

# **MERCER COUNTY HUMAN SERVICE TRANSPORTATION COORDINATION PLAN 2018 UPDATE**

**Prepared By:  
Mercer County Coalition  
for Coordinated Transportation**

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**December 2018**

## Executive Summary

In New Jersey, responsibility for developing local transportation coordination plans has been assigned by NJ Transit to the counties. In Mercer County, The Mercer County Coalition for Coordinated Transportation (MCCCT) is the organization responsible for implementing the Human Service Transportation Coordination Plan (HSTCP). The update of the 2013 HSTCP for Mercer County allowed for an opportunity to re-evaluate the previous recommendations, review accomplishments and identify new projects and priorities to further enhance coordinated transportation in Mercer County.

This plan update uses the US 2016 Census of Population and Population Estimates derived from five-year summaries of the US Census Bureau's American Community Survey. Projections show that the population of Mercer County should grow by about 40,000 people in the next 20 years. The percentage of the population made up of those aged 65 and over will grow from 12.5% of the population of Mercer County in 2010 to almost 22% in 2034. While Mercer County has a slightly lower proportion of the population reporting a disability than the nation or the state, 5.4% of people in Mercer County report a disability that presents ambulatory challenges—that is, 3.6% of the population is likely eligible for paratransit services. These population characteristics indicate that the need for coordinated and improved transportation service will only increase in the future.

There have been several significant changes to available transportation options in Mercer County. Other services have maintained operations, have been expanded, and new services have been initiated. NJ Transit operates 13 fixed route bus services in Mercer County as well as two rail lines, the northeast corridor and the Riverline light rail. Additional fixed route services include the Princeton University Tiger Transit, the Rt. 130 Connection, and the Zline services. Changes to fixed route service include the discontinuing of NJ Transit bus route 655 and the establishment of a new Zline bus line to connect employees to a new Amazon sorting facility. Princeton Township's FreeB service has consolidated its two routes into one neighborhood route better serving the Princeton municipality. Several demand response services still operate effectively within Mercer County. RideProvide has expanded its on demand services. TRADE and AccessLINK are maintaining existing service levels. Several other public and private agencies continue to provide transportation for their clients and communities.

The 2013 HSTCP provided a wide range of recommendations to improve the service system in Mercer County for seniors, people with disabilities and people with low incomes. Recommendations included initiatives to maintain and expand existing services, increase educational outreach to social service professionals, public officials, and members of the public, and to increase efficiency of existing services. Some of the recommendations have been started and require ongoing activity while others have yielded specific projects and services that have been implemented. The following summarizes the activities, projects and services that have been implemented that are related to the recommendations from the 2013 HSTCP:

## Recent Accomplishments

- Created a customer information website
- Maintained and expanded travel training programs for people with disabilities, senior citizens, and low income people.
- Conducted a survey of Rt. 130 Connection riders and created recommendations for service updates.
- Maintained and expanded public transportation options for warehouse workers at Exit 7A.
- Consolidated Princeton FreeB service to run more efficiently and offer more useful service.
- Educated case managers and mobility managers working at social service organizations.
- Maintain and expand RideProvide service in Mercer county, Montgomery, and Plainsboro townships.
- Establish shared vehicle maintenance facility for Mercer County nonprofit service providers.

## Updated Priorities

After evaluating the projects, efforts and initiatives from the original recommendations, the MCCCT thought it was important to develop new recommendations and projects based on what has been learned through studies and surveys since the 2013 HSTCP. In addition, MCCCT coalition members were asked to identify top priorities and rate them on a scale from 1 – 10. The following were the highest rated project recommendations:

- Modify Rt. 130 Connection to better serve eastern Mercer County, improve signage, continue development of a marketing plan, and complete the final survey report.
- Create customer information website.
- Mobility Training for senior citizens, people with disabilities, and people with low incomes.
- Implement Public Transportation Service along Route 571 corridor.
- Provide transportation access for workers at Exit 7A. Extend NJ Transit bus service to Matrix Business Park district.
- Establish overall marketing strategy including a cohesive logo, name, customer information format.
- Sustain existing levels of transportation service.
- Implement pilot project to coordinate and reduce duplication in existing transportation services.
- Explore partnerships with Transportation Networking Companies (TNC's) to develop a mobility on demand pilot project.
- Extend NJ Transit service along the Rt. 130 Corridor and extend NJ Transit Rt. 608 to Mercer County airport, Homefront, and Capital Health Hospital Hopewell.

## Implementation Strategies

The next step for the MCCCT is to implement recommendations and projects. Some regular activities such as best practices research and coordination activities can be funded by an organization's annual work program. Larger programs and specific projects often require additional funding from outside sources for full implementation. Several funding programs at the federal and state level are available for funding projects associated with transportation for seniors and individuals with disabilities, including transit, bicycle and pedestrian improvements.

Recent mobility projects and initiatives were funded under the New Freedom program which is now expired. These activities are now funded through the Federal Transit Administration's 5310 program. The 5310 program will continue to be an integral part of funding mobility projects in Mercer County. Other Federal funded programs could also be utilized such as Job Access and Reverse Commute (JARC), Transportation Alternatives (TA), Congestion Mitigation and Air Quality (CMAQ) and Community Development Block Grants (CDBG). Funding is also available from the State of New Jersey. Several funding sources are available under the New Jersey Department of Transportation (NJDOT) Local Aid program that could be used to implement the recommendations of the HSTCP.

## Introduction

Human Service Transportation is generally defined as transportation for senior citizens, people with disabilities and other transportation-disadvantaged individuals, including those with low-incomes. Human Service Transportation has been the subject of considerable review and study over the course of the last 25 years, notably for the maze of the service provider network and the lack of easy access by persons who need transportation options. Efforts to coordinate services have often been stalemated by turf issues, regulatory barriers and other issues. However, requirements for coordination of transportation services have recently become more focused at both the federal and state levels.

In 2004, President Bush issued Executive Order #13330, directing federal agencies to begin coordinating funding for Human Service Transportation. This resulted in the creation of a federal Interagency Transportation Coordinating Council on Access and Mobility (CCAM), to promote interagency coordination and minimize duplication and overlap of services and programs, to result in more efficient and improved transportation services for the public. The Federal Department of Transportation (DOT) has named this initiative to restructure the human service transportation system "United We Ride".

Consequently, the 2005 federal transportation bill, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) required participation in a local transportation service coordination plan for agencies to remain eligible for funding under the following Federal Transit Administration (FTA) grant programs:

- Job Access and Reverse Commute (JARC) program
- Elderly and Individuals with Disabilities program (Section 5310)
- The New Freedom Program

Since SAFETEA-LU, the current federal transportation bill, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP 21) has consolidated the New Freedom Program under Section 5310 and renamed it Enhanced Mobility for Seniors and Individuals with Disabilities. The JARC program has been rescinded and now is part of Section 5307 (Urbanized Area Formula Program) and Section 5311 (Rural Transit Assistance Program).

Under the Federal Coordinating Council on Access and Mobility's United We Ride program ([www.unitedweride.gov](http://www.unitedweride.gov)), other federally-funded human service transportation providers (e.g., Health and Human Services, Labor, etc.) may also be required to participate in a local coordination plan in the future.

In New Jersey, NJDOT and NJ Transit delegated responsibility for developing local transportation coordination plans to the counties. In Mercer County, The Mercer County Coalition for Coordinated Transportation (MCCCT) is the organization responsible for developing and implementing the Human Service Transportation Coordination Plan (HSTCP). The MCCCT members represent the following agencies:

- Greater Mercer Transportation Management Association
- The Arc Mercer
- United Way of Greater Mercer County
- Progressive Center for Independent Living
- Mercer County Planning Division
- Mercer County TRADE
- Mercer County Board of Social Services
- Mercer County Office for the Disabled
- Mercer County Workforce Investment Board
- Mercer County Office on Aging
- New Jersey Transit Corporation
- Customer Representation
- NJ State Department of Human Services
- NJTIP @ Rutgers
- Homefront
- Ewing Township
- West Windsor Township
- Princeton Township
- East Windsor Township
- Robbinsville Township
- Hamilton Township
- Lawrence Township
- City of Trenton
- Delaware Valley Regional Planning Authority (DVRPC)
- Hopewell Valley Senior Services
- Eden Services
- Greater Opportunities
- Trenton Health Team

New Jersey law also requires Mercer County to maintain a coordination plan to remain eligible for funds through the Senior Citizens and Disabled Resident Transportation Assistance Program (SCDRTAP), which is administered by NJ Transit. The value of uninterrupted funding through federal sources for transportation services for county residents is obvious. Enhanced service coordination should provide even more value. An updated local coordination plan to meet both federal and state requirements will preserve funding streams and enhance services for county residents.

This update of the 2013 HSTCP for Mercer County will allow an opportunity for the re-evaluation of the previous recommendations, review accomplishments and identify new projects and priorities to further enhance coordinated transportation in Mercer County. Coordination requirements, as mandated in the MAP 21 legislation, are detailed in proposed regulations published in the Federal Register by FTA. Following are the essential components of a Coordination Plan:

- Convene a team of Local Stakeholders to develop a local Plan, using the “Framework for Action Self-Assessment for Communities,” developed through United We Ride;
- Conduct an analysis of transportation needs for individuals with disabilities, older adults and persons with limited incomes;
- Compile an inventory of available services and resources that identifies areas of redundant services and gaps in services;
- Identify coordination actions to eliminate or reduce duplication in services;
- Develop strategies for more efficient utilization of resources;
- Prioritize implementation strategies.

Each of these components was completed for the 2013 HSTCP. For the purposes of updating that plan, NJ Transit and the MCCCT agreed on the following scope of work for the 2018 plan:

- Demographic data to reflect the most recently available ACS data.
- Existing transportation services
- Progress on recommendations from 2013 plan
- Summary of completed mobility projects
- Identify specific projects to be pursued by the MCCCT
- Identify priorities for recommendations and specific projects
- Stakeholder meeting to determine priorities
- Identify lead agencies/organizations for priorities
- Implementation/funding

## Demographic Information

### Population Projections

The 2013 coordination plan examined Mercer County population characteristics and geographic distribution using the 2010 Census of Population from five-year and three-year summaries of the US Census Bureau’s American Community Survey. This update uses US 2016 five-year summary of the US Census Bureau’s American Community Survey and population projection data from Delaware Valley Regional Planning Commission (DVRPC). Most of this data will be presented on maps of the county. County and state wide population projects are presented below in table format because available geographic resolution is not fine enough to be mapped.

Table 1 provides projections of population growth by age group for New Jersey and Mercer County. Projections were developed by the New Jersey Department of Labor, considering nativity, mortality, and migration. Those aged 65 years old and older make up the largest overall share of growth; out of roughly 40,000 person population increase roughly 34,000 of those will fall into the 65 and over age bracket. The percentage of the population made up of those aged 65 and over will grow from 12.5% of the population of Mercer County in 2010 to almost 22% in 2034. Clearly, demand for senior transportation will continue to increase for the next quarter century. Table 2 shows population projection broken down by municipality. Robbinsville Township and Hopewell Township are expected to see the highest rates of population growth in the region.

