

**Appendix IV
Planning & Implementation Agenda –
Arthur Kill & Raritan Strategic Planning Area**

Activity	Local Effort	State/County Assistance	Time Table
Land Use			
53 – Landfill Closures, Edison	<p>Edison would like to see a pair of former landfills receive permanent closure treatment per State and Federal requirements. The former Edison landfill would be incorporated into the proposed rivershore park (see Item 52); The Kin-Buc Toxic Waste Landfill is presently under remediation by the USEPA. Edison has hired a consultant to prepare a remediation plan for the municipal landfill.</p> <p>Relationship to State Plan Policies: Protect environmental resources.</p>	<p>Implementing Agencies: US EPA, NJDEP, Edison, private firms</p> <p>Cost: Closure costs for the Edison Landfill will be approximately \$3,500,000. Long term monitoring & closure pursuant to highest level standards is needed. NJDEP & USEPA need to keep local government more informed.</p>	Closure of the Edison Landfill will occur by 2005. Kin Buc closure depends on Federal support.
82 – Water Line, Old Bridge	<p>To service existing and future infill housing.</p> <p>Relationship to State Plan Policies: Use infrastructure investment as a redevelopment and development tool.</p>	<p>Implementing Agencies: Old Bridge, private developer.</p> <p>Cost: To be determined.</p>	To be determined.
83 – Water Line, Old Bridge	<p>Intended to service future development; chiefly residential (see Item 84).</p> <p>Relationship to State Plan Policies: Use infrastructure investment as a redevelopment and development tool.</p>	<p>Implementing Agencies: Old Bridge, private developer.</p> <p>Cost: To be determined.</p>	To be determined.

Activity	Local Effort	State/County Assistance	Time Table
Housing			
9 – Roosevelt Ave. Residential Development, Carteret	<p>A 17-acre property is proposed for development just north of Noes Creek. The developer intends to construct 25 single family & 84 senior units & a small commercial development.</p> <p>Relationship to State Plan Policies: Support reconcentration of population in urban areas through development and redevelopment.</p>	<p>Implementing Agency: Carteret, private interests</p> <p>Cost: To be determined.</p>	To be determined

Activity	Local Effort	State/County Assistance	Time Table
Housing			
11 – Chrome SID, Carteret	<p>The area of town most needing improvement of housing and businesses. Housing is often of inadequate quality, while the retail sector along Roosevelt Ave. has almost disappeared.</p> <p>Relationship to State Plan Policies: Renew & revitalize existing facilities in preference to expanding into undeveloped areas.</p>	<p>Implementing Agency: Carteret, private interests.</p> <p>Cost: To be determined. State & County financial & technical assistance desired.</p>	Ongoing
84 – Residential-Commercial Development, Old Bridge	<p>Mixed use development proposed by Alfieri. The largest development project in the Old Bridge portion of the Raritan Bay SPA. Proposed are 1.7 million square feet of non-residential development as well as large numbers of housing units (120 townhouses have been built to date). The Township would like to extend Industrial Dr. (Item 80; refer Item 74) over the Coast Rail Line to give the development site access to Route 35. This could also become a site for a possible Old Bridge rail station (Item 78).</p> <p>Relationship to State Plan Policies: Balance housing & employment.</p>	<p>Implementing Agency: private firm</p> <p>Cost: To be determined.</p> <p>Requires coordination with NJ Transit. State & County financial & technical assistance desired.</p>	2003-2010

Activity	Local Effort	State/County Assistance	Time Table
Economic Development			
18 – Marine Development, Woodbridge	<p>The Township proposes the Smith Creek area be developed as marinas & related commercial development in conjunction with the already completed, 34-acre Alvin P. Williams County Park on the peninsula between Smith Creek & the Arthur Kill.</p> <p>Relationship to State Plan Policies: Provide urban recreation opportunities; promote planning, investment, & maintenance of maritime facilities & services in ways that balance economic & environmental objectives.</p>	<p>Implementing Agencies: Middlesex County, Woodbridge</p> <p>Cost: To be determined.</p> <p>State & County financial & technical assistance is desired.</p>	The 34-acre Alvin P. Williams County Park has been completed.
49 – Industrial Site Development, Edison	<p>Develop remaining lands in Raritan Center, but subject to wetlands exclusions (related: Item 45 & 52)</p> <p>Relationship to State Plan Policies: Promote economic development.</p>	<p>Implementing Agency: Private interests</p> <p>Cost: To be determined.</p> <p>Coordination needed with State Waterfront Development permitting & Economic Development funding.</p>	The timing of this development will be market driven.

Activity	Local Effort	State/County Assistance	Time Table
Economic Development			
55 – Marine-Commercial Development, Sayreville	<p>Sayreville’s river shore between Routes 9 & 35 is the proposed site for marine-related commercial & entertainment development.</p> <p>Relationship to State Plan Policies: Promote planning, investment, and maintenance of maritime facilities & services in ways that balance economic & environmental objectives.</p>	<p>Implementing Agency: Sayreville & the Middlesex County Improvement Authority</p> <p>Cost: To be determined.</p> <p>State & County financial & technical assistance is desired.</p>	To be determined
58 – Development & Redevelopment Area, Sayreville	<p>An aging industrial area with some areas presently undeveloped & others in need of redevelopment.</p> <p>Relationship to State Plan Policies: Redevelopment & adaptive reuse of obsolete/underutilized facilities.</p>	<p>Implementing Agency: Sayreville Economic & Redevelopment Agency & Middlesex County Improvement Authority</p> <p>Cost: Undetermined</p> <p>State & County financial & technical assistance is desired.</p>	2001-2005/2010
71 – County Marina, Sayreville	<p>A County study recommended construction of a county-owned marina in Sayreville just north of Cheesequake Creek.</p> <p>Relationship to State Plan Policies: Provide urban recreation opportunities.</p>	<p>Implementing Agency: Middlesex County</p> <p>Cost: To be determined.</p> <p>State & County coordination needed to determine shoreline protection & financial & technical feasibility.</p>	Proposal stage
73 – Waterfront Commercial Development, Old Bridge	<p>Small site owned by Old Bridge Township on Route 35 is proposed for commercial development consistent with its shoreline location.</p> <p>Relationship of State Plan Policies: Promote economic development consistent with natural surroundings.</p>	<p>Implementing Agency: Old Bridge, private firm</p> <p>Cost: To be determined.</p> <p>Needs State Coastal Zone Regulatory coordination.</p>	To be determined
75A – Industrial Development, Old Bridge	<p>Possible development of uplands, although a considerable portion of this site is wetlands, Zoned industrial.</p> <p>Relationship to State Plan Policies: Promote employment opportunities consistent with appropriate use of land; encourage economic growth in areas with anticipated infrastructure.</p>	<p>Implementing Agency: Old Bridge, private interests</p> <p>Cost: To be determined.</p> <p>State & County financial & technical assistance is desired.</p>	To be determined

