

Hudson County Jitney Study

Technical Memorandum 1 Jitney Operations in Hudson County



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Prepared for:
North Jersey Transportation Planning Authority

Prepared by:
AECOM Technical Services, Inc.

In association with:
SI Engineering, P.C.

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1.0 Introduction

Jitneys are privately operated transit services which operate along fixed corridors or routes, generally without an official schedule. Most jitney operators use vehicles that are smaller than those used by fixed route bus services but larger than minivans, often similar to vehicles used for paratransit services. Each vehicle typically seats from 10 to 30 passengers.

Over the past two decades, several jitney corridors have proliferated in Hudson County. These services reflect and have contributed to changing public transportation needs in Hudson County. This document provides an overview of the current jitney services in Hudson County including routes, operators, ridership and fare structure. It also provides a brief overview of similar jitney operations in other cities across the United States.

2.0 Data Collection Methodology

Data on existing routes was conducted using three different strategies: field observation, riding vehicles, and on-street stationary checks. Field observation was used to determine on which streets jitneys were operating, where vehicles lay over at the ends of routes, and where passengers board and/or alight from vehicles, particularly near major network hubs such as the Journal Square Transportation Center and the Port Authority Bus Terminal (PABT). Operator names and vehicle markings were also recorded during field observation. After a basic understanding of routes and corridors was developed and boarding locations were determined, surveyors were discreetly placed on buses to record specific routing information as well as a general understanding of ridership and fare structures. Finally, surveyors were placed on the street at several key locations to determine which companies operate on which routes as well as the frequency of service during the peak and midday periods. This information was then synthesized through the production of GIS maps of routes and operators and the compilation of information regarding operators. A majority of data collection was focused on weekday peak and midday periods with limited weekend field observation focused on key routes.