**Table 1**  
**Population Projections, New Jersey and Mercer County**

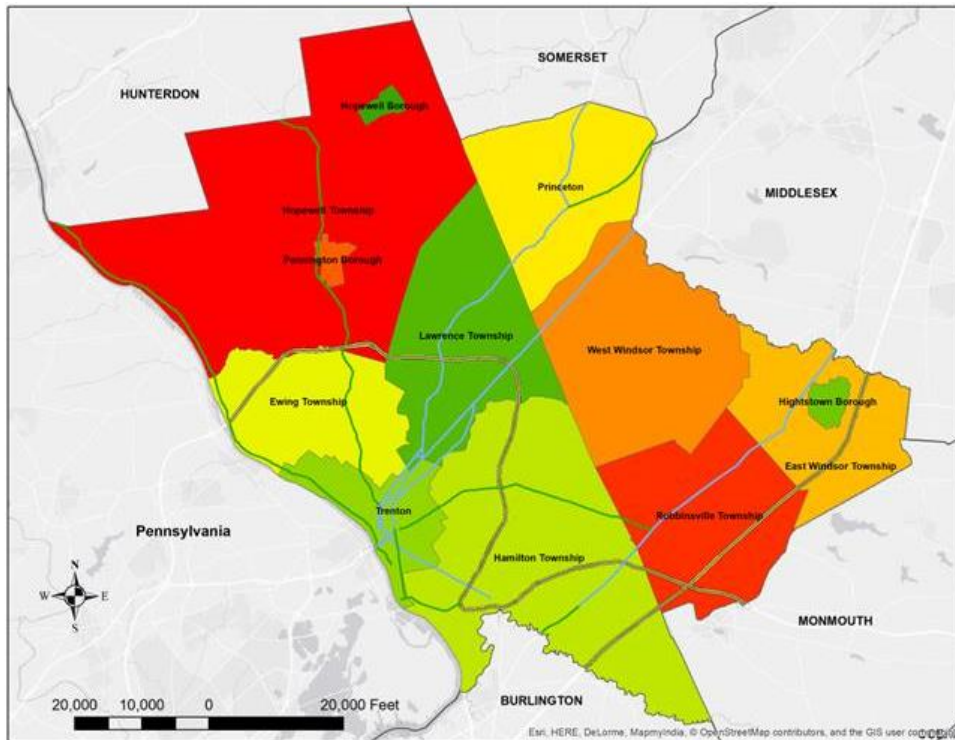
	<i>County</i>	<i>Age 0-4</i>	<i>Age 5 - 19</i>	<i>Age 20 - 39</i>	<i>Age 40 - 64</i>	<i>65 &amp; over</i>	<i>Total</i>
<b>2010</b>	<b><i>New Jersey</i></b>	<b><i>541,020</i></b>	<b><i>1,750,184</i></b>	<b><i>2,239,418</i></b>	<b><i>3,075,279</i></b>	<b><i>1,185,993</i></b>	<b><i>8,791,894</i></b>
	<b><i>Mercer</i></b>	<b><i>21,553</i></b>	<b><i>73,976</i></b>	<b><i>99,396</i></b>	<b><i>125,241</i></b>	<b><i>46,345</i></b>	<b><i>366,511</i></b>
<b>2014</b>	<b><i>New Jersey</i></b>	<b><i>532,500</i></b>	<b><i>1,701,400</i></b>	<b><i>2,291,100</i></b>	<b><i>3,099,500</i></b>	<b><i>1,313,500</i></b>	<b><i>8,938,200</i></b>
	<b><i>Mercer</i></b>	<b><i>21,800</i></b>	<b><i>72,600</i></b>	<b><i>98,800</i></b>	<b><i>127,200</i></b>	<b><i>51,200</i></b>	<b><i>371,500</i></b>
<b>2019</b>	<b><i>New Jersey</i></b>	<b><i>546,100</i></b>	<b><i>1,676,000</i></b>	<b><i>2,355,500</i></b>	<b><i>3,075,000</i></b>	<b><i>1,480,200</i></b>	<b><i>9,132,700</i></b>
	<b><i>Mercer</i></b>	<b><i>23,300</i></b>	<b><i>71,800</i></b>	<b><i>98,500</i></b>	<b><i>126,400</i></b>	<b><i>59,100</i></b>	<b><i>379,000</i></b>
<b>2024</b>	<b><i>New Jersey</i></b>	<b><i>554,800</i></b>	<b><i>1,670,700</i></b>	<b><i>2,423,700</i></b>	<b><i>3,007,000</i></b>	<b><i>1,681,700</i></b>	<b><i>9,338,000</i></b>
	<b><i>Mercer</i></b>	<b><i>22,700</i></b>	<b><i>73,500</i></b>	<b><i>101,400</i></b>	<b><i>123,400</i></b>	<b><i>68,000</i></b>	<b><i>388,900</i></b>
<b>2029</b>	<b><i>New Jersey</i></b>	<b><i>573,300</i></b>	<b><i>1,687,000</i></b>	<b><i>2,478,300</i></b>	<b><i>2,935,400</i></b>	<b><i>1,857,100</i></b>	<b><i>9,531,100</i></b>
	<b><i>Mercer</i></b>	<b><i>23,300</i></b>	<b><i>74,800</i></b>	<b><i>104,100</i></b>	<b><i>119,400</i></b>	<b><i>75,900</i></b>	<b><i>397,400</i></b>
<b>2034</b>	<b><i>New Jersey</i></b>	<b><i>591,900</i></b>	<b><i>1,735,100</i></b>	<b><i>2,492,400</i></b>	<b><i>2,969,700</i></b>	<b><i>1,944,400</i></b>	<b><i>9,733,400</i></b>
	<b><i>Mercer</i></b>	<b><i>24,300</i></b>	<b><i>76,800</i></b>	<b><i>107,100</i></b>	<b><i>117,900</i></b>	<b><i>80,300</i></b>	<b><i>406,300</i></b>

Source: NJ Department of Labor and workforce development: Population and Labor Force Projection 2014- 2034

		Age 0 - 4	Age 5 - 19	Age 20 - 39	Age 40 - 64	Age 65+	Total
Total Population change 2010 - 2034	New Jersey	50,880	-15,084	252,982	-105,579	758,407	941,506
	Mercer	2,747	2,824	7,704	-7,341	33,955	39,789
Percentage Population Change 2010 - 2034	New Jersey	9.40%	-0.86%	11.30%	-3.43%	63.95%	10.71%
	Mercer	12.75%	3.82%	7.75%	-5.86%	73.27%	10.86%

**Table 2**  
**Population Projection by Municipality**

Municipality	2015 Estimate	2020 Estimate	2025 Estimate	2030 Estimate	2035 Estimate	2040 Estimate	2045 Estimate	Total Change 2015 - 2045	% Change 2015 - 2045
East Windsor Township	27,603	28,068	28,531	29,002	29,409	29,743	30,027	2,424	8.78%
Ewing Township	36,486	37,076	37,660	38,254	38,769	39,192	39,550	3,064	8.4%
Hamilton Township	89,030	90,099	91,163	92,243	93,178	93,947	94,598	5,568	6.25%
Hightstown Borough	5,517	5,562	5,607	5,653	5,693	5,725	5,753	236	4.28%
Hopewell Borough	1,929	1,932	1,936	1,939	1,942	1,944	1,946	17	0.88%
Hopewell Township	18,606	19,460	20,310	21,174	21,921	22,535	23,056	4,450	23.92%
Lawrence Township	33,242	33,511	33,779	34,052	34,287	34,481	34,645	1,403	4.22%
Pennington Borough	2,598	2,654	2,710	2,766	2,816	2,856	2,890	292	11.24%
Princeton	29,603	30,084	30,559	31,044	31,463	31,808	32,100	2,497	8.43%
Robbinsville Township	14,176	14,784	15,390	16,006	16,538	16,978	17,347	3,171	22.37%
Trenton City	84,225	85,213	86,197	87,194	88,059	88,767	89,372	5,147	6.11%
West Windsor Township	28,383	28,885	29,385	29,892	30,332	30,693	30,999	2,616	9.22%
Mercer County	371,398	377,328	383,227	389,219	394,407	398,669	402,283	30,885	8.32%



**Figure 1:**

Percent Change in Municipal Populations 2015 – 2045  
Source: DVRPC Population Projection

**Percent Population Project: 2015 - 2045**

**% Change 2015 - 2045**

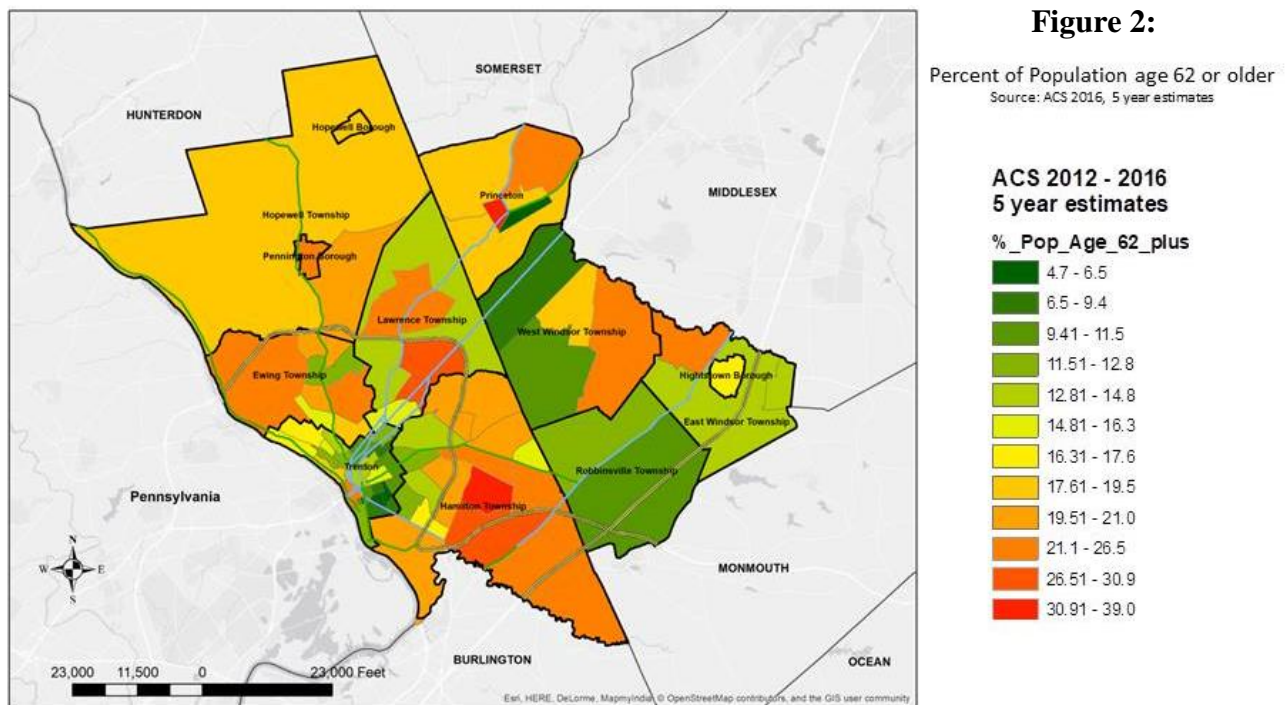
- 0.88%
- 0.89% - 4.22%
- 4.23% - 4.28%
- 4.29% - 6.11%
- 6.12% - 6.25%
- 6.26% - 8.4%
- 8.41% - 8.43%
- 8.44% - 8.78%
- 8.79% - 9.22%
- 9.23% - 11.24%
- 11.25% - 22.37%
- 22.38% - 23.92%



## Percentage of the Population 62 years or older

Figure 2 displays the current geographic breakdown of the population by age specifically focusing on those ages sixty two and older. Sixty two is used as a demarcation point because that is the age at which NJ Transit begins to grant senior citizen discount rates to riders.