Activity	Local Effort	State/County Assistance	Time Table
Economic Development			
76 – Seidler’s Beach Coastal Area & Adjacent Property, Old Bridge	<p>Marine-oriented commercial development on uplands combined with conservation measures to enhance municipally owned beach area. In an alternative approach, the Raritan Bay Baykeeper has proposed reserving the northern half of the site entirely for conservation. Presently, however, this property’s isolation invites dumping.</p> <p>Relationship to State Plan Policies: Promote planning, investment, & maintenance of maritime facilities & services in ways that balance economic & environmental objectives.</p>	<p>Implementing Agency: Old Bridge, private interests</p> <p>Cost: \$120,000 (planning), \$50,000 (construction), \$18,000,000 (private retail development)</p> <p>Needs State Coastal Zone Regulatory coordination.</p>	<p>Laurence Harbor/Cliffwood Beach Master Redevelopment Plan, 2003–2004 (implementation, 2003-2004, retail development, 2007-2015)</p>

Activity	Local Effort	State/County Assistance	Time Table
Transportation			
5 - Turnpike Interchange 12 Connection, Carteret	<p>Rebuild the present interchange to correct several serious congestion problems. The inefficiency of the present configuration (the most congested toll plaza on the Turnpike) threatens to derail future development in Carteret because the Turnpike effectively isolates eastern Carteret and provides few crossover points. This interchange is also critical to Woodbridge, which hopes to extend the Carteret Industrial Rd. (see Item 14) into Port Reading Redevelopment Area (Item 15) to access Interchange 12, a development that will add more traffic to the interchange. The interchange is also a serious safety hazard because its congestion prevents emergency vehicles from crossing from one side of the Borough to the other. The reconfiguration proposal from the Turnpike Authority includes doubling the size of the existing toll plaza, a flyover ramp from Roosevelt Avenue to the toll plaza (northbound), and elements of an access road that will take traffic directly to Industrial Road and then over the Rahway River to Tremley Point in Linden. The project will be conducted in two phases.</p> <p>Relationship to State Plan Policies: Improve transportation to support more efficient land use patterns.</p>	<p>Implementing Agencies: NJ Turnpike Authority, NJDOT, Middlesex County, Carteret</p> <p>Cost: \$130 million</p> <p>Coordination needed with State Waterfront Development permitting. State & County technical assistance & economic development funding should be considered.</p>	2004 - 2006

Activity	Local Effort	State/County Assistance	Time Table
Transportation			
6 - Expand Park & Ride, Carteret	Expand existing park & ride lot near Turnpike Exit 12 by about 35 percent. Relationship to State Plan Policies: Improve access to mass transit.	Implementing Agency: Carteret & NJ Turnpike Authority Cost: To be determined.	2003 - 2005
7 - Truck Bypass (Blair Rd., Federal Blvd. & Omar Ave.) & Rahway Ave. Intersection Improvement, Carteret	The bypass is intended to alleviate extensive truck congestion in Carteret west of the NJ Turnpike. Relationship of State Plan Policies: Improve existing transportation facilities for greater efficiency in goods movement.	Implementing Agencies: Middlesex County, Carteret Cost: To be determined.	To be determined.
14 – Future Industrial Rd. Extension, Carteret to Woodbridge	The Carteret Industrial Rd. will be extended into Woodbridge to service the Port Reading Redevelopment Area (Item 15). It would provide direct & efficient service to Interchange 12 on the NJ Turnpike (Item 5). Relationship to State Plan Policies: Improve existing transportation facilities for greater efficiency in the movement of goods.	Implementing Agency: Middlesex County, Carteret, Woodbridge Cost: \$2,000,000 federal grant sought (partial cost). Coordinate with economic development planning for the Tufts Point & Port Reading areas. (Items 13 & 15)	To be determined.
16 – Port Reading & West Avenues, Intersection Improvement, Woodbridge	The Township is working with the County Engineer's office to improve signalization at this busy intersection. There will be a signal preemption for a firehouse proximate to the intersection. Relationship to State Plan Policies: Improve existing transportation facilities for greater efficiency in the movement of goods and people.	Implementing Agencies: Middlesex County, Woodbridge Cost: Undetermined	Undetermined
17 – Light Rail Service, Middlesex, Piscataway, South Plainfield, Metuchen, Edison, Woodbridge	There is a possibility of adding light rail service to the existing Port Reading Conrail line. Relationship to State Plan Policies: Expand transportation modes alternative to the automobile.	Implementing Agencies: Private entrepreneur, coordinated with NJ Transit. Cost: To be determined. NJ Transit should consider a feasibility study.	2010 or later.
20 – Route 35 Signalization Project, Woodbridge, Perth Amboy, Sayreville, South Amboy, Old Bridge	Computerized coordination of traffic signals through Middlesex County to facilitate traffic flow. Relationship to State Plan Policies: Improve existing transportation facilities for greater efficiency in the movement of goods and people.	Implementing Agency: NJDOT Cost: Undetermined.	To be determined.

Activity	Local Effort	State/County Assistance	Time Table
Transportation			
21 A-C – Perth Amboy to Staten Island-Manhattan Commuter Ferry	<p>Two ferry landings additional to the presently active one are proposed. The plan is either to have the ferry stop at all 3 or to connect lesser locations to 1 or 2 main stops by water taxi. Of the 3 sites, those at Arnum by the Bay (Item 22) & near the Victory Bridge will have parking; a third at the Harborside townhouse development will have pedestrian access only.</p> <p>Relationship to State Plan Policies: Promote transportation modes alternative to the automobile.</p>	<p>Implementing Agency: Perth Amboy, private interests.</p> <p>Cost: \$5,000,000.</p> <p>A coordinated effort by NJ Transit & Middlesex County should determine the feasibility for an integrated ferry system serving the Arthur Kill, Bayshore, & Raritan estuary (up stream to New Brunswick). State & Federal resources for dredging to maintain channels should be supported.</p>	2001 - 2002
23 – Outerbridge Crossing Deck Rehabilitation, Perth Amboy, Staten Island	<p>Rehabilitation of the deck of the existing span, including steel structural supports and replacement of sidewalk surfaces and trusses. See Item 24.</p> <p>Relationship to State Plan Policies: Improve existing transportation facilities for greater efficiency in the movement of goods and people.</p>	<p>Implementing Agency: NY, NJDOT, NY NJ Port Authority</p> <p>Cost: \$51,200,000.</p>	Ongoing
24 – New Route 440 Bridge, Perth Amboy	<p>The existing Route 440 bridge (Outerbridge Crossing) is too narrow for growing traffic volumes & needs another 2 lanes to be placed on a span parallel to the existing structure. See Item 23</p> <p>Relationship to State Plan Policies: Improve existing transportation facilities for greater efficiency in the movement of goods and people.</p>	<p>Implementing Agencies: NY-NJ Port Authority, NY, NJDOT, Federal Highway Administration</p> <p>Cost: To be determined</p>	To be determined
25 – High Street Expansion/440 Connector Project, Perth Amboy	<p>High Street will be widened from 2 lanes to 4 from Fayette Street north to Buckingham Ave., from which it will be extended through the shore parcels of Redevelopment Areas 2 & 3 to connect with the access ramps to Route 440. This will accommodate extensive adjacent development planned for the city's shoreline.</p> <p>Relationship to State Plan Policies: Improve existing transportation facilities for greater efficiency in the movement of goods and people.</p>	<p>Implementing Agencies: Perth Amboy, NJDOT, Middlesex County</p> <p>Cost: \$13,000,000.</p>	2003 - 2005