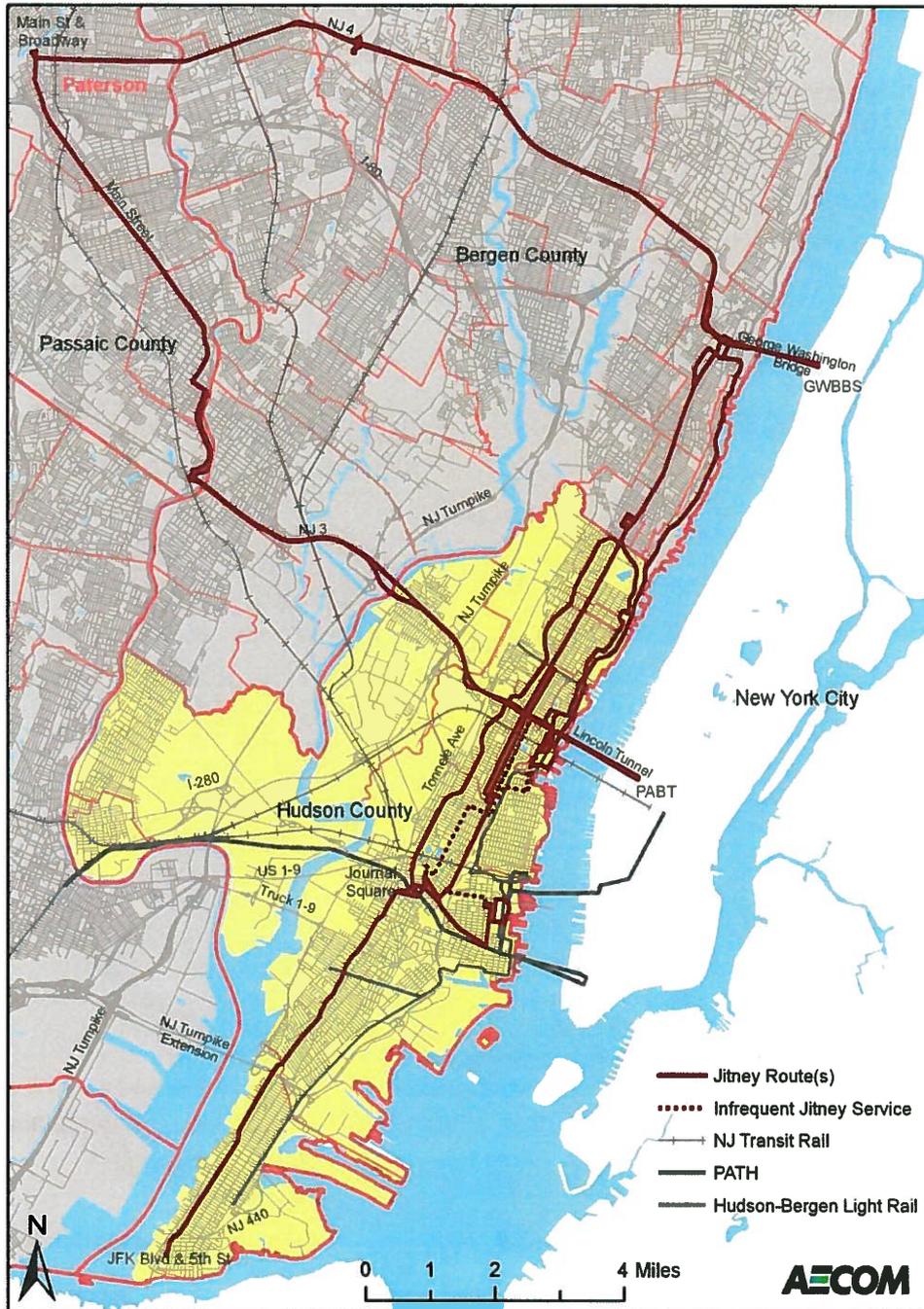
3.0 Hudson County Jitney Network

Within Hudson County, the jitney system is focused along a few key corridors, including Kennedy Boulevard, Bergenline Avenue, Newark Avenue, Boulevard East and River Road. Approximately 20 operators provide service on eight jitney routes operating in these corridors. The routes connect key hubs at Journal Square, Nungessers (North Hudson County Park in North Bergen), the PABT (New York City) and New York City's George Washington Bridge Bus Station (GWBBS) with additional termini at Newport Mall, 5th Street and Kennedy Boulevard (Bayonne), and Main Street and Broadway (Paterson, Passaic County).

3.1 Jitney Network

The jitney network in Hudson County consists of eight primary routes, with a ninth route connecting the GWBBS with downtown Paterson in Passaic County. This route network is shown in Figure 3-1 below.