Trenton City, Robbinsville Township, and a majority of West Windsor are relatively young communities with a low percentage of their population over the age of sixty two. Otherwise, the senior population is currently dispersed throughout Mercer County. Certain census tracts have significantly high number of senior citizens. Situations like this often result because of an aggregation of senior citizen communities and special fifty five plus condominiums.



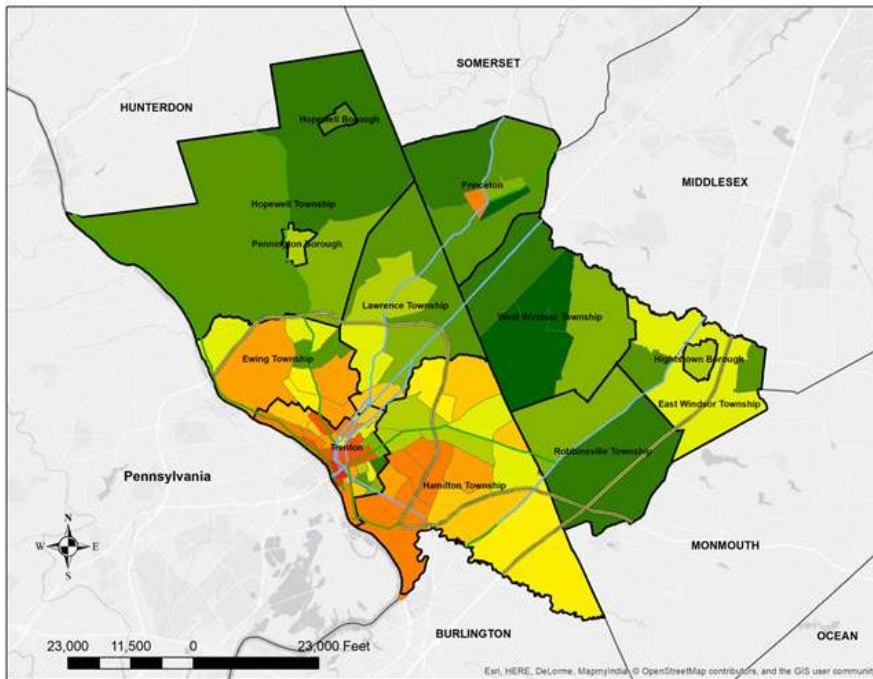
## Disability Status

Table 3 shows a geographical representation of disability status, identifying where people with disabilities are living within Mercer County. These statistics are estimated from the 2016 American Community Survey 5 year estimates. Approximately 10 percent (36,000) of people in Mercer County report a disability. This is similar to the rate for all of New Jersey and slightly less than the entire Country. Rates of disability range within the county, the three municipalities with the highest rates of disability are Trenton, Hamilton, and Ewing; respectively, 13.6%, 12%, and 10.7%. Municipalities with the lowest disability rates are West Windsor, Princeton, and Hopewell Township, with 5%, 6%, and 6.6% respectively.

Following Table 3, seven maps (Figures 2 – Figure 8) show the geographic breakdown of disabilities throughout Mercer County, divided down to the census tract level.

**Table 3**  
**Population Estimates of Disability Status by Municipality**

Municipality	Total Population	Total Disability	% of Pop with disability	Hearing Disability - Total	Vision Disability - Total	Cognitive Disability - total	Ambulatory Disability - Total	Self Care disability - total	Independent living - disability
Trenton	80,622	10,973	13.6%	1,973	1,670	4,455	6,515	1,640	4,215
Robbinsville	14,101	1,003	7.1%	287	207	224	528	161	300
Hamilton	88,351	10,571	12.0%	2,847	1,753	4,098	5,789	2,158	4,335
Hightstown	5,532	487	8.8%	130	135	198	245	152	186
Ewing	35,783	3,839	10.7%	1,118	522	1,230	1,995	545	1,330
E. Windsor	27,427	2,156	7.9%	553	522	712	1,160	476	735
Pennington	2,567	218	8.5%	89	49	93	122	84	113
W. Windsor	27,792	1,387	5.0%	294	231	579	712	291	565
Lawrence	32,855	2,788	8.5%	743	556	1,106	1,337	755	1,164
Princeton	29,922	1,801	6.0%	614	417	763	670	425	623
Hopewell B.	1,904	132	6.9%	38	35	34	57	10	22
Hopewell Twsp.	17,824	1,185	6.6%	469	139	345	547	174	357



**Figure 3:**  
Percent of Population Living with a disability  
Source: ACS 2016, 5 year estimates

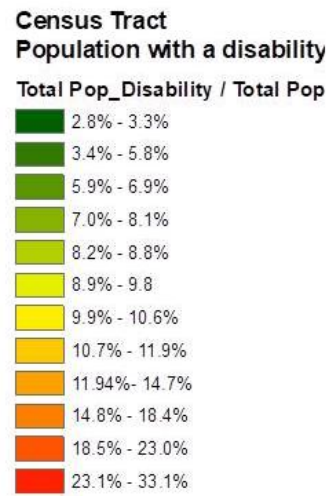
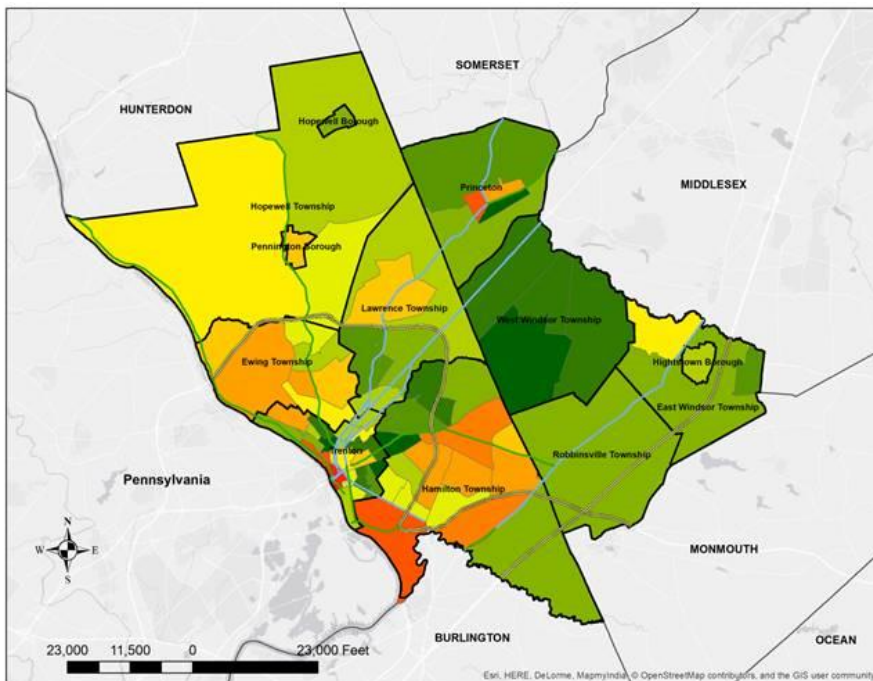


Figure 3 shows that there is a concentration of people living with disabilities in the Trenton area. Hamilton Township has a similar number of people living with disabilities but a slightly lower percentage.



**Figure 4:**  
Percent of Population Living with a disability: Hearing  
Source: ACS 2016, 5 year estimates

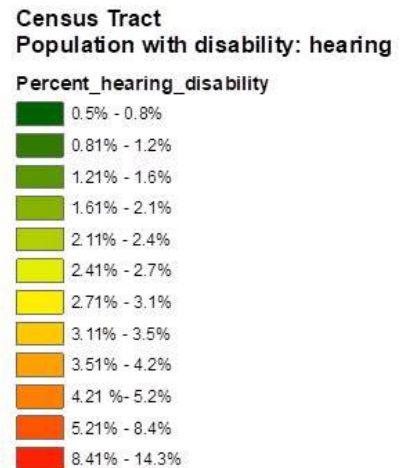


Figure 4 shows a high number of people with hearing disabilities living in Hamilton Township. An especially high concentration of hearing disability exists south of S. Broad St. around John A. Roebling Memorial Park.

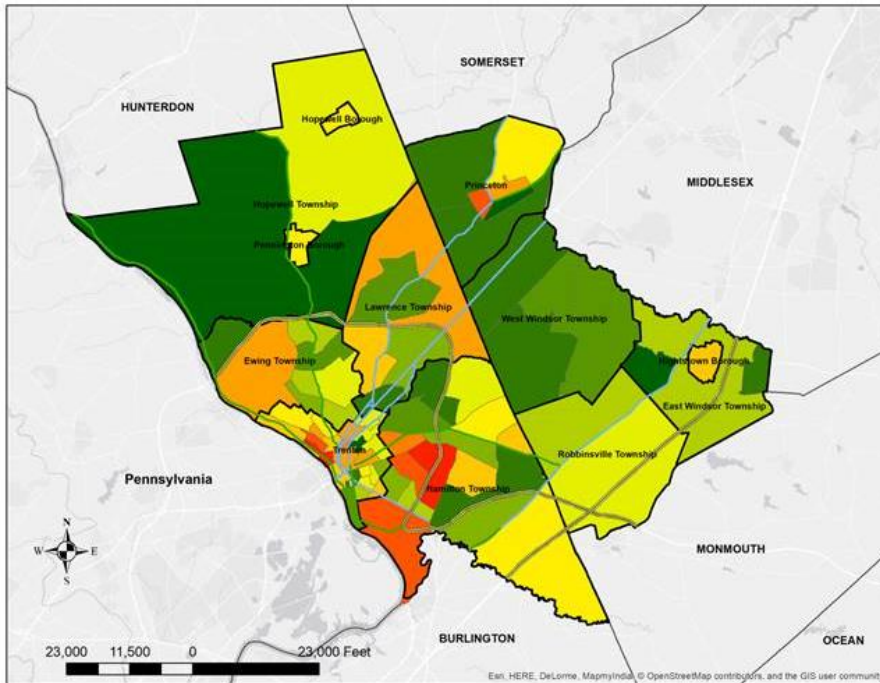


Figure 5 shows concentrations of people living with a vision disability. Trenton City and Hamilton Township have the highest total number of people with a vision disability, each with about 1,700 people that fit into this category.