Activity	Local Effort	State/County Assistance	Time Table
Transportation			
28 – Hall Ave.-Pulaski Ave.-Lehigh Valley Line Bicycle & Pedestrian Path, Perth Amboy	<p>Will provide pedestrian & bicycle access along these streets & an abandoned rail spur in Perth Amboy, the project is 60 feet wide & 1,800 feet long. The rail portion which was owned by NJ Transit has been transferred to the City of Perth Amboy.</p> <p>Relationship to State Plan Policies: Promote transportation modes alternative to the automobile.</p>	<p>Implementing Agencies: NJ Transit, Perth Amboy</p> <p>Cost: \$1,300,000. \$1,000,000 funded by NJ DOT Transportation Enhancement Grant</p>	2003 - 2004
36 – Perth Amboy Rail Station	<p>Upgrade of inbound & outbound station platforms.</p> <p>Relationship to State Plan Policies: Promote mixed use redevelopment & the use of mass transit facilities alternative to the automobile.</p>	<p>Implementing Agencies: Perth Amboy, NJ Transit</p> <p>Cost: \$2,000,000.</p>	Nearing completion
37 – Riverview Industrial Rd., Perth Amboy	<p>An industrial road bypassing residential development to serve shoreline industries will include an intersection with Route 35. It will serve Redevelopment Area 1 along the Raritan River (Item 29).</p> <p>Relationship to State Plan Policies: Improve existing transportation facilities for greater efficiency in goods movement; promote redevelopment in urban areas.</p>	<p>Implementing Agencies: NJDOT, Perth Amboy</p> <p>Cost: \$5,000,000.</p>	Ongoing, completion in 2004.
38 – Route 35 at Fayette & Smith Street Intersection Improvement, Perth Amboy	<p>Improvements needed to facilitate increased traffic.</p> <p>Relationship to State Plan Policies: Improve existing transportation facilities for greater efficiency in people & goods movement.</p>	<p>Implementing Agencies: NJDOT, Perth Amboy</p> <p>Cost: To be determined</p>	To be determined
39 – Interchange Improvement, Industrial Rd., Garden State Parkway, Route 9 & Route 440, Woodbridge	<p>Improvements are necessary to make this complicated interchange more efficient.</p> <p>Relationship to State Plan Policies: Improve existing transportation facilities to insure greater efficiency in people & goods movement.</p>	<p>Implementing Agencies: NJDOT, Middlesex County, Woodbridge, Federal Highway Administration</p> <p>Cost: N/A</p> <p>Coordination of design needs to be determined.</p>	To be determined.
40 – Route 440 Park & Ride near NJ Turnpike Interchange 10, Edison/Woodbridge	<p>Additional park & ride facilities are sought to provide clientele for bus service to New York City.</p> <p>Relationship to State Plan Policies: Promote transportation modes alternative to the automobile.</p>	<p>Implementing Agencies: NJ Transit, Middlesex County, municipalities</p> <p>Cost: \$8,000,000. Feasibility & siteing study is needed.</p>	To be determined.

Activity	Local Effort	State/County Assistance	Time Table
Transportation			
41 – Route 35 Bridge Replacement	<p>The Route 35 (Victory) four-lane swing bridge over the Raritan River will be replaced with a high-level four-lane bridge with wider lanes & shoulders & provision for bicycle-pedestrian traffic.</p> <p>Relationship to State Plan Policies: Promote transportation modes alternative to the automobile.</p>	<p>Implementing Agency: NJDOT</p> <p>Cost: \$100,000,000.</p>	To be determined.
42 – Route 9 Bridge Widening	<p>The Route 9 (Edison) bridge over the Raritan River will be reconstructed & duplicated by a second bridge, each with three lanes.</p> <p>Relationship to State Plan Policies: Improve existing transportation facilities for greater efficiency in the movement of people & goods.</p>	<p>Implementing Agency: NJDOT</p> <p>Cost: \$90,300,000.</p>	To be determined
43 – Garden State Parkway Bridge Widening	<p>The 12 lanes of the present Raritan River crossing (Driscoll Bridge) will be increased from 12 to 15, 8 northbound, 7 southbound by the addition of a new structure west of the existing span, construction no sooner than 2002.</p> <p>Relationship to State Plan Policies: Improve existing transportation facilities for greater efficiency in the movement of people.</p>	<p>Implementing Agency: NJ Highway Authority</p> <p>Cost: \$90,000,000.</p>	To be determined
44 – Raritan River Crossings Study	<p>A general study behind projects 41, 42, 43 to determine overall future demand on river crossings & their approach corridors in the vicinity of the mouth of the Raritan River.</p> <p>Relationship to State Plan Policies: Utilize plans to insure adequate capacity in natural, infrastructure, social & economic systems.</p>	<p>Implementing Agency: NJDOT</p> <p>Cost: N/A</p> <p>Participation of Middlesex County, NJ Highway Authority, & municipalities is needed. (See Item 50)</p>	2004
45 – Industrial Hwy. Extension, Edison	<p>Complete remainder of access road in Raritan Center. Partially built, its construction has been halted because of environmental issues.</p> <p>Relationship to State Plan Policies: Improve existing transportation facilities for greater efficiency in the movement of goods.</p>	<p>Implementing Agency: Middlesex County</p> <p>Cost: To be determined</p>	To be determined
46 – Middlesex County College Entrance - Woodbridge Ave. Improvement, Edison	<p>Would provide more efficient access to the college from Woodbridge Ave.</p> <p>Relationship to State Plan Policies: Provide adequate public facilities & services at adequate cost.</p>	<p>Implementing Agency: Middlesex County</p> <p>Cost: To be determined</p>	To be determined

