



New Jersey Department of Transportation
Bureau of Research
RESEARCH PROJECT
Request for Proposal
2021 – 2022 SPR Program

Project Title: Transit Usage Impacts of NJ Transit-Oriented Developments (TODs)
Posting No.: 2021-03
Date of RFP Announcement: 12/20/2021
Closing Date: 2/11/2022

Proposals must be prepared in accordance with NJDOT's *Supplemental and Proposals guidelines*. Please visit <https://www.state.nj.us/transportation/business/research/guidelines.shtm> for the most current version.

All proposals must also have a corresponding online PreAward Risk Assessment form completed and submitted by the PIs prior to the RFP closing date and time. This online form can be found at: https://www.state.nj.us/transportation/business/research/risk_assessment_forms.shtm

1 - RESEARCH PROBLEM STATEMENT AND OBJECTIVES

1.1 Problem Statement

Transit Oriented Development is a form of real estate development that concentrates development around transportation hubs, such as train stations, significant bus facilities, or light rail stations. Typically, these developments emphasize a mixture of dense primary uses, combining residential and commercial uses in close proximity to one another in order to promote the use of public transit, as well as pedestrian and cyclist access. By encouraging growth around transit hubs, municipalities are able to more efficiently capitalize on public investment, foster economic growth for local businesses, and create communities that are safer for pedestrians and more environmentally friendly.

While there is a broad consensus that Transit Oriented Developments (TODs) induce additional ridership on the transit system, the actual net impact in New Jersey remains unclear. NJ TRANSIT is interested in understanding transit-oriented development (TOD) residing customers' transit usage and motivations over time (pre-COVID and over the next 5 years).

This project will seek to survey residents of TODs to determine how their trip patterns have shifted and to explore the attitudes, values, and preferences in the choice of living adjacent to a transit station or stop. An additional task may seek to survey customers of TOD retail. The results of this survey should try to correlate TOD characteristics (size, distance from transit, type of transit, unit composition) with total transit ridership from the development, net transit ridership (i.e., how many new transit trips the development induced), and changes in transit parking demand.

1.2 Research Objectives

At minimum, the proposed research shall include:

Phase 1: Conduct a comprehensive review of existing survey methodologies used to categorize the types of TODs, reach TOD residents, and TOD retail customers regarding their transit usage from various types and sizes of TODs throughout the country.



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Phase 2: Based on the research in Phase 1, and with the permission of the RPM and customer, the proposed research team shall proceed to Phase 2. In Phase 2, the research team shall develop draft survey instruments in collaboration with NJ Transit's Transit Friendly Planning Program and Market Research based on the research findings from Phase 1.

The survey of TOD residents should include questions about:

- Shifts in trip patterns
- Attitudes, values, and preferences in the choice of living adjacent to a TOD
- Shifts in parking needs
- Access to transit
- Post pandemic travel expectations
- Ability to work remotely
- Primary trip purpose
- Demographics

The survey of TOD retail customers should include questions about:

- Trip patterns
- Attitudes, values, and preferences in the choice of shopping adjacent to or within a TOD
- Shifts in parking needs
- Access to transit
- Post pandemic travel expectations
- Demographics

The survey of classifying TODs focus on:

- TOD characteristics (size, distance from transit, type of transit, unit composition, transit village designation) with total transit ridership from the development, net transit ridership (i.e., how many new transit trips the development induced), and changes in transit parking demand

The survey methodology and survey questions shall be submitted to the Customer and the Research Project Manager for approval prior to proceeding to Phase 3.

Phase 3: Based on the research in Phase 2, and with the permission of the RPM and customer, the proposed research team shall proceed to Phase 3. In Phase 3, the research team shall implement the survey instruments in collaboration and conduct the surveys under the supervision of NJ Transit's Transit Friendly Planning Program and Market Research based on the research findings from Phase 2.



**New Jersey Department of Transportation
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Phase 4: Based on the research in Phase 3, and with the permission of the RPM and customer, the proposed research team shall proceed to Phase 4. In Phase 4, the research team shall refine the survey results and provide analysis correlating TOD characteristics with total transit ridership from the transit-oriented developments, net transit ridership and changes in transit parking.

A final report package shall include the findings from all phases along with analysis. Additional deliverables include:

- Regression based tool to estimate total and net transit ridership from developments. Factors may include building size, distance from transit, unit size and parking availability.

1.3 Type of Contract

It is proposed that if the Issuing Office enters into a contract because of this Request for Proposal (RFP), it will be a **Cost Reimbursement, Deliverable-Based** contract containing the Standard Contract Terms and Conditions.

2 - BUDGET and CONTRACT TIME

The **TOTAL** project budget shall not exceed **\$300,000 US Dollars**. Budgets will be evaluated separately, and only after a selection has been made as to which proposal is the most qualified based on technical merit. Please place three (3) copies of the budget for this project in a separate sealed envelope.

The PI must provide the anticipated research study duration based on the proposed tasks. Consideration should be given to potential impediments so that adjustments are incorporated into the schedule minimizing the need for time extensions. Contract time shall include sufficient time for the procurement of subcontractors, as well as no less than three months for Final Report review and acceptance. Please be advised that going forward, new task orders having permissible justification will be allowed no more than a one-time extension with the advent of 2 CFR 200.

An 18-month total project duration is preferred.

Please provide a Gantt Chart schedule, by month number (e.g., 1-24), showing tasks start/end, and deliverables. List corresponding deliverables below the chart.

3 - Oral Presentations

Oral online presentations may be requested as part of this RFP. If required, you will be notified by the Bureau of Research to schedule your oral presentation. They will be held at NJDOT headquarters in Trenton, NJ, attended by the Technical Advisory Panel (TAP), and be limited to no more than an hour, including time for questions and answers.



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4 – Deadline

Proposals (10 single-bound copies) are due at the NJDOT Bureau of Research no later than **4:00 p.m. on February 11, 2022**

Approximate Start Date: 5/13/2022. The official start date is the date that the Bureau of Research obtains a signature from the Assistant Commissioner.

5 – CONTACTS

Interested parties shall send all questions related to this RFP to the Research Bureau Manager by sending an e-mail to Amanda.Gendek@dot.nj.gov or by phone (609-963-2242). Questions on this topic **shall not** be directed to any Research Project Manager, Research Customer, or any other NJDOT person. All questions must be received **on or before 1/24/2022 in order to be answered.**

PROPOSAL DELIVERY INSTRUCTIONS:

During the COVID-19 pandemic, hand-carried deliveries will not be accepted.

For private, paid messenger services such as Federal Express, DHL, UPS, etc. deliveries:

RFP No. **2021-03** PROPOSAL-NJDOT
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