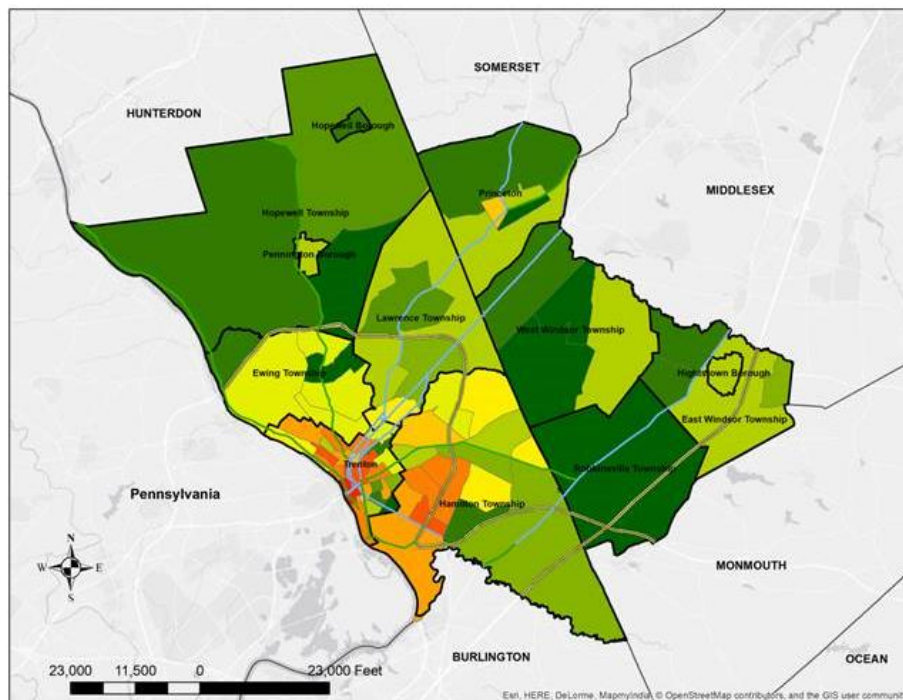
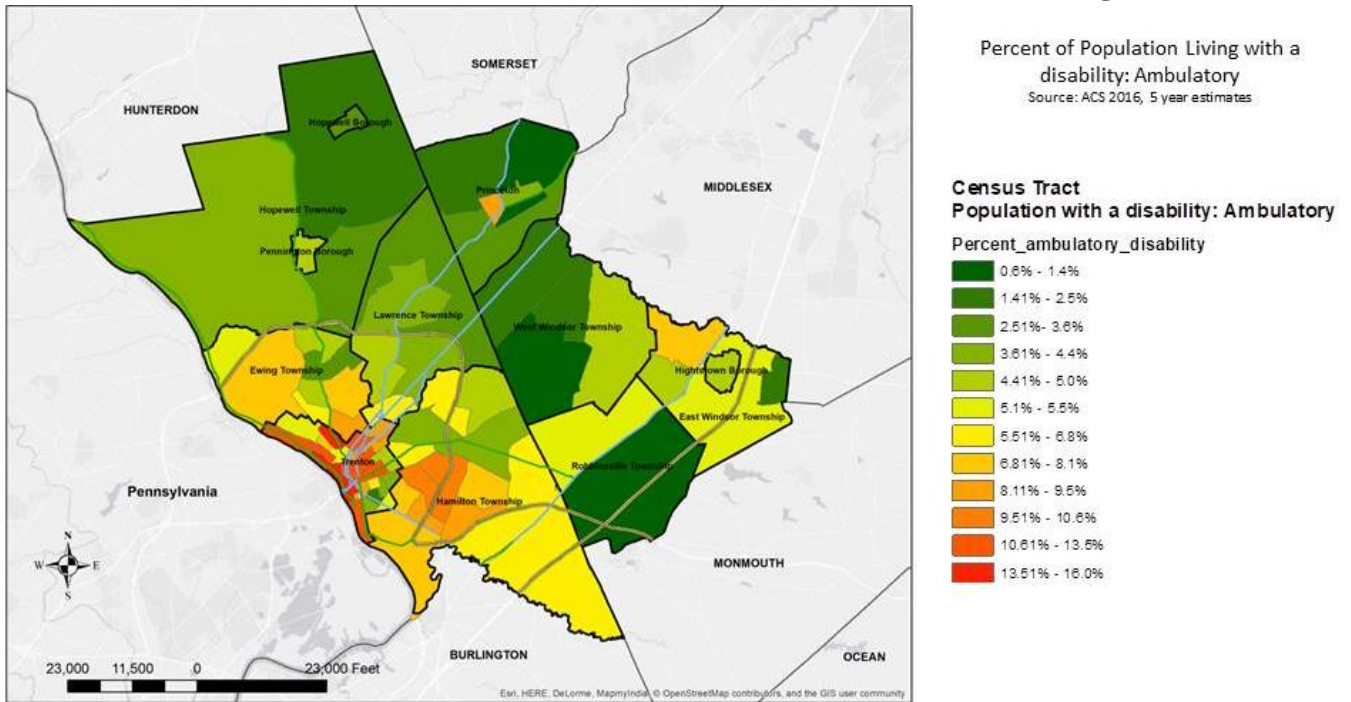


Figure 7 again shows that Trenton and Hamilton have the highest concentrations of people living with an ambulatory disability, furthermore table 3 shows that those two communities also have the highest overall number of people with ambulatory disability. The northwest portion of East Windsor exhibits higher rates of ambulatory disability then surrounding areas; this could indicate a need for mobility services in an area not currently served by public transit.

**Figure 7:**



**Figure 8:**

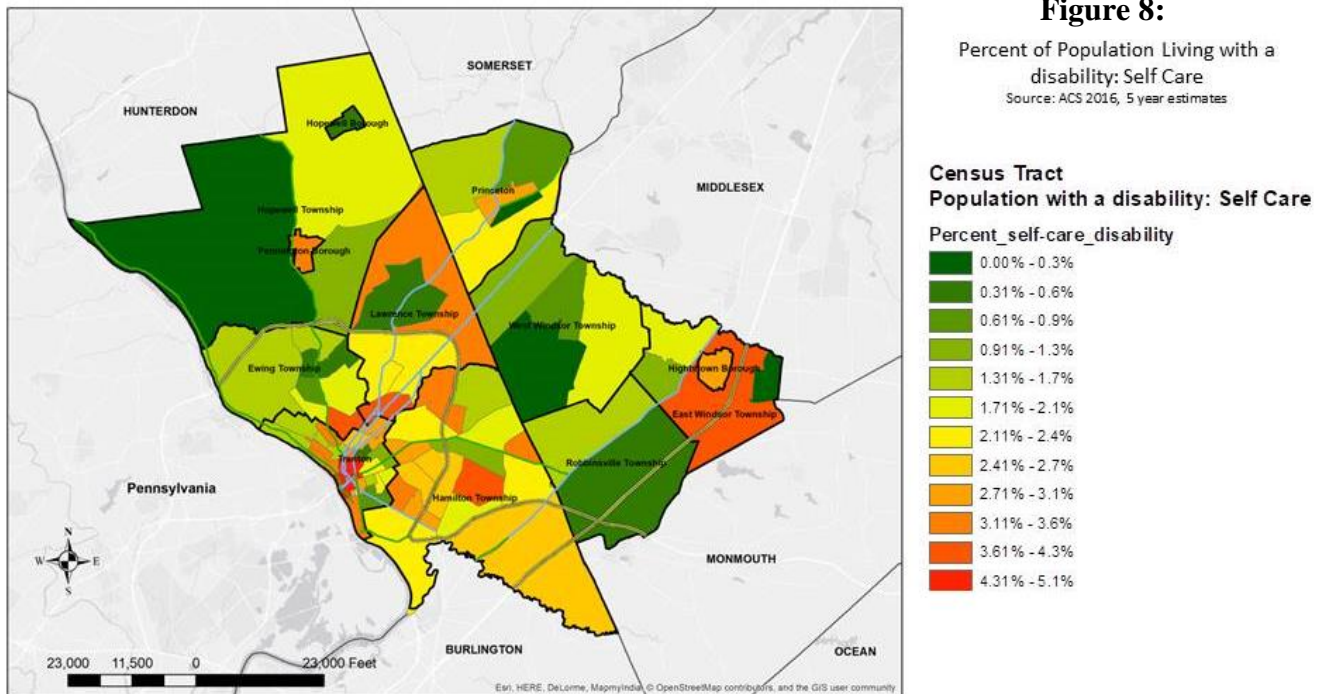


Figure 8 shows a more dispersed pattern of disability when it comes to self-care disabilities. Table 3 shows that the overall numbers for self-care disabilities are lower than other disabilities is lower than other disabilities.

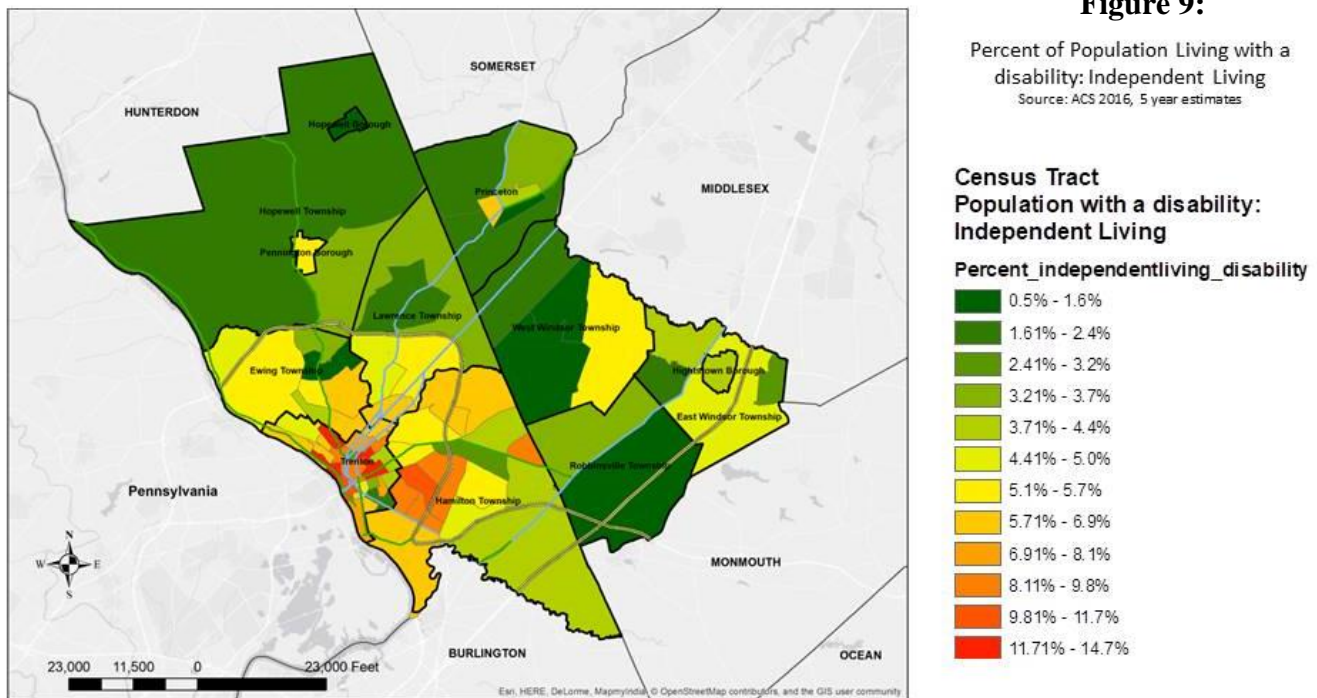


Figure 9 shows that highest concentrations of those with a disability that prevents independent living are concentrated in Trenton City and Hamilton Township. According to Table 3, those two communities have over 4,000 people each affected. Lawrence Township and Ewing Township each have over 1,000 people affected.