Activity	Local Effort	State/County Assistance	Time Table
Transportation			
47 – Mill Rd. – Woodbridge Ave. Intersection Improvement, Edison	<p>Would provide more efficient access to Middlesex County College, businesses, & housing served by Mill Rd.</p> <p>Relationship to State Plan Policies: Improve existing transportation facilities for greater efficiency in the movement of people & goods.</p>	<p>Implementing Agencies: Middlesex County, Edison</p> <p>Cost: To be determined</p>	To be determined
50 – Trans-Raritan Bridge, Sayreville, Edison	<p>A possible bridge between Chevalier Rd. in Sayreville & Old Dock Rd. in Edison, It would improve cross-river access generally. More particularly, it would connect Raritan Center in Edison with the industrial zones in Sayreville & South Amboy, facilitating truck traffic.</p> <p>Relationship to State Plan Policies: Improve existing transportation facilities for greater efficiency in the movement of people & goods.</p>	<p>Implementing Agencies: NJDOT, Sayreville, County</p> <p>Cost: To be determined This requires a feasibility study coordinated with State, County, & municipal planning for economic development in the area (Items 44, 49 & 58)</p>	No schedule has been set
51 – Edison to Staten Island-Manhattan Ferry	<p>Possible ferry landing, under preliminary assessment. The site has road access & sufficient upland for parking. However, some bridges, especially the Jersey Shore rail bridge (for which there are no replacement plans), are too low for ferry traffic. This bridge has swing access, but the ferries & trains both will be too frequent for the bridge to accommodate them</p> <p>Relationship to State Plan Policies: Expand transportation modes alternative to the auto.</p>	<p>Implementing Agency: Edison, private interests</p> <p>Cost: Approximately \$20,000,000.</p> <p>Preliminary estimates may be market driven. (See Item 21A-C)</p>	2004 in concert with the waterfront park (Item 52).
56 – Main Street Bypass to Route 35 - Waterfront Areas, Sayreville	<p>This bypass to Main Street will open up the shoreline area to serve proposed redevelopment of disused industrial land. It will terminate at Chevalier Road (Item 57) & a possible trans-Raritan bridge (Item 50).</p> <p>Relationship to State Plan Policies: Improve existing transportation facilities for greater efficiency in the movement of people & goods.</p>	<p>Implementing Agencies: NJDOT, Sayreville, Middlesex County, land developers</p> <p>Cost: To be determined</p> <p>This should be integrated with economic redevelopment planning for the area.</p>	Will be timed to the development of the area.
57 – Improvements to Chevalier Rd., Sayreville	<p>Improvements to Chevalier Rd. are critical to redevelopment of surrounding industrial parcels. Signalization that is synchronized with Garden State Parkway entrance ramps is essential. Will be a major recipient of possible trans-Raritan bridge (Item 50).</p> <p>Relationship to State Plan Policies: Improve existing transportation facilities for greater efficiency in the movement of people & goods.</p>	<p>Implementing Agencies: Sayreville Economic & Redevelopment Agency, land developer</p> <p>Cost: To be determined</p> <p>This should be integrated with economic redevelopment planning for the area.</p>	To be determined

Activity	Local Effort	State/County Assistance	Time Table
Transportation			
61 – Route 9-35 Connection Improvement, South Amboy	<p>Redesign & reconstruction of existing interchange to eliminate tight merges & traffic delays.</p> <p>Relationship to State Plan Policies: Improve existing transportation facilities for greater efficiency in the movement of people & goods.</p>	<p>Implementing Agency: NJDOT</p> <p>Cost: To be determined</p>	Proposal stage
63 – Route 9 South-Bordentown Tpk.- Kenneth Ave. & Burlew Pl. Connection Improvement, Sayreville	<p>Redesign & reconstruction of existing interchange to facilitate better distribution of traffic between the Route 9 & Garden State Parkway corridors. This improvement would open up 50 acres of inaccessible land in Sayreville, and take through traffic off local streets.</p> <p>Relationship to State Plan Policies: Improve existing transportation facilities for greater efficiency in the movement of people & goods.</p>	<p>Implementing Agencies: NJDOT, Middlesex County, Sayreville</p> <p>Cost: To be determined</p> <p>This should be integrated with economic redevelopment planning for the area.</p>	Proposal stage
70 – Jernee Mill Rd. Extension to Jake Brown Rd., Old Bridge	<p>This extension will reduce traffic & air quality impacts caused by the current indirect routing of industrial traffic via Routes 516, Bordentown Ave., and Route 18. Jernee Mill Rd. could also be extended to Edgeboro Rd. if agreement can be reached among Old Bridge, Sayreville, South River, East Brunswick, & Middlesex County.</p> <p>Relationship to State Plan Policies: Reduce total vehicle miles traveled; reduce overall consumption of energy resources for transportation purposes.</p>	<p>Implementing Agencies: NJDOT, Middlesex County, Old Bridge, Sayreville (and, for the longer extension, South River, East Brunswick)</p> <p>Cost: To be determined</p> <p>A feasibility study should be coordinated by the County.</p>	To be determined
72 – Cheesequake Creek to Staten Island-Manhattan Ferry, Old Bridge	<p>Possible ferry landing, under preliminary assessment.</p> <p>Relationship to State Plan Policies: Promote transportation modes alternative to the automobile.</p>	<p>Implementing Agency: Old Bridge, private firm</p> <p>Cost: To be determined (See Item 21A-C)</p>	To be determined
74 – Route 35 Widening, Old Bridge	<p>Widen existing lanes & shoulders, improve turning radii, install median barrier from Laurence Parkway to Aberdeen border; new jug handle to Industrial Dr. (Old Bridge); intersection improvement at Laurence Parkway; repair/replace existing culverts.</p> <p>Relationship to State Plan Policies: Improve existing transportation facilities for greater efficiency in the movement of goods & people.</p>	<p>Implementing Agencies: NJDOT, Middlesex County, Old Bridge</p> <p>Cost: N/A</p>	To be determined