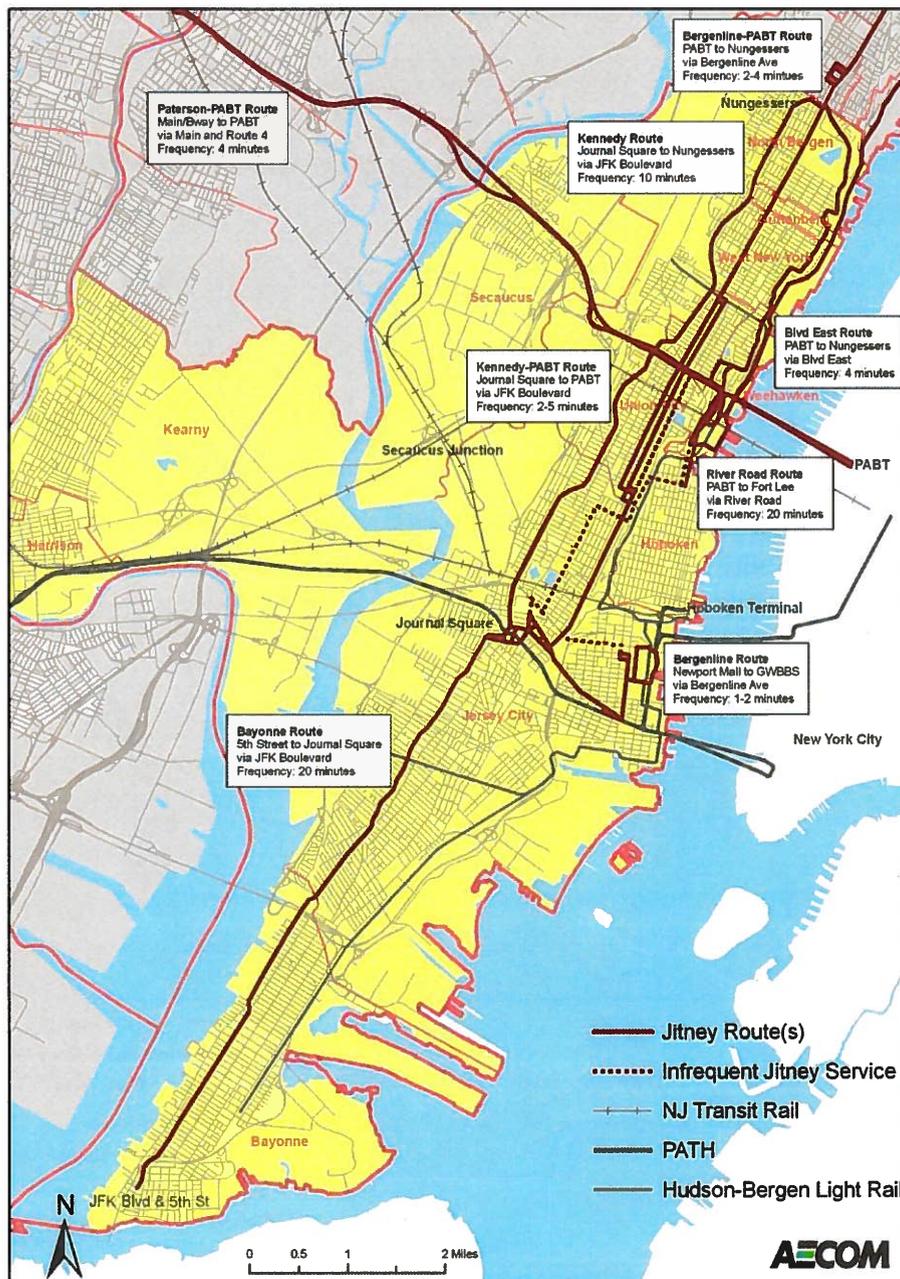
Figure 3-1: Jitney Route Network



3.2 Routes and Corridors

The eight jitney routes serving Hudson County are focused within a few key corridors, including JFK Boulevard, Bergenline Avenue, Boulevard East, Newark Avenue, River Road/Port Imperial Boulevard, and the 30th Street/31st Street couplet. Each corridor is described in further detail below. Figure 3-2 shows the jitney routes within Hudson County, including basic route identifiers and estimated frequencies.

Figure 3-2: Hudson County Jitney Network



3.2.1 Bergenline Avenue Corridor

The Bergenline Avenue corridor functions as the commercial spine of northern Hudson County and southeastern Bergen County. This corridor is actually comprised of several streets, including Anderson Avenue in Bergen County, Bergenline Avenue and the Bergenline Avenue/New York Avenue couplet through northern