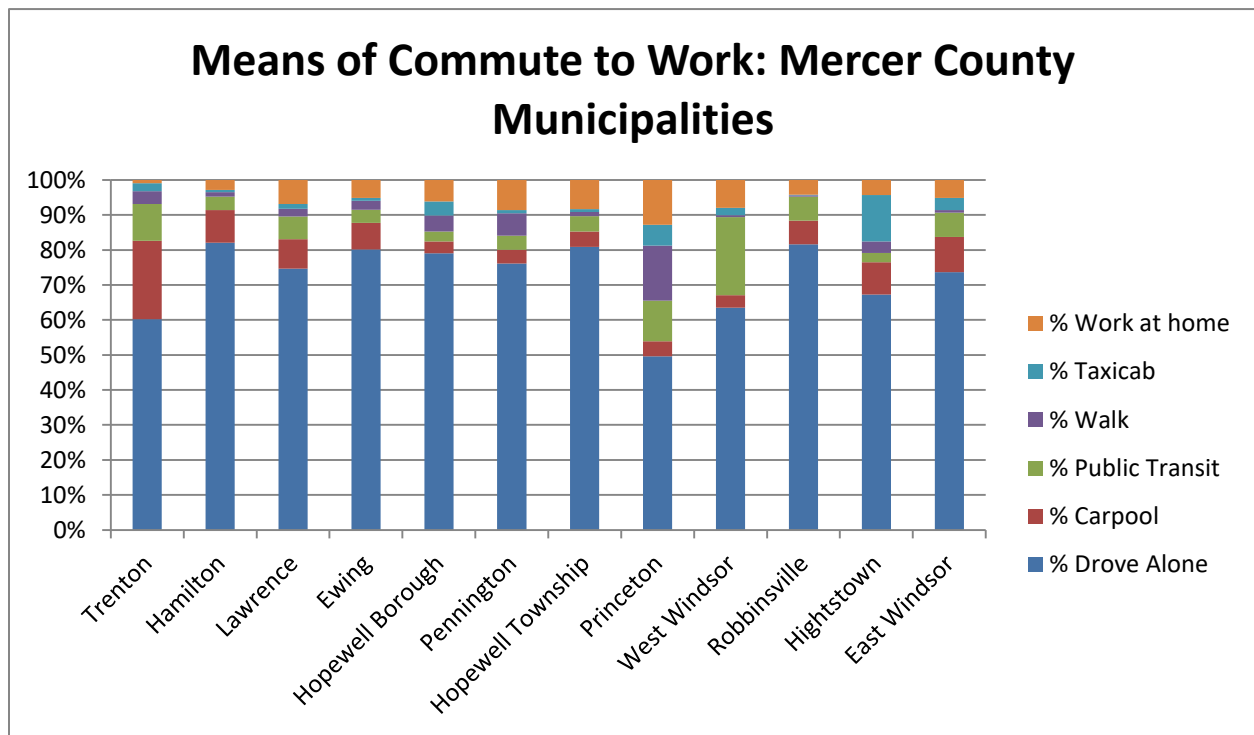
### Means of Commute to Work

Mercer County represents significant diversity in land use and build out pattern, and consequently methods of commuting for Mercer County reflect that diversity. Table 4 shows a breakdown of commute options by municipality. The most prevalent form of commute is by automobile but other methods represent significant trends in certain communities. The data below is derived from the 2016 American Community Survey, 5 year estimates. It can help inform future policy considerations and help target Transportation Demand Management strategies based on a communities commute patterns.

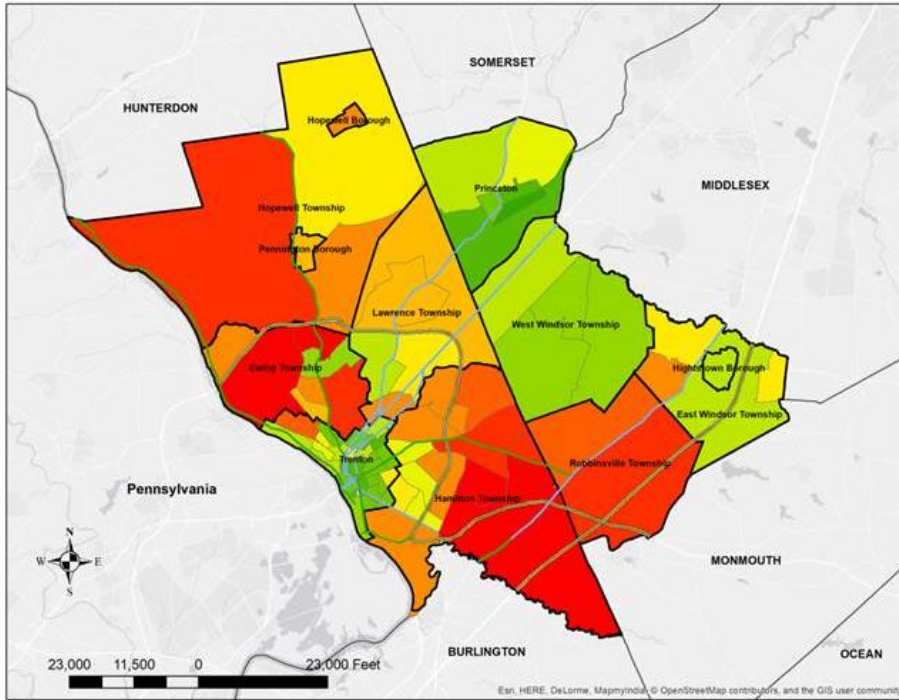
Trenton City has a high number of people who carpool to work; almost a quarter of the population. Hightstown and East Windsor also have a relatively high number of people who commute to work by carpool. Public transit is an important commute option for people in Trenton, Princeton, and West Windsor. Thirteen percent of Hightstown residents use taxi's to get to work. Princeton demonstrates the lowest rate of car utilization as a commute mode; only 50% of Princeton residents use a car to get to work, 12% use public transportation, 16% walk to work, 6% take a taxi, and almost 13% work from home.

**Table 4**  
**Means of Commute by municipality**

	% Drove Alone	% Carpool	% Public Transit	% Walk	% Taxicab	% Work at home
Trenton	60.2%	22.4%	10.6%	3.7%	2.3%	0.9%
Hamilton	82.1%	9.4%	3.8%	1.2%	0.6%	2.9%
Lawrence	74.7%	8.4%	6.5%	2.2%	1.4%	6.8%
Ewing	80.2%	7.6%	3.8%	2.5%	0.8%	5.1%
Hopewell Borough	79.1%	3.4%	2.8%	4.6%	4.0%	6.1%
Pennington	76.1%	4.0%	4.0%	6.5%	0.9%	8.6%
Hopewell Township	79.9%	4.4%	4.4%	1.1%	0.9%	8.2%
Princeton	49.6%	4.3%	11.6%	15.8%	5.9%	12.8%
West Windsor	63.5%	3.5%	22.4%	0.6%	2.1%	7.9%
Robbinsville	81.6%	6.8%	6.8%	0.3%	0.2%	4.3%
Hightstown	67.2%	9.3%	2.6%	3.3%	13.3%	4.3%
East Windsor	73.6%	10.1%	6.9%	0.8%	3.4%	5.2%



The maps below visually demonstrate by census tract, means of commute by car and means of commute by public transit. Analysis by census tract gives more precise insight into commute patterns. Figure 10 shows that commute patterns vary even within individual municipalities. More suburban and rural communities in Princeton have higher rates of commuting by car whereas those communities in the immediate vicinity of Princeton University have very low rates of commuting by car. Similarly, in Trenton communities around Cadwalder Park have higher rates of commuting by car than more eastern neighborhoods like Chambersburg or Downtown. Figure 11 displays the percentage of people who commute by public transportation. Areas in West Windsor, Princeton and Trenton have the highest percentage of public transit commuters.



**Figure 10:**

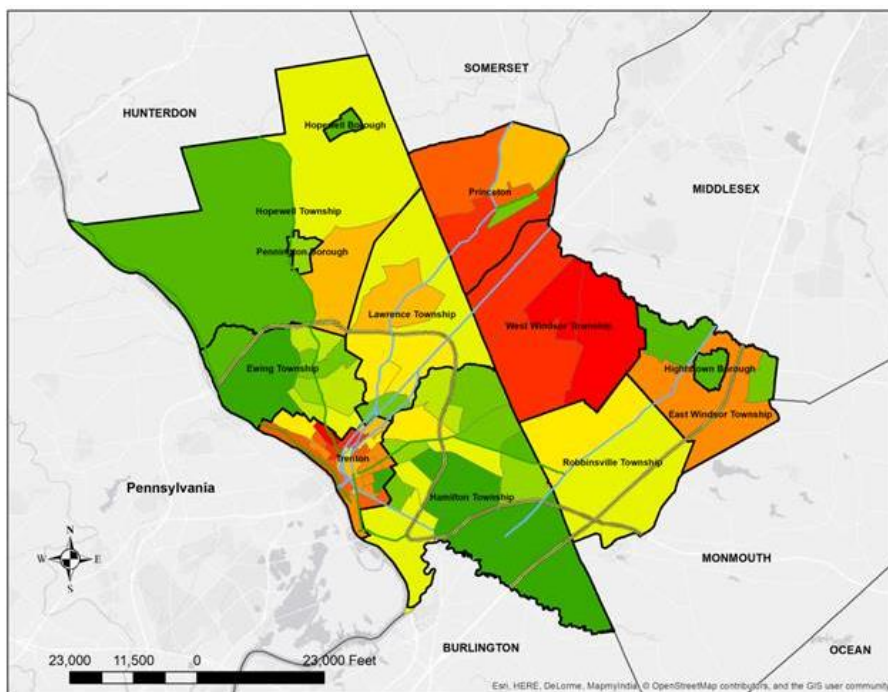
Means of Commute to Work:  
Drive Alone

Source: ACS 2016, 5 year estimates

**Census Tract:  
Means of Commute to Work  
Drive Alone**

DroveAlone / Commuters\_Total

- 20.0%
- 20.1% - 48.4%
- 48.5% - 58.3%
- 58.4% - 64.0%
- 64.1% - 68.5%
- 68.6% - 72.0%
- 72.1% - 75.6%
- 75.7% - 77.3%
- 77.3% - 80.1%
- 80.2% - 82.4%
- 82.5% - 85.7%
- 85.8% - 91.6%



**Figure 11:**

Means of Commute to Work:  
Public Transportation

Source: ACS 2016, 5 year estimates

**Census Tract  
Means of Commute to Work:  
Public Transportation**

Public transportation / Commuters\_Total

- 1.09% - 2.22%
- 2.3% - 2.95%
- 2.96% - 3.4%
- 3.5% - 3.9%
- 3.9% - 4.9%
- 4.9% - 6.5%
- 6.6% - 7.2%
- 7.3% - 8.2%
- 8.3% - 11.2%
- 11.3% - 14.9%
- 14.9% - 20.7%
- 20.7% - 26.1%