Activity	Local Effort	State/County Assistance	Time Table
Transportation			
77 – Pedestrian & Bike Way, Laurence Parkway, Old Bridge	<p>Part of a regional system of pedestrian & bikeways, this route will follow Laurence Parkway to the shoreline trail (Item 1) in the north. In the environs between the Arthur Kill-Raritan Bay & Route 18 SPAs, it will connect to Cliffwood & Cheesapeake-Morristown Rds., run south on Freneau & Morganville Rds. Into Monmouth County. It will also follow Route 516 easterly to Route 18 in the Route 18 SPA.</p> <p>Relationship to State Plan Policies: Promote transportation modes alternative to the automobile.</p>	<p>Implementing Agencies: Old Bridge, Middlesex County, land developers</p> <p>Cost: To be determined</p> <p>This project should be integrated into a special area plan for the Laurence Parkway, Garden State Parkway Interchange 120 area.</p>	To be determined
78 – Proposed Old Bridge Rail Station	<p>Not yet actively planned, there has been a long-standing proposal to situate a station on the Coast Rail Line to serve Old Bridge (compare Item 84).</p> <p>Relationship to State Plan Policies: Promote use of transportation modes alternative to the automobile.</p>	<p>Implementing Agencies: NJ Transit, Old Bridge, land developers</p> <p>Cost: To be determined</p> <p>This project should be integrated into a special area plan for the Laurence Parkway, Garden State Parkway Interchange 120 area.</p>	Preliminary feasibility study, 2003-2004; plan development & approvals, 2005-2006; construction, 2006-2010
80 – Industrial Rd. Extension, Old Bridge	<p>The Township is considering extending Industrial Rd. to connect a site for major future development (Item 84) to Route 35. It would have to cross the North Jersey Coastal Rail Line & considerable wetlands. If built, the rail crossing might serve as the site of a future Old Bridge rail station (Item 78).</p> <p>Relationship to State Plan Policies: Improve transportation facilities for greater efficiency in moving goods; provide transportation infrastructure in support of major transportation hub (Garden State Parkway & proposed rail station (Item 78)).</p>	<p>Implementing Agencies: NJDEP, NJ Transit, Old Bridge, Land developers</p> <p>Cost: \$4,500,000. (See Item 78)</p>	Plan development & approvals, 2005-2006; construction, 2006-2010
81 – Matawan Rd.- Laurence Parkway Widening, Old Bridge	<p>Designed by the Parkway Authority to be constructed by the county, this project widens Matawan Rd. & Laurence Parkway from 2 to 4 lanes between the Garden State Parkway & Cliffwood Rd. to improve access to the parkway. Widen from Parkway north to Long Branch Conrail line, also to improve Parkway access from residential areas to the north.</p> <p>Relationship to State Plan Policies: Improve existing transportation facilities for greater efficiency in the movement of goods & people; provide transportation infrastructure in support of major transportation hub (Garden State Parkway & proposed rail station (Item 78)).</p>	<p>Implementing Agencies: Middlesex County, Old Bridge, NJ Highway Authority</p> <p>Cost: Undetermined (See Item 78)</p>	To be determined

Activity	Local Effort	State/County Assistance	Time Table
Natural Resource Conservation			
2 – Flood Control and Wetland Conservation & Enhancement, Carteret	<p>Alleviate flooding along the Rahway River & Arthur Kill northern shoreline east of the Turnpike. This will prevent 225 acres of municipally owned land from periodic flooding and facilitate some economic development.</p> <p>Relationship to State Plan Policies: Utilize infrastructure as an economic redevelopment tool.</p>	<p>Implementing Agencies: Carteret, private interests, State, US Army Corps of Engineers</p> <p>Cost: To be determined.</p> <p>This requires feasibility study & coordination with the State & the US Army Corps of Engineers to define wetlands requiring protection & enhancement & areas suitable for flood protection.</p>	To be determined
10 - Industrial Rd. Flood Control, Carteret	<p>Presently, portions of Industrial Rd. near Borough Hall flood during storms, especially from Noes Creek. Project would provide better drainage for the area. This would provide uninterrupted use of the road.</p> <p>Relationship to State Plan Policies: Utilize infrastructure as an economic redevelopment tool</p>	<p>Implementing Agencies: Carteret, private interests, State, US Army Corps of Engineers</p> <p>Cost: Undetermined, multiple parties.</p> <p>This requires feasibility study.</p>	To be determined.
79 – Whale Creek Conservation Area, Old Bridge	<p>Possible acquisition by Township and/or County to preserve open space.</p> <p>Relationship to State Plan Policies: Maintain & improve public access to coastal & waterfront areas provided that such access does not degrade the functioning of natural resources systems.</p>	<p>Implementing Agencies: Old Bridge, Middlesex County, NJ Green Acres</p> <p>Cost: \$1,000,000.</p> <p>Integrated with the Coastal Trail (See Item 1)</p>	2005

Activity	Local Effort	State/County Assistance	Time Table
Agriculture			
None in this region.			

Activity	Local Effort	State/County Assistance	Time Table
Recreation			
<p>1 - Middlesex County Coastal Trail, Carteret, Woodbridge, Perth Amboy, Sayreville, South Amboy, Old Bridge</p>	<p>Proposed is the development of a shore trail along Raritan Bay from the county line in Old Bridge, up both shorelines of the Raritan River to Edison and Sayreville, and along the Arthur Kill to Carteret. Sections of the trail are in place in Perth Amboy and Old Bridge, but many segments remain uncompleted and unplanned. The trail will complement ongoing efforts in Monmouth County, which has sections of a shore trail in place and has plans for more.</p> <p>Relationship to State Plan Policies: Provide urban recreation opportunities.</p>	<p>Implementing Agencies: Middlesex County, Carteret, Woodbridge, Perth Amboy, Sayreville, South Amboy, Old Bridge.</p> <p>Cost: No overall estimate of total cost.</p> <p>Sections are being handled by individual municipalities and the County. Overall coordination is needed. A decision is needed on the lead agency. The County is a likely candidate. The crossing of the Raritan River is an issue that needs to be resolved with NJDOT in regard to future bridge improvements. NJDEP Waterfront Development/Permit and Coastal program support is also needed.</p>	<p>Ongoing, sections are complete; indefinite; depends on section of trail. In Laurence Harbor & Cliffwood Beach in Old Bridge, it is part of the master/redevelopment plan for 2003-2009 (construction plan, 2004-2005; construction, 2006). Perth Amboy projects a possible 20 years for completion in that city.</p>
<p>12 – Waterfront Park (Future Marina) Carteret</p>	<p>A new 18-acre park in Carteret has received initial improvements from a local developer, is the recipient of Green Acres funds (grant and loan) for future development. In the future, a small marina is proposed.</p> <p>Relationship to State Plan Policies: Provide urban recreation opportunities.</p>	<p>Implementing Agencies: Carteret & Middlesex County</p> <p>Cost: \$1,970,000. (See Item 1)</p>	<p>2004 - 2006</p>
<p>19 – Cliff Road Walkway & Marina Improvements, Woodbridge</p>	<p>The Township proposes expansion of boating facilities at the Township marina & an extension of the Sewaren River Walk. A section of the walk north of Ferry St. is already complete.</p> <p>Relationship to State Plan Policies: Provide urban recreation opportunities.</p>	<p>Implementing Agencies: Woodbridge & Middlesex County</p> <p>Cost: To be determined. (See Items 1 & 18)</p>	<p>To be determined.</p>