Hudson County, and Palisade Avenue through Jersey City. Two routes operate in the corridor; one serves the entire corridor, while another connects the northern portion of the corridor in Hudson County with the PABT in New York City. Following is further detail on the individual routes in the Bergenline Avenue corridor.

Bergenline Avenue Route

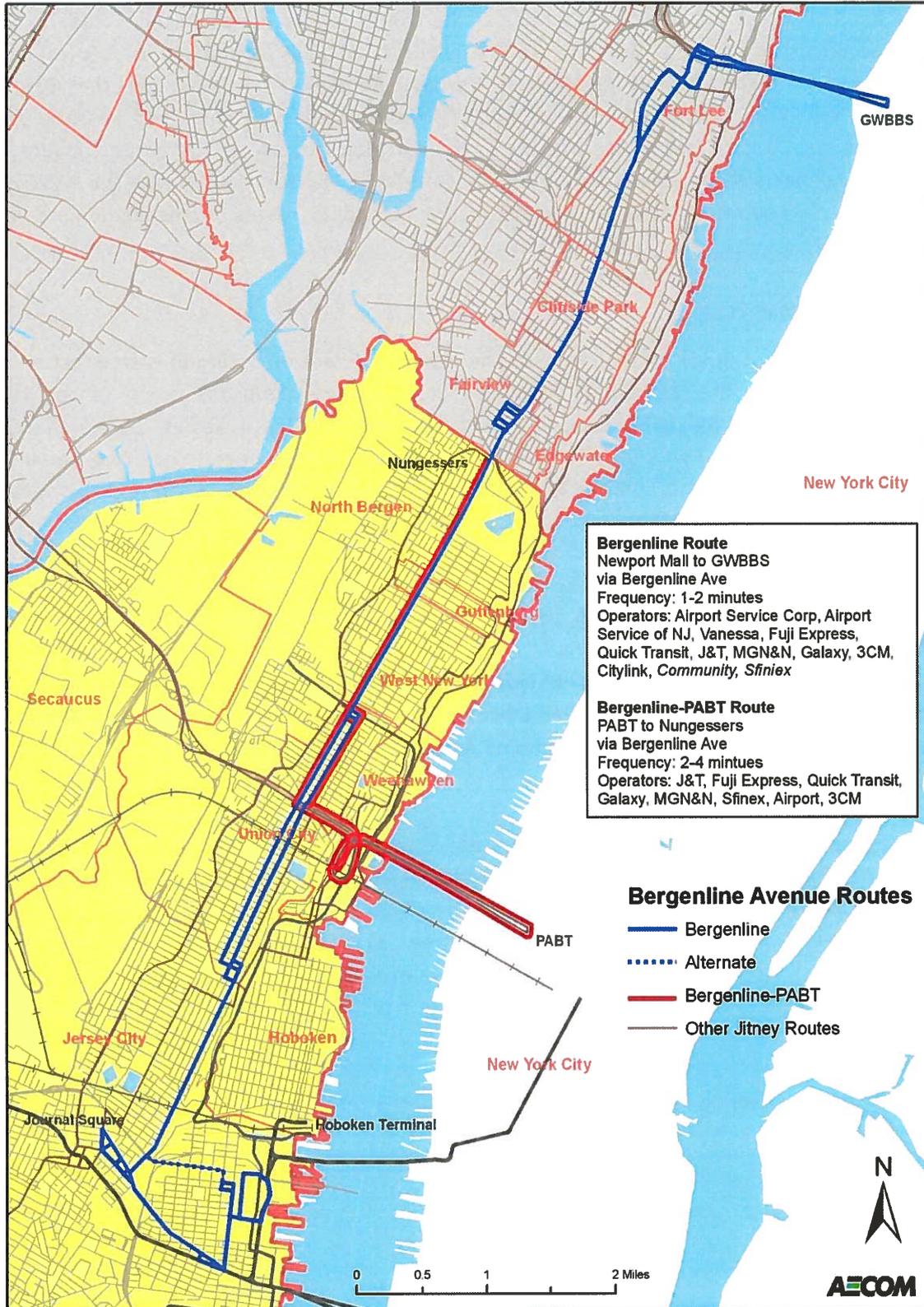
The most frequent jitney route in Hudson County with service operating in each direction nearly once per minute, the Bergenline Avenue route operates along the spine of the Hudson County/Bergen County palisades, connecting the Newport Mall in Jersey City to the George Washington Bridge in Fort Lee, with select trips (primarily those operated by New Service, Inc., Airport Service Corp. and Spanish Transportation Corp., collectively "Spanish Transportation") continuing on to the GWBBS in New York City.