**Households without Access to an Automobile**

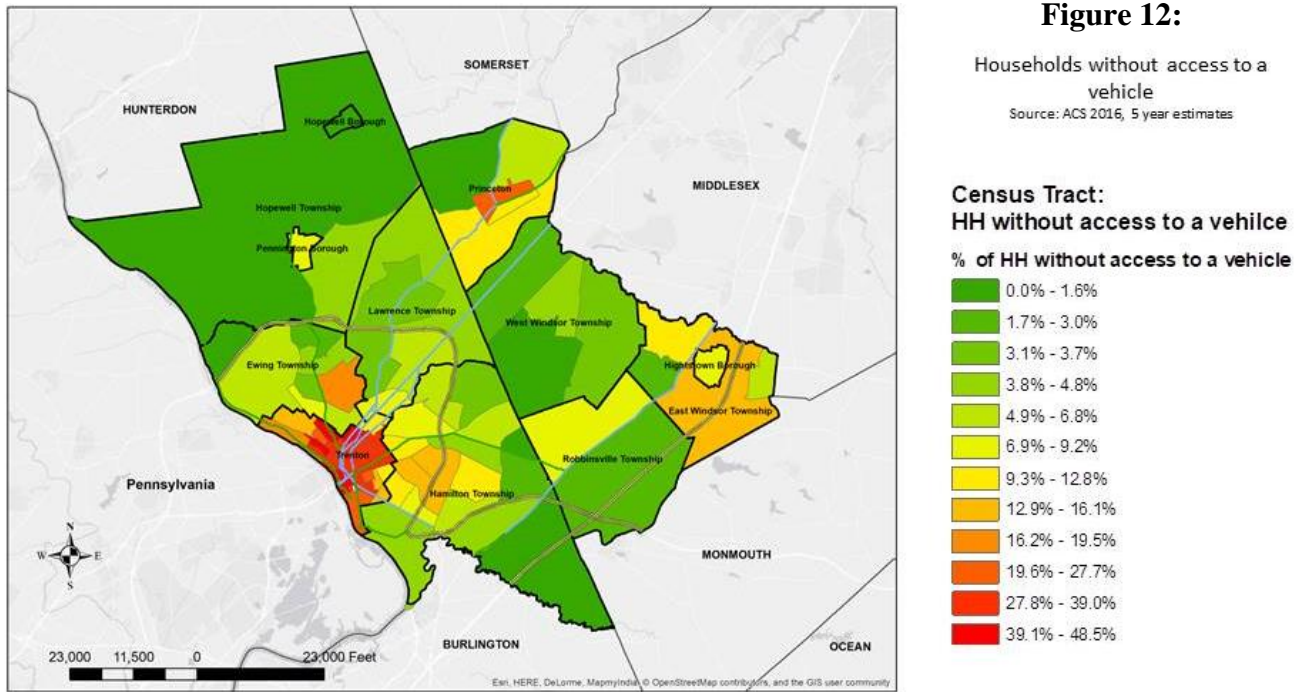
Table 5 shows a breakdown of the number of households (HH) without access to a vehicle, presented is the total number of households, the total number of households without a vehicle and the percentage of households without access to a vehicle. Data is derived from the 2016 American Community Survey 5 year estimates.

Trenton City has a high number of households without access to a vehicle. This supports commute mode data. Trenton has a high number of people who commute by means other than personal car. A comparison of the two data sets shows interesting relationships. West Windsor has a high number of public transportation users but a very low number of households without access to a personal vehicle suggesting that people in West Windsor have personal vehicles but choose to commute by public transit for other reasons.

**Table 5  
Percentage of Households Without Access to a Personal Vehicle**

	Estimate: Total # HH	Estimate: HH No vehicles available	Percentage: HH No vehicles available
Trenton	27,549	8,304	30.1%
Hamilton Township	33,221	2,398	7.2%
Lawrence Township	12,228	624	5.1%
Ewing Township	13,022	1,027	7.9%
Hopewell Borough	773	9	1.2%
Pennington	983	85	8.6%
Hopewell Township	6,436	157	2.4%
Princeton Township	9,973	1,174	11.8%
West Windsor	9,615	283	2.9%
Robbinsville	4,994	312	6.2%
Hightstown	1,817	137	7.5%
East Windsor	9,518	888	9.3%

Figure 12 shows a geographic breakdown of households without a personal vehicle, data is presented at the census block level.



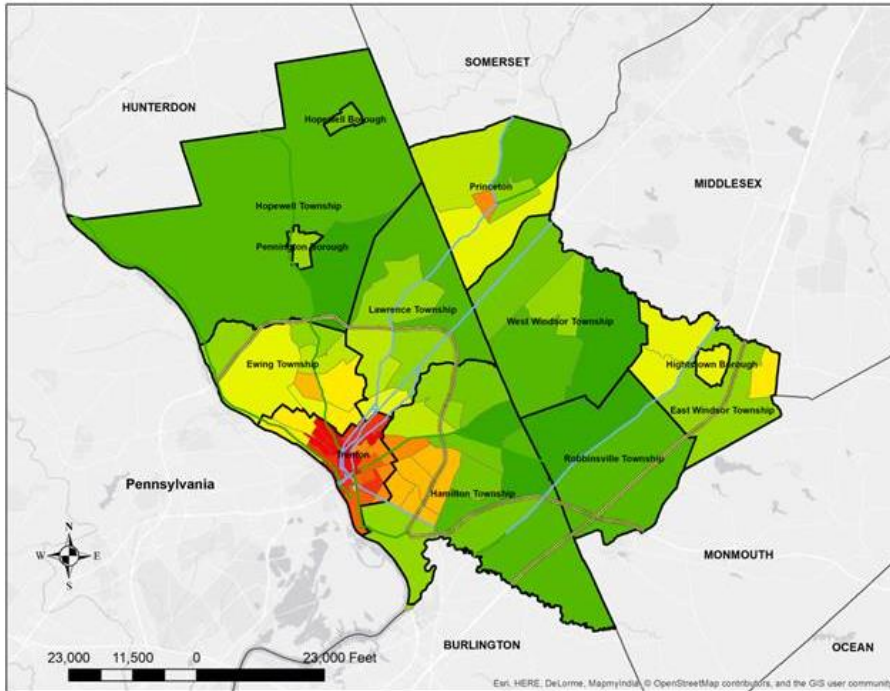
### Percentage of the Population Below the Poverty Line

**Table 6**  
**Percentage of the Population Living Below the Poverty Line**

	Total Population	# of people below the poverty line	Percent of people below the poverty line
Trenton	80,366	22,166	27.6%
Hamilton Township	88,301	6,192	7.0%
Lawrence Township	30,887	1,756	5.7%
Ewing Township	32,220	3,154	9.8%
Hopewell Borough	1,898	63	3.3%
Pennington	2,567	147	5.7%
Hopewell Township	17,824	432	2.4%
Princeton Township	24,818	1,635	6.6%
West Windsor	27,757	859	3.1%
Robbinsville Township	14,101	172	1.2%
Hightstown	5,427	570	10.5%
East Windsor	27,263	2,460	9.0%

\* Data Source: Census; 2016 American Community Survey, 5 year estimates

Table 6 shows a high overall number and a high percentage of poverty concentrated in Trenton City, over a quarter of the population in Trenton in living below the federal poverty line. Figure 13, below, shows a concentration of poverty in Trenton City. Census Tracts in Ewing and Hamilton, neighboring Trenton, also experience higher levels of poverty than the rest of Mercer County.



**Figure 13:**

Percentage of People Living Below the federal Poverty Line  
 Source: ACS 2016, 5 year estimates

**Census Tract:  
 Population below the Poverty Line**

Percent\_below\_poverty\_level

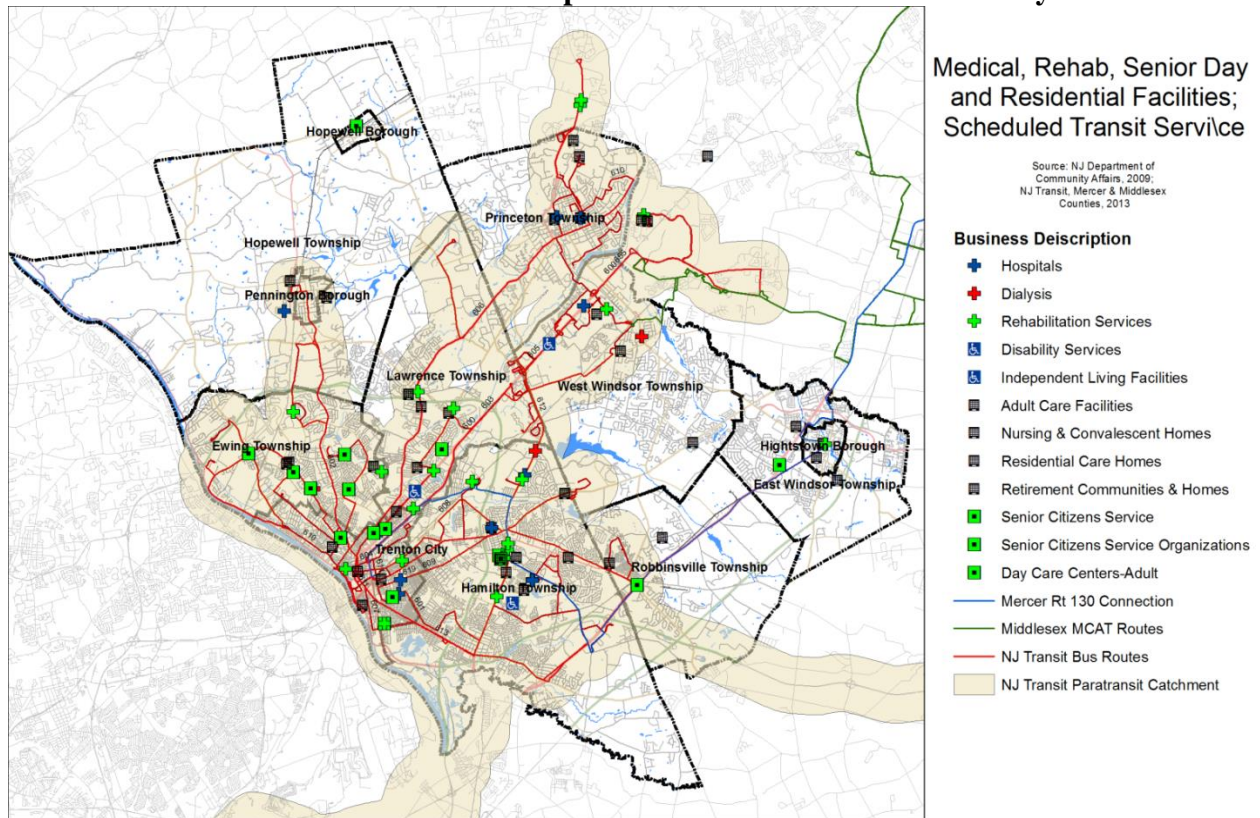


## Existing Transportation Services

Segments of Mercer County’s public transportation services have remained consistent since 2013. However there have been significant changes to previously existing services as well as notable additions in service. NJ Transit has discontinued the Route 655 service. The Princeton FreeB has consolidated its two lines of service into one to more effectively serve their target population. A new Zline employment shuttle has been added to serve new distribution centers around exit 7A of the NJ Turnpike. RideProvide has expanded its existing service by adding new cars and drivers thereby serving more people and reducing its customer waiting list. Princeton FreeB and Princeton Tiger transit have added GPS tracking on all of their buses and have made that information available to the public through the Transloc app.

Figure 14 below shows the distribution of scheduled, fixed-route transit services in Mercer County, as well as areas served by NJ Transit’s paratransit (ADA) on-demand service.