Activity	Local Effort	State/County Assistance	Time Table
Recreation			
26 – Greenway, South Plainfield, Metuchen, Edison, Woodbridge, Perth Amboy	<p>It is proposed to turn the presently disused Conrail line to Perth Amboy into a greenway for walking & biking. CSX-Norfolk Southern remains uncertain, however, as to whether they wish to release the entire line to greenspace. Middlesex County has been assigned the right-of-way from downtown Metuchen to the Perth Amboy boundary. The western & eastern extensions of the rail line, however, are still under CSX-Norfolk Southern control. If completed the Greenway would link to the Coastal Trail (Item 1).</p> <p>Relationship to State Plan Policies: Preserve & enhance areas with historic, cultural, scenic, open space, and recreational values; promotes use of transportation modes alternative to the automobile (bicycle & pedestrian use).</p>	<p>Implementing Agencies: CSX – NS, Middlesex County, South Plainfield, Metuchen, Edison, Woodbridge, Perth Amboy.</p> <p>Cost: To be determined.</p>	<p>Central section has been acquired by Middlesex County. The future of the extensions to east & west depends on final decision by CSX-Norfolk Southern on continued freight rail service & future property disposal.</p>
33 – Expansion of Existing Marina at Front Street, Perth Amboy	<p>An expansion of the Perth Amboy city marina from 119 to 140 boat slips.</p> <p>Relationship to State Plan Policies: Provide urban recreation opportunities.</p>	<p>Implementing Agency: Perth Amboy</p> <p>Cost: \$730,000. (See Item 1)</p>	2004 - 2006
34 – Shoreline Improvement Project, Perth Amboy	<p>The beaches along Sandowski Parkway will be renourished. Three new fishing piers/boat docks will be constructed. A boat launch & dry dock facility will also be constructed.</p> <p>Relationship to State Plan Policies: Provide urban recreation opportunities.</p>	<p>Implementing Agencies: Perth Amboy & Middlesex County</p> <p>Cost: \$10,300,000. (See Item 1)</p>	2003 - 2005
52 – Waterfront Park, Edison	<p>The Township proposes a river shore park along the entire municipal shoreline of the Raritan River. It will include active recreation facilities on the uplands & preservation of the wetlands along the immediate shoreline. The wetlands will be accessed by a trail along the entire municipal shoreline. Funds will be sought from Green Acres & the Environmental Infrastructure Trust Fund. Coordination with Items 1 & 49 is needed.</p> <p>Relationship to State Plan Policies: Provide urban recreation opportunities; protect environmental resources.</p>	<p>Implementing Agencies: Edison, Middlesex County, NJ Green Acres</p> <p>Cost: \$40,000,000.</p> <p>Coordination with Middlesex County & NJ Green Acres.</p>	2004 - 2005
62 – Raritan Bay Park Expansion, Sayreville, South Amboy	<p>Proposal that Middlesex County acquire the former South Amboy waterworks in Sayreville & add this parcel to the County's Raritan Bay Park.</p> <p>Relationship to State Plan Policies: Maintain & improve public access to coastal & waterfront areas provided that such access does not degrade the functioning of natural resources systems.</p>	<p>Implementing Agencies: Middlesex County, South Amboy, Sayreville</p> <p>Cost: To be determined (See Item 1)</p>	2004 - 2006

Activity	Local Effort	State/County Assistance	Time Table
Redevelopment			
3 - Downtown Redevelopment, Carteret	<p>This downtown area is seen as the central business area of Carteret. It includes a mixed-use development proposed on a 120-acre tract that includes a former landfill. The present proposal is for commercial, retail, and light industrial uses. Financial support will include funding from designation of the site as a Landfill Reclamation Improvement District, which allows local government to issue tax-exempt bonds to fund landfill closure. The project is also contingent upon state plans to redesign Interchange 12 on the NJ Turnpike (see item 5). This project may come to incorporate Item 2. A major property on the east-west segment of Industrial Ave. is available for nonresidential development. This triangular parcel is located south of Industrial Ave. and north of a tank farm.</p> <p>Relationship to State Plan Policies: Remediate & reuse former industrial sites; promote new business development in urban areas.</p>	<p>Implementing Agencies: NJ Economic Development Authority, Carteret, private interests.</p> <p>Cost: Costs for the downtown redevelopment are undetermined. Estimates for the mixed-use development on Carteret's former landfill are \$250,000,000 for the development; \$100,000,000 for the Interchange 12; \$30 million for landfill remediation.</p> <p>Coordination needed with State Waterfront Development permitting.</p>	Unclear. The adjacent Turnpike Interchange is scheduled to commence reconstruction during 2003-2006.
4 - West Carteret SID-Commercial/Retail Redevelopment Area	<p>A special improvement district to revitalize retail commerce in the Roosevelt Avenue corridor west of the NJ Turnpike.</p> <p>Relationship to State Plan Policies: Encourage the use of special improvement districts for downtown & neighborhood center revitalization.</p>	<p>Implementing Agency: Carteret, private interests.</p> <p>Cost: No specific cost for this project; many participants.</p>	Continuing.
13 – Tufts Point-Port Carteret Redevelopment, Carteret	<p>Carteret's major site for shoreline redevelopment is already home to several new firms, mostly warehousing facilities. More investment is sought.</p> <p>Relationship to State Plan Policies: Support reconcentration of economic redevelopment & development in urban areas.</p> <p>Incorporation of the Coastal Trail (Item 1) needs to be provided.</p>	<p>Implementing Agencies: Carteret & private developers</p> <p>Cost: Undetermined, depends on individual firm.</p> <p>Coordination with State & County Economic Development programs and Open Space Plans.</p>	Ongoing
15 – Port Reading Redevelopment, Woodbridge	<p>A designated redevelopment area.</p> <p>Relationship to State Plan Policies: Prepare strategic revitalization plans to redevelop outmoded industrial areas.</p> <p>Protection of onsite wetlands & incorporation of the Coastal Trail (Item 1) needs to be provided.</p>	<p>Implementing Agencies: Woodbridge, NY, NJ Port Authority & private developers</p> <p>Cost: To be determined</p> <p>Coordination with State & County Economic Development programs and Open Space Plans. (See Items 1 & 14)</p>	Ongoing, indefinite.