From the Newport Mall, the route roughly follows Marin Boulevard, Newark Avenue, the distribution loop (described below), the New York Avenue/Bergenline Avenue couplet, Anderson Avenue, and Center Avenue to the George Washington Bridge. Trips entering Manhattan continue across the bridge and terminate at the GWBBS. Trips that do not enter Manhattan – including a majority of those operated by companies other than Spanish Transportation – make a loop around Bridge Plaza North, Lemoine Avenue and Main Street and return to the Newport Mall along roughly the same route.

Most jitneys turn around in Fort Lee and return in the southbound direction rather than serving the GWBBS in New York City. Vehicles operated by Spanish Transportation ("New Service, Inc." or "Airport Service Corp." on this route) serve the GWBBS. Past study has identified that some other vehicles may short turn at the 30th Street/31st Street couplet, at 48th Street, or at Nungessers – as jitneys are operated privately, drivers may be at liberty to either reverse direction or go out of service after all passengers have been dropped off (or requested to exit the vehicle).

The Bergenline Avenue corridor is shown in Figure 3–3 on the following page.

Figure 3-3: Bergenline Avenue Corridor

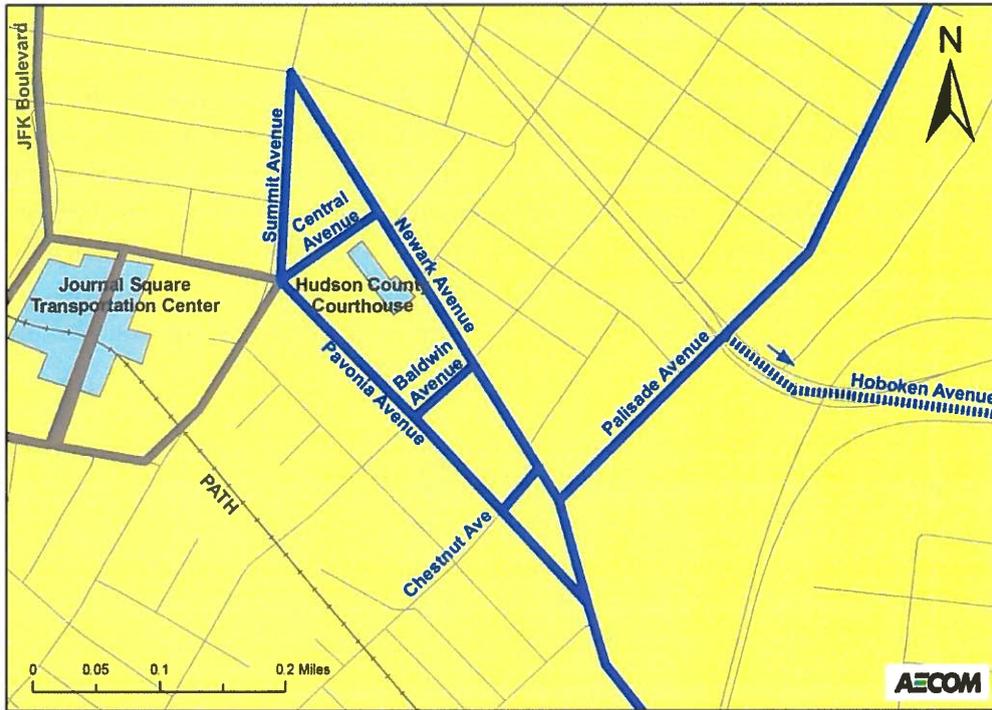


Operations along the Bergenline Avenue route vary the most at two locations: near the Newport Mall, and in the Jersey City distribution loop.

- At the Newport Mall, some operators (including Airport Service of NJ, Galaxy Towers, J&T, and MGN&N) travel northbound on Marin Boulevard and turn around by making a loop on 10th Street, Manila Avenue, and 9th Street, returning southbound on Marin Boulevard. Other operators, including Spanish Transportation, turn onto 6th Street and then Mall Drive West, laying over in front of the JC Penney. After departing JC Penney, these vehicles continue on Mall Drive West, Newport Parkway, either Mall Drive East or Washington Boulevard, and 6th Street from which they return southbound on Marin Boulevard.
- The Jersey City distribution loop, shown in Figure 3-4, provides a broader area for boardings and alightings around the Hudson County Courthouse. It also brings the Bergenline Avenue route within one block of the Journal Square Transportation Center. Jitney service travels around a two-way loop that is comprised of Newark Avenue, Summit Avenue, and Pavonia Avenue after leaving the Newport Mall (northbound trips) and before returning to the Newport Mall (southbound trips – except those that short-cut along Hoboken Avenue). Service operates, seemingly at random, in both directions around the loop, with some vehicles cutting the loop short at Chestnut Avenue, Baldwin Avenue, or Central Avenue.

The most frequent operators on this route include New Service Inc, Airport Service Corp., Airport Service of NJ, LLC (sometimes branded Pyramids Express), Vanessa Express Co Inc., Quick Transit Management Agency LLC, Fuji Express Inc., J&T Transit Corp., and MGN&N Transportation Inc. Less frequent service is operated by Galaxy Towers Inc. (branded as Sphinx), 3CM Solutions LLC, Citylink Express, Sfiniex Line Express Inc., and Community Lines, Inc..

Figure 3-4: Journal Square Area Distribution Loop



Bergenline Avenue-PABT Route

A second route serving the Bergenline Avenue corridor is the Bergenline Avenue–PABT route, which connects the PABT in New York City (where the bus stop is located on the south side of 42nd Street, west of Eighth Avenue) with the northern portion of Bergenline Avenue between 30th Street and Nungessers. This route provides a direct connection between West Midtown, Manhattan and the Bergenline Avenue Corridor in Union City, West New York, Guttenberg, and North Bergen. This route travels from the PABT through the Lincoln Tunnel, along 31st Street, New York Avenue, either 47th Street or 48th Street, and Bergenline Avenue to Nungessers (Bergenline Avenue and 91st Street/JFK Boulevard). In the other direction, the route travels from Nungessers along Bergenline Avenue, 30th Street, and through the Lincoln Tunnel to the PABT.

This route operates every two to four minutes during the peak periods and less frequently off-peak. Operators on this route include J&T Transit Corp., Quick Transit Management Agency LLC, Fuji Express Inc., Galaxy Towers Inc. (branded as Sphinx), MGN&N Transportation Inc., Sfiniex Line Express Inc., Airport Service of NJ and 3CM Solutions LLC.

3.2.2 JFK Boulevard Corridor

JFK Boulevard is a major north–south arterial route that extends the length of Hudson County, extending from the Kill Van Kull beneath the Bayonne Bridge to Nungessers at the Bergen County line. Three jitney routes operate along JFK Boulevard, covering nearly the entire length of the corridor.

Kennedy Boulevard Route

This route follows JFK Boulevard between Nungessers (91st Street) and the Journal Square Transportation Center, and is identified by vehicles marked “Kennedy”. This route operates less frequently than those along parallel corridors such as Bergenline Avenue and Boulevard East, at an average of one vehicle every 10 minutes in each direction on weekdays. Service is also provided by fewer operators, primarily by J&T Transit Corp. (often branded as Van Go or Yellow Bus Service) with some service provided by Quick Transit Management Agency LLC, Fuji Express Inc. and Galaxy Towers