**Figure 14:**  
**Fixed Route Public Transportation Service in Mercer County**



### Fixed Lines

Eighteen fixed transit lines exist in Mercer County. Sixteen lines are NJ Transit bus routes within and through Mercer County, while several agencies operate additional fixed route lines for multiple types of riders. The following NJ Transit lines provide services in Mercer County, including:

#### **NJ Transit:**

- 600 Trenton/Princeton
- 601 Hamilton/College of New Jersey
- 603 Lawrence/Hamilton Township
- 605 Montgomery Township/Lawrence Township
- 606 Hamilton/Mercerville/Princeton
- 607 Ewing/Trenton
- 608 Hamilton/West Trenton
- 609 Quaker Bridge Mall/Hamilton/Ewing
- 610 Trenton/Princeton
- 611 Trenton Circulator
- 612 Princeton Junction/Lawrence Township
- 613 Mercer Mall/Hamilton Marketplace
- 619 Ewing Township/Mercer County Community College
- 624 Trenton/Pennington
- 409 Philadelphia/Trenton Transit Center
- 419 Camden/Trenton Transit Center

#### **Route 130 Connection**

This shuttle is run by Mercer County and connects Trenton and Hamilton Stations to destinations along Route 130 in Hamilton, Robbinsville, East Windsor, Hightstown, Cranbury, and South Brunswick. Service runs Monday through Friday from 4:30 AM – 8:12 PM. Saturday service runs from 7:00 AM to 3:56 PM. Fare is \$1 each way.

#### **Bank of America/Merrill Lynch Hopewell Shuttle**

The Merrill Lynch Hopewell Shuttle provides free service between the Hamilton Rail Station to the Merrill Lynch Campus in Hopewell Township for Merrill Lynch employees. The shuttle is operated by Bank of America with administrative assistance from GMTMA.

#### **Princeton freeB**

The freeB is a free neighborhood bus service funded by and serving the Princeton community. The bus is open and available to people of all ages Monday – Saturday. The service runs between Elm Court, Redding Circle and Community Village with stops at locations such as Princeton Shopping Center, Municipal Complex and Library. The bus will stop anywhere along the route where it is safe to do so.

#### **East Windsor / Hightstown Shuttle**

This shuttle connects East Windsor and Hightstown with the Princeton Junction Rail Station. Service runs Monday through Friday and is \$1.00 each way. One way morning service runs from 5:00 to 7:45 AM to

Princeton Junction station while afternoon service runs from 6:15 PM and again at 7:00 PM from the station. Afternoon service stops only where passengers need to be dropped off.

**SEPTA Route 127**

The Southeastern Pennsylvania Transportation Authority (SEPTA) primary service area includes Bucks, Chester, Delaware and Montgomery counties. Some of their services extend outside their region to nearby cities such as Trenton. The Route 127 bus serves Bucks County extending into the city of Trenton. The route terminus begins at the Trenton Transit Center with the other terminus at the Oxford Valley Mall in Middletown Township, Bucks County.

**Princeton University**

The University funds and operates the Tiger Transit bus system in and around the Princeton campus. The service is free for students, faculty and visitors. There are eleven routes that provide service Monday – Friday, and one route that provides Saturday service to shopping destinations in and around the Princeton area.

**Zline**

The Zline service is a public-private partnership between Mercer County and Amazon fulfillment and sorting centers located around exit 7A of the NJ Turnpike. The service provides a connection for Amazon employees, and other employees of Matrix Business Park, between the bus transfer point at Hamilton Marketplace and Matrix Business Park. The service is free to all riders.

Demand Responsive:

Nine demand responsive services currently operate in Mercer County. These services are operated by NJ Transit, Mercer County, GMTMA, Arc Mercer and municipalities.

**TRADE**

This is a service operated by Mercer County that provides trips for registered seniors (60+) and individuals with disabilities. Trips are offered on a subscription or demand response basis. Service is provided 7:00 AM – 5:00 PM. All vehicles have lift equipment and can be requested when making a reservation. Trips are free, but donations of one dollar are suggested.

**RideProvide**

Greater Mercer RideProvide is a community based non-profit transportation service for seniors 65 and over and visually impaired adults residing in Mercer County, Plainsboro and the southern portion of Montgomery NJ. Door to door transportation is provided in a private automobile, and it is operated by GMTMA. Fares are based on a zone system. Free trips are provided to and from Penn Medicine Princeton Health hospital and facilities. Free trips are also provided to RWJ Hamilton hospital and facilities from select towns in Mercer County.

**Crosstown**

Crosstown is a door-to-door transportation service for seniors (65+) and individuals with disabilities. Transportation service is provided in a private automobile. Trips are provided only in Princeton. Fares

are three dollars per one-way trip. Trips to Penn Medicine Princeton Health and Princeton Fitness and Wellness Center are free.

### **Hopewell Valley Rides**

This door-to-door service is provided by Hopewell Township and operated by GMTMA. It is available to seniors (60+) and adults with disabilities within Pennington Borough, Hopewell Borough and Hopewell Township. Fares are three dollars per one-way trip. Free trips are provided to and from Penn Medicine Princeton Health Hospital and facilities.

### **Access Link**

This program is operated by NJ Transit as required by the Americans with Disabilities Act of 1990. It is a service for people with disabilities who are unable to use the local fixed-route service. Access Link shadows many NJ Transit bus routes, but not all within Mercer County. While not a fixed line, riders are eligible for this service if they are within  $\frac{3}{4}$  of a mile from specific NJ Transit bus routes. Figure 14 illustrates all of the fixed line routes as well as the areas with Access Link eligibility within Mercer County.

### **Hamilton Township Senior Center**

The Township provides transportation for its senior residents (60+). The service provides trips for shopping and medical reasons. The service is free.

### **Ewing Township Senior Center**

The Township provides transportation for its senior residents (60+). The service provides trips for shopping, medical and the senior center. The service is free.

### **Lawrence Township Senior Center**

The Township provides transportation for its senior residents (60+). The service provides trips for medical and senior center trips. The service is free.

### **Arc Trans**

The transportation program is run by The Arc Mercer to provide services to individuals with developmental disabilities in Mercer County. Arc Mercer also collaborates with other organizations to maximize service for those with a need. The service provides round trip transportation for day programs, medical appointments, recreational activities and work.

## **Recent Mobility Projects and Initiatives**

Since the most recent update of the HSTCP in 2013, MCCCT member organizations have been proceeding with priority projects and initiatives. The following is a summary of these efforts.

Princeton FreeB – The FreeB is a free neighborhood bus service funded by and serving the Princeton community. The bus is open and available to people of all ages Monday – Saturday. The service runs between the Elm Court senior residential development, Redding Circle, and Community Village, with stops at locations such as Princeton Shopping Center, Municipal Complex, and Library. Since the 2013

HSTCP the Commuter and Neighborhood FreeB service has been consolidated to better suit customer needs. It now offers extended service hours for the neighborhood route and is carrying more riders.

Greater Mercer RideProvide Expansion – Since the 2013 update, RideProvide has increased its capacity with additional vehicles and drivers. The service also added a partnership with RWJ Hamilton to provide free rides for RideProvide eligible patients, to and from the RWJ Hamilton hospital and facilities.

Travel Training – GMTMA held travel training classes for social service providers at the Board of Social Services and the Trenton Area Soup Kitchen for over 70 case workers. Approximately 100 attendees participated in connect to transit workshops, for healthcare professionals and case managers, held at RWJ Health and Wellness Center and the Princeton Municipal Community Room. Utilizing a train-the-trainer model increases the number of individuals that can be reached through that organization. GMTMA has expanded travel training to better reach people with disabilities by partnering with Mercer County Community College, New Grange School, Lawrence High School, and Hamilton School District. In addition, GMTMA has conducted travel trainings at senior living facilities, social service organization, senior centers, and other community groups. GMTMA and NJTIP partner on many trainings. GMTMA and NJ TIP partner and coordinate to create a full travel training program for Mercer County.

Rt. 130 Connection – GMTMA and Mercer County are continuing to study the Rt. 130 Connection bus service. In 2014 the service was amended to create a faster rider from Trenton to South Brunswick and Cranbury Townships. Since then GMTMA has completed a ridership survey and compiled recommendations for further improvements.

Customer Information Website – GMTMA has relaunched their customer information website in 2018. The new website aggregates all human service transportation information into one easy to access and understand place. The website has been updated with a modern layout and a cohesive design scheme.

Transportation for workers at NJ Turnpike exit 7A – In an effort to connect potential employees to jobs around the 7A NJ Turnpike interchange a public/private partnership bus service was developed. The Zline bus began in 2014, funded by Amazon, Mercer County and a NJ JARC grant. The shuttle service connects the Hamilton Marketplace bus exchange to the Matrix Business Park, where the Amazon fulfillment center is located. Recently, an additional bus has been added to serve the nearby Amazon sorting facility.

Program Development – Mercer County and GMTMA staff are continually researching mobility management best practices throughout the country and how they may apply to Mercer County Transportation.

New Freedom/5310 Funding - Due to initial successes in implementing the recommendations of the HSTCP utilizing the New Freedom/5310 grant program, members of the MCCCT have been consistent in pursuing additional 5310 funding to continue developing programs and services.



## Recommendations

The 2013 HSTCP offers a wide range of recommendations to improve the transportation services in Mercer County for seniors, people with disabilities, and people with low incomes. The recommendations included direct service improvements, improving existing bus routes and creating new bus routes, reducing duplication and increasing operational efficiency and establishment of better more concise customer facing web and paper marketing.

The 2013 HSTCP is based upon a participatory process involving community stakeholders who freely offered their time, experience and insight about the state of transportation in Mercer County. At each step in the process, stakeholder perceptions, opinions and recommendations were documented and utilized to form the structure for the Coordination Plan. There was a notable consistency and a general consensus achieved regarding the primary actions that are required to build a coordinated human service transportation system.

Table 7 provides information on the progress of completing and achieving the recommendations from the 2013 HSTCP. Some of the recommendations have been started and require ongoing activity while other specific projects and services have been more fully implemented. The following summarizes the activities, projects and services that have been implemented that are related to the recommendations from the 2013 HSTCP

- Initial service improvements to Rt. 130 Connection service
- Rt. 130 ridership survey and report complete
- GMTMA has created a cohesive customer facing website
- Established customer transit training for people with disabilities
- Mercer County along with Amazon and NJ JARC funding has established the Zline and Zline2 providing transportation for workers at Exit 7A of the NJ Turnpike.

The Recent Mobility Projects and Initiatives chapter describes some of these projects in more detail.

**Table 7  
2013 HSTCP Recommendations**

<b>Recommendation</b>	<b>Completed</b>	<b>Ongoing</b>	<b>Activities</b>
Modify Rt. 130 Connection to better served Eastern Mercer County	X	X	Service has been modified to allow for quicker rides between Trenton and Eastern Mercer County and service was added to MCCC. GMTMA has developed further recommendations.
Create Customer Information Website	X		GMTMA has created a website with all available information
Establish Customer Transit Training for people with disabilities		X	Efforts are continuing to increase the number of travel training opportunities
Implement Public Transportation service along Rt. 571		X	
Provide Transportation Access for Workers at Exit 7A		X	Bus service was developed to service the Matrix Business Park at 7A. The service began in 2014 with funding from JARC, Amazon and Mercer County. A second service the ZLine2 was added, and privately funded.
Establish overall marketing strategy		X	
Implement pilot project to reduce duplication		X	
Develop name, logo, and marketing plan for county website		X	
Shared county maintenance facility for providers			
Extend NJ Transit Rt. 608 to Mercer county Airport, Homefront, and Capital Health		X	Local elected officials support the initiative and send letter of request to NJT.

**Process for Prioritizing Recommendations**

After evaluating the projects, efforts, and initiatives from the original recommendations, the MCCCT thought it was important to develop new recommendations and projects based on what has been learned through studies and surveys since the 2013 HSTCP.

