assemblyman Alex DeCroce, Chairman of the Transportation and Communications Committee, and his staff, who organized most of the RITCSC's meetings at the Statehouse in Trenton.

The three Metropolitan Planning Organizations serving New Jersey – the Delaware Valley Regional Planning Commission, North Jersey Transportation Planning Authority, and South Jersey Transportation Planning Organization – which provided financial support for our administrative expenses.

The New Jersey Department of Transportation, which hosted several RITCSC meetings and supported a concurrent TPI-directed study, entitled. "Transportation Development Districts Revisited." The study reviewed the implementation history of the TDD Act and analyzed why TDDs have not been used more frequently. It provided valuable background information for the Commission.

The Office of State Planning, which hosted meetings and sponsored our website, especially Robert A. Kull, Assistant Director of Comprehensive Planning, who designed and updated our website.

The Edward J. Bloustein School of Planning and Public Policy, which hosted numerous meetings.

All the experts who testified before the Commission:

William Beetle, Director, Transportation Systems Planning, New Jersey Department of Transportation.

Mary Bell, Delaware Valley Regional Planning Commission.

Dianne Brake, President, Regional Planning Partnership, and Member, State Planning Commission.

Tim Chellus, Executive Director, South Jersey Transportation Planning Organization.

Jaho Cascia, Delaware Valley Regional Planning Commission.

James Daley, TDD Project, Union County, NJ.

David Harris, North Jessey Transportation Planning Authority.

John Kellogg, Director, Hunterdon County Planning Board.

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Clifford Sabel, North Jersey Transportation Planning Authority.

Mark Stout, Capital Planning Unit, New Jersey Department of Transportation.

Members of the Commission

Pursuant to AJR 21 section la-b, the Senate President was authorized to designate two Senate representatives, one of whom is the chair of the Senate Transportation Committee, and the Speaker of the Assembly was authorized to designate two Assembly representatives, one of whom is the chair of the Assembly Transportation and Communications Committee. Pursuant to AJR 21 section lc-d, the Commissioner of Transportation and the Director of the Office of State Planning, or a designated representative, were appointed to the Commission. Finally, pursuant to AJR 21 section d, twelve public members, who were to be representative of specific agencies, groups, and regions, were appointed by the Governor.

Senate Representatives

Senator Andrew R. Glesia, Chair, Senate Three-portation Committee (Ocean County) Vacancy

Assembly Representatives

Assemblyman Alex BeCrate, Chair, Assembly Transportation and Communications Committee (Mortis County)
Assemblymana Linda R. Greenstein, (Parts of Middlesen and Menor Counties)

Commissioner of Transportation

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Raymond Zabiback, New Jersey County Planners Association (Morris County)

^{*}Bondif Goncales (Union County) was a member of the Commission representing the New Jersey Association of Counties from September, 100 12

Glossary of Acronyms

Acronym	Definition			
AJR 21	Assembly Joint Resolution 21			
CAEGC	New Jersey Commerce & Economic Growth Commission			
COAH	Council on Attordable Housing			
CPCs	Corridor Partnership Committees			
СРМР	Corridor Planning & Management Parlnership			
DCA	Department of Community Attairs			
DMC	District Management Corporation			
DOL	Department of Labor			
DOT	Department of Transportation			
DVRPC	Delaware Valley Regional Planning Commission			
ISTEA	The Intermedal Surface Transportation Efficiency Act			
LUIE	Land Use, hitrastructure, and the Environment Study published by the New Jersey Office of State Planning			
MLUL	Municipal Land Use Law			
мои	Memorandum of Understanding			
MPO	Metropolitae Planning Organization			
NJDOT	New Jersey Department of Transportation			
NJOSP	New Jersey Office of State Flanning			
NJTPA	North Jersey Transportation Planning Authority			
RITCSC	Regional Intergoversmental Transportation Coordinating Study Commission			
RTP	Regional Transportation Plan			
SID	Special Improvement District			
SJTPO	South Jersey Transportation Planning Organization			
sov	Single occupancy webicle			
SRHPP	Supportive Regional Highway Planning Program			
STP	Sub-regional transportation Planning Program			
TDD	Transportation Development District			
TEA-21	The Transportation Equity Act for the 21st Century			
TED	Transportation Enhancement District			
TID	Transportation Improvement District			
ТМА	Transportation Management Association			
TPI	Rutgers Transportation Policy Institute			
TSM	Transportation Systems Management			
VMT	Vehicle miles traveled			