Activity	Local Effort	State/County Assistance	Time Table
Redevelopment			
22 – Perth Amboy Focus 2000 Redevelopment Area # 3	<p>This redevelopment area consists of several large parcels. Some of these areas are available for development; others are presently utilized (especially the shoreline portions). Much of this area was the site of a former Chevron refinery & remediation will be necessary for much of the area. The developer Matrix plans an office building of up to 500,000 square feet on 70-plus acres of former Chevron property during 2001-2004 at a cost of \$50,000,000. The shoreline parcel will be developed as Aremum by the Bay, which will include an arena and stadium, high technology office buildings, & retail & restaurant development. It will include one of Perth Amboy's three ferry landings (see Item 21). The southern parcel just north of Route 440 is a brownfield site for which there are no immediate plans. Incorporation of the Coastal Trail (Item 1) needs to be provided.</p> <p>Relationship to State Plan Policies: Promote urban development and centralization.</p>	<p>Implementing Agencies: Perth Amboy, private interests</p> <p>Cost: \$450,000,000.</p> <p>Coordinated with State & County Economic Development programs & Open Space Plans.</p>	2004 - 2011
27 – Downtown Revitalization, New Brunswick Ave., Woodbridge	<p>The township would like to revitalize this aging commercial strip along New Brunswick Ave.</p> <p>Relationship to State Plan Policies: Promote mixed use redevelopment & revitalize commercial & public activity in urban centers.</p>	<p>Implementing Agencies: Woodbridge, Middlesex County Downtown Revitalization Program</p> <p>Cost: Undetermined (See Item 85 & 145 under Metropark PIA)</p>	Ongoing
29 – Perth Amboy Focus 2000 Redevelopment Area # 1	<p>There are 2 parcels in Area 1. The largest is primarily along the Raritan River west of Second Street. A steel company presently occupies the eastern portion of this area. A proposal for the western portion adjacent to the Victory Bridge (Route 35) is Riverview Center, primarily a big box retail project but with warehousing, offices, & restaurants. Between these two sites is one of Perth Amboy's two proposed ferry landings that are additional to the present active landing (Item 21). A second, noncontiguous portion of Area 1 at the northwestern corner of Smith Street & Route 35 includes 19 acres of developable land. Incorporation of the Coastal Trail (Item 1) needs to be provided.</p> <p>Relationship to State Plan Policies: Promote urban development & centralization.</p>	<p>Implementing Agency: Perth Amboy and private developers</p> <p>Cost: \$150,000,000.</p> <p>Coordination with State & County Economic Development programs & Open Space Plans.</p>	2003 - 2010

Activity	Local Effort	State/County Assistance	Time Table
Redevelopment			
32 – Perth Amboy Focus 2000 Redevelopment Area # 2	<p>At present, there are no specific plans for the portion of Area 2 adjacent to Route 440, where Stolt Terminal is active. The southern parcel between Pearl & Smith Streets will be the site of Landings at Harborside, a major shoreline redevelopment project. It will include extensive 2,000 dwelling units, a hotel, 150,000 square feet of retail space, & a cultural center. Area 2 is also adjacent to & partly the site of the continued expansion of Harborside, a townhouse development of 1600 units. The Harborside ferry landing will be in or adjacent to Area 2. Also adjacent to the inland side of Area 2 north of Washington St. is the site of a future Middlesex County Vo-Tech School & a branch of Middlesex County College. Incorporation of the Coastal Trail (Item 1) needs to be provided.</p> <p>Relationship of State Plan Policies: Promote urban development & centralization.</p>	<p>Implementing Agencies: Middlesex County, Perth Amboy, private interests</p> <p>Cost: \$600,000,000.</p> <p>Coordination with State & County Economic Development programs & Open Space Plans.</p>	2002 - 2008
54 – Redevelopment of National Lead Site, Sayreville	<p>A 485-acre site with remediation plan approved. The Sayreville Economic & Redevelopment Agency is presently accepting proposals for commercial, hotel-convention center, mall, & related development. Incorporation of the Coastal Trail (Item 1) needs to be provided.</p> <p>Relationship to State Plan Policies: Promote urban mixed use redevelopment.</p>	<p>Implementing Agencies: Sayreville Economic & Redevelopment Agency; Middlesex County Improvement Authority</p> <p>Cost: Estimated at \$200,000,000.</p> <p>Coordination with State & County Economic Development programs & Open Space Plans.</p>	2001 - 2008
59 – Northern Redevelopment Area, South Amboy	<p>This South Amboy zone has 140 acres intended for redevelopment as light & heavy industry & office & commercial space. The former GPU site near Victory Plaza will be zoned office-commercial. South Amboy officials have met with those in Sayreville to coordinate development in the Northern Redevelopment Area with similar redevelopment in Sayreville, including the provision of sewer capacity. Incorporation of the Coastal Tail (Item 1) needs to be provided.</p> <p>Relationship to State Plan Policies: Redevelopment & adaptive reuse of obsolete/underutilized facilities.</p>	<p>Implementing Agency: South Amboy, private interests</p> <p>Cost: To be determined.</p> <p>Coordination with State & County economic development programs & Open Space Plans. (See Item 60)</p>	2002 - 2007

Activity	Local Effort	State/County Assistance	Time Table
Redevelopment			
60 – Downtown Redevelopment, South Amboy	<p>This area includes 1) the Central Redevelopment Area & Transit Village, 2) the Downtown Improvement District, & 3) the Southern Waterfront Redevelopment Area. The Central Redevelopment area Transit Village includes a rail station-intermodal transportation center that incorporates all of the Central Redevelopment Area (which is therefore discussed here) as well as adjacent portions of the Northern & Southern Redevelopment Areas. Proposed is a central transfer station for rail, boat, auto & bus transportation. A private ferry service has been contracted to run a ferry to Staten Island & Manhattan, with this service to be timed to the development of the Transit Village. A grant of \$25 million is available for harbor facilities for the ferry (breakwater, bulkheading, & a road access from Main Street). The ferry will be linked to the South Amboy rail station & to bus service by an elevated walkway. Extensive auto parking near the ferry slip will invite ferry ridership from surrounding areas, & rail station parking will be expanded from 250 to 550 spaces to serve expanding demands for rail patrons. Eventually, plans call for a 1,000-space parking garage. Several businesses involved in recycling dredge materials have an agreement to operate another 5 years on a portion on the site. The City plans to acquire the Conrail property just north of these. A theater and hotel are possibilities. A contract for redevelopment has been let. A Conrail bridge accessing the area, presently ranked in zero for condition, will be redesigned & rebuilt with funds from NJDOT. 2) The site also encompasses the Downtown Improvement District, which covers one block on either side of Broadway. It includes a façade program & the expansion of parking, & permit parking for downtown business owners & employees. 3) Finally, the site incorporates the Southern Waterfront Redevelopment Area, a mixed use development area that includes residences, a new loop access road, & open space including a portion of the Coastal Trail. A new firehouse & middle-to-high school & 185 dwelling units are complete. Another 200 dwelling units are planned, as is an early childhood school (pre-K to fourth grade). Also, NJ Transit will construct a new crossing of the Coast Rail Line to provide direct access to the park & the south end of the City generally.</p> <p>Relationship to State Plan Policies: Promote urban mixed use redevelopment & the use of mass transit facilities alternative to the automobile.</p>	<p>Implementing Agencies: South Amboy, NJDOT, NJ Transit, Private developers</p> <p>Cost: \$18,000,000 (design); \$25,000,000. (for ferry facilities, including access road). Other costs, such as those for the Downtown Improvement District, will be ongoing.</p> <p>Coordinate with State & County Economic Development Programs (See Items 21A-C & 59)</p>	2002 – 2006

Activity	Local Effort	State/County Assistance	Time Table
Redevelopment			
69 – Industrial Redevelopment Zone, Sayreville	Sayreville has large areas of industrial land vacated by heavy industrial firms that have cut back or left the region. It is attempting to redevelop this area into viable new uses. The 3 major sites currently experiencing redevelopment are listed below.		
69A – DuPont Redevelopment Area, Sayreville	<p>This site, home to a former DuPont production facility, is a vacant disused & in need of environmental remediation. Zoned for heavy industry. Although located in the environs of the Arthur Kill-Raritan Bay SPA, this area & adjacent properties to the south & west have long been the home of heavy industry.</p> <p>Relationship to State Plan Policies: Redevelopment & adaptive reuse of obsolete/underutilized facilities.</p>	<p>Implementing Agencies: Sayreville Economic & Redevelopment Agency, private interests</p> <p>Cost: Undetermined</p> <p>Coordination with State & County Economic Development programs is needed.</p>	Function of a private redeveloper
69B – Journey Mills Road Redevelopment Area, Sayreville	<p>Abandoned site of the Hercules' B-line. Zoned for heavy industry & in need of environmental remediation.</p> <p>Relationship to State Plan Policies: Redevelopment & adaptive reuse of obsolete/underutilized facilities.</p>	<p>Implementing Agencies: Sayreville Economic & Redevelopment Agency, private interests</p> <p>Cost: Undetermined</p> <p>Coordination with State & County Economic Development programs is needed.</p>	Function of the private developer
69C – Former Sunshine Biscuit Facility, Sayreville	<p>Once a baking facility for cookies, Sayreville is now encouraging its use as an industrial & technical incubator. Two small firms are located there presently. Zoned for Special Economic Development.</p> <p>Relationship to State Plan Policies: Redevelopment & adaptive reuse of obsolete/underutilized facilities.</p>	<p>Implementing Agency: Sayreville Planning Board working with potential applicants</p> <p>Cost: Variable & chronologically dispersed</p> <p>Coordination with State & County Economic Development programs is needed.</p>	Function of applicant & timing of application
75 – Downtown Revitalization Area, Old Bridge	<p>Includes the long-standing communities of Cliffwood Beach & Laurence Harbor & an industrial area (see Item 75A). It is adjacent to the proposed Old Bridge rail station (see Item 78).</p> <p>Relationship to State Plan Policies: Promote urban mixed use redevelopment & the use of mass transit facilities alternative to the automobile.</p>	<p>Implementing Agencies: Old Bridge, Middlesex County Downtown Revitalization Program.</p> <p>Cost: Undetermined</p>	Laurence Harbor / Cliffwood Beach Master Redevelopment Plan, 2003-2004 (implementation, 2003-2004, retail development, 2007-2015)

Activity	Local Effort	State/County Assistance	Time Table
Redevelopment			
85 – Lower Main Street Downtown Revitalization, Sayreville	<p>Sayreville seeks to improve its traditional downtown, revitalizing its commercial sector & improving its design characteristics.</p> <p>Relationship to State Plan Policies: Promote mixed use redevelopment & revitalize commercial & public activity in urban centers.</p>	<p>Implementing Agencies: Sayreville, private interests, Middlesex County Downtown Revitalization program</p> <p>Cost: To be determined</p>	Ongoing

Activity	Local Effort	State/County Assistance	Time Table
Public Facilities and Services			
8 - Borough Hall Area Revitalization, Carteret	<p>Also known as the Town Center Special Improvement District. The goal is to revitalize housing & business in the area. A town center & library are newly built, & a former factory has been converted to senior citizen housing. Additional investments in retail & housing & a new health clinic are sought.</p> <p>Relationship to State Plan Policies: Economic development programs that enhance a municipality's employment & public service base.</p>	<p>Implementing Agencies: Carteret, Middlesex County Downtown Revitalization Program</p> <p>Cost: To be determined.</p>	Ongoing.
30 – Municipal Center for Public Safety & Recreation, Perth Amboy	<p>A new facility to house police & fire departments, municipal courts, & recreational facilities. To be located between the former Lehigh Valley Rail Line & Lehigh Street.</p> <p>Relationship to State Plan Policies: Provide adequate public facilities & services at a reasonable cost.</p>	<p>Implementing Agency: Perth Amboy</p> <p>Cost: \$30,000,000.</p>	2002 - 2004
31 – Middlesex County Vocational-Technical High School, Perth Amboy Branch	<p>Replace existing school in Woodbridge with new facility. Site has undergone remediation for industrial contaminants.</p> <p>Relationship to State Plan Policies: Coordination of public & private economic development activities with secondary schools & institutions of higher learning.</p>	<p>Implementing Agency: Middlesex County</p> <p>Cost: Part of the County College capital budget</p>	2001 - 2003
35 – New Elementary School, Child Development Center, Perth Amboy	<p>A new school is planned to accommodate substantial increases in school age children.</p> <p>Relationship to State Plan Policies: Provide public facilities & services at a reasonable cost.</p>	<p>Implementing Agency: Perth Amboy Board of Education</p> <p>Cost: \$30,000,000.</p>	2002 - 2004

Activity	Local Effort	State/County Assistance	Time Table
Intergovernmental Coordination			
11 – Middlesex County College, Industrial Employment Training Liaisons	<p>Expand & focus existing employment training programs at the main campus in Edison or the branch site in Perth Amboy on the training needs of firms in the Arthur Kill-Raritan Bay & River SPA.</p> <p>Relationship to State Plan Policies: Coordination of public & private economic development activities with secondary schools & institutions of higher learning.</p>	<p>Implementing Agencies: Middlesex County College, private firms</p> <p>Cost: Part of the County College budget</p>	Ongoing

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