The MCCCT met on November 14, 2018 to evaluate and prioritize previous and new recommendations. The first step in the process was the identification of new recommendations. Each member of the MCCCT was encouraged to submit their suggestions. Members then held an open discussion regarding each of the recommendations and were able to narrow it down to the top ten suggestions. A draft recommendation matrix was sent to each member organization during which time members could make additional suggestions or request changes. Table 8 presents the highest priority projects which are identifiable and actionable items MCCCT has identified as high priority. Table 9 presents high priority Guidance Recommendations which are meant to guide decision making in all aspects of the organization. Guidance recommendations are more broad goals that will make it easier to accomplish specific projects in the future.

The table also indicates whether the recommendation can be completed in the short or long term and whether it will require outside funding.

**Table 8  
2018 High Priority Project Recommendations**

<b>Priority</b>	<b>Project Recommendation</b>	<b>Time Frame</b>	<b>Funding Required</b>
1	Modify Route 130 Connection to Better Serve Eastern Mercer County, Improve Signage, and Continue Development of Marketing Plan.	Short	Yes
2	Sustain Existing Services	Long	Yes
3	Mobility Training for Seniors, People with Disabilities, and People with low incomes	Short	Yes
4	Implement Public Transportation Service along Route 571 Corridor	Long	Yes
5	Provide Transportation Access for Workers at Exit 7A	Short	Yes
6	Establish Overall Marketing Strategy, Logo/Name, Customer Information	Short	Yes
7	Implement Pilot Project to Coordinate, Reduce Duplication (e.g., service or deviated route)	Short	Yes
8	Explore Utilization/Partnerships with Transportation Networking Companies (Uber/Lyft), Develop Pilot Project for Mobility on Demand	Short	Yes
9	Shared County Maintenance Facility for Providers	Short	Yes
10	Extend NJ Transit service to underserved areas ex: - Route 608 to Mercer County Airport, Homefront, Capital Health - Along the Rt. 130 Corridor - Business Park District	Short	Yes

**Table 9  
2018 High Priority Guidance Recommendations**

<b>Priority</b>	<b>Guidance Recommendation</b>	<b>Time Frame</b>	<b>Funding Required</b>
1	Sustain Existing Service	Long	Yes
2	Implement Projects to Address Service Gaps, Extend Service Hours and Areas	Long	Yes
3	Increase Evening and Weekend Services	Long	Yes
4	Provide Transportation to Employment Centers for People with Disabilities	Long	Yes
5	Sustain Organization Involvement in MCCCT	Short/Long	No
6	Educate Case Managers, Mobility Managers	Short/Long	Yes
7	Increase Funding Flexibility	Long	No
8	Conduct Outreach with Community and Local Officials. Increase Hospital/Health Providers Participation in Coordination	Short	No
9	Assure Vehicle and Site Accessibility, Advocate for Accessible/Equitable Bike Sharing	Long	Yes
10	Advocate for Extension of NJ Transit Service to Underserved Areas, Evaluate NJ Transit Transfers to Local Providers	Long	Yes

The MCCCT will initiate a broad effort to increase public participation beyond professionals officially involved with the organization. Over the course of 2019 MCCCT will hold workshops in each of the thirteen municipalities in Mercer County. MCCCT will seek input from regular citizens, professionals, and elected officials through workshops at local institutions like municipal centers, senior centers, and libraries. The participation effort is expected to take a year to carry out. Upon completion MCCCT will re-evaluate its priorities to reflect recommendations collected from the public.

## **Implementation**

Some activities, such as best practices research and coordination activities can be funded by an organization’s annual work program. Larger programs and specific projects often require additional funding from outside sources for full implementation. Several funding programs at the federal and state level are available for funding projects associated with transportation for seniors and individuals with disabilities, including transit, bicycle and pedestrian improvements.

### Federal Funding

#### **Enhanced Mobility for Seniors and Individuals with Disabilities**

Some of the recent mobility projects and initiatives were funded under the New Freedom program. MAP 21 consolidated this program under the new Section 5310 named Enhanced Mobility for Seniors and Individuals with Disabilities. The purpose of this program, administered by the FTA and NJ Transit, is to assist in meeting the transportation needs of the elderly and persons with disabilities when the

transportation service provided is unavailable, insufficient, or inappropriate to meeting their needs. Funds are distributed by the FTA through the states and by formula to large urbanized areas. In New Jersey, NJ Transit receives the funds from FTA, and then selects local projects, typically through a competitive application process. The recipient must be a private non-profit organization, state or local governmental authority, or an operator of public transportation.

Funds can be used for capital projects, planned, designed, and carried out to meet the specific needs of seniors and individuals with disabilities. In addition to capital projects, funds may be utilized for projects that improve access to fixed route service and decrease the reliance by individuals with disabilities on ADA complimentary paratransit service, and projects that provide alternatives to public transportation that assist seniors and individuals with disabilities with transportation. Capital projects require a 20 percent match from the recipient. Funds for operating expenses require a 50 percent match. The proposed project must be included in the Human Service Transportation Coordinated Plan.

### **Urbanized Area Formula Program and Rural Transit Assistance Programs**

The JARC program has been rescinded and now is part of Section 5307 (Urbanized Area Formula Program) and Section 5311 (Rural Transit Assistance Program). NJ Transit does set aside some of the federal funds it receives for a state sponsored JARC program. The goal of the NJ-Job Access and Reverse Commute program (NJ-JARC) is to improve access to transportation services to employment and employment-related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities. Local matching funds are required for NJ-JARC as well as participation in the locally developed coordinated public transit human services transportation plan. NJ-JARC is only for operating costs and requires a 50% local match.

### **Transportation Alternatives**

Formerly known as Transportation Enhancements (TE), this program uses Federal highway and transit funds for community-based “non-traditional” transportation projects designed to strengthen the cultural, aesthetic, an environmental aspects of the nation’s intermodal system. The program has traditionally funded many bicycle and pedestrian supportive projects. Funds are distributed through DVRPC, the Metropolitan Planning Organization for Mercer County through a competitive application process. The recipient must be a state or local government authority or a private non-profit organization.

Eligible costs include planning, design and construction of infrastructure related projects and systems that will provide safe routes for non-drivers, including children, older adults and individuals with disabilities to access daily needs. Project types that have been awarded funds in the past include streetscapes, sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming, lighting and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990. In addition, funds may be used for recreational trails and safe routes to school. Applicants are encouraged to provide a 20 percent local match. For capital projects, applicants must fund and complete all pre-construction phases.

### **Transportation and Community Development Initiative**

The Transportation and Community Development Initiative (TCDI) is a grant program of DVRPC that supports local development and redevelopment efforts in qualifying municipalities of the DVRPC region. The program is used to provide planning grants to local governments and select non-profit organizations to create plans that link transportation improvements with land use strategies, enhance established communities, and build upon existing public and private assets. It is intended to coordinate regional transportation planning and local land use planning and decision making. TCDI grants are formed through the combination of state and federal transportation funds. DVRPC distributes grants to the region's core cities, developed communities and socially or economically disadvantaged areas.

TCDI projects must improve the regional transportation network and improve the climate for redevelopment. Funds can only be used for planning projects. Planning activities are classified into three major areas: Planning and Land Use Management, Reuse and Revitalization, and Transportation and Infrastructure. Applicants that participate in the TCDI program must provide a 20 percent local match toward their projects. Additional match is strongly encouraged.

### **Congestion Mitigation and Air Quality**

The Congestion Mitigation and Air Quality (CMAQ) program allocates funds to projects that contribute to the attainment of the Clean Air Act standards by reducing emissions. Traditionally, this program has funded projects that improve traffic flow and reduce the number of single occupant vehicles on the roadways. CMAQ is federal funds. DVRPC distributes the funds to eligible candidates through a competitive application process evaluated by NJDOT, NJ Transit and member governments. Funds can be distributed to local governments and eligible private non-profit organizations.

Projects and activities related to Human Services Transportation that would be eligible, include: transit improvements, bicycle and pedestrian facilities and programs, travel demand management, public education and outreach activities, carpooling and vanpooling and experimental pilot projects. Operating assistance is limited to new transit and limited to three years. For construction projects, applicants are required to fund and complete all preconstruction phases of the project. For non-construction projects, applicants are encouraged to apply for funds less than 100 percent of the project cost.

### **Community Development Block Grants**

The Community Development Block Grant (CDBG) program allocates funds to projects for economic development, community revitalization and public facilities designated to benefit people of low and moderate income. These funds can be used to improve transportation facilities such as roads, sidewalks and other bicycle and pedestrian facilities.

### **State Funding**

Funding is also available at the State level. The New Jersey Department of Transportation (NJDOT) Local Aid program periodically offers funds to municipalities through several programs for transit, bicycle and pedestrian projects.

### **Municipal Aid Program**

The Municipal Aid Program funds are appropriated by the State Legislature for municipalities in each county. Additional aid is provided for those municipalities that qualify for Urban Aid. The program is announced in the spring of each year and municipalities are invited to apply. Road improvement projects such as resurfacing, rehabilitation or reconstruction and signalization are funded by the program. These types of projects can often contain elements that improve mobility for seniors and persons with disabilities.

### **Safe Streets to Transit**

It is New Jersey's goal to provide transit riders safe pedestrian access to the train or bus station. SSTT promotes walking to transit stations by funding projects that make important feeder trips easier, faster and safer. Eligible projects costs may include preliminary and final design for communities eligible for Urban Aid or Depressed Rural Centers and construction including construction inspection. Items that will not be eligible for funding include education and enforcement efforts, planning studies, transit services, bus shelters, maintenance operations, sidewalk repair and maintenance and bicycle projects. Examples of eligible improvements include intersection safety for pedestrians, new sidewalk facilities, sidewalk reconstruction, pedestrian access to transit stops, traffic calming, pedestrian traffic control devices and pedestrian lighting.

### **Transit Village Grant Program**

The Transit Village Grant program funds non-traditional projects in municipalities designated as transit villages. These are municipalities that are committed to grow in the area surrounding a transit facility that serves bus or rail. West Windsor is the only municipality in Mercer County to receive the Transit Village designation required for eligibility. Eligible projects must be located within a ½ mile radius of the transit facility. Examples of projects eligible for funds include bicycle and pedestrian improvements, wayfinding, transit station improvements, information kiosks, modern roundabouts, traffic flow improvements and traffic calming measures. The program will not fund projects that are greater than ½ mile from a transit facility, projects unrelated to transportation and roadway projects eligible under NJDOT's State Aid Programs to Counties and Municipalities. Eligible projects costs may include preliminary and final design for communities eligible for Urban Aid or Depressed Rural Centers and construction including construction inspection. The program will not fund planning activities, operating costs and right-of-way purchases.

Communities and organizations interested in pursuing funds from any of these programs or others should consult with the Mercer County Planning Division and the sponsoring agency for further details regarding eligibility, eligible activities and uses of the funds.

## Conclusions

The update of the HSTCP has provided the MCCCT with an opportunity to evaluate accomplishments since the 2013 Plan and create a new framework for the future to address transportation needs for seniors, people with disabilities and low-income individuals. Future population projections indicate that significant increases in the senior population, people with low incomes and the number of individuals with disabilities will dictate an important need for coordinated, improved and new transportation services that are available for residents and workers in Mercer County. The MCCCT has developed a group of prioritized projects and guidance to carry its work forward toward a more coordinated transportation system in the County. The MCCCT should continue to work closely together to leverage funding to implement these practices and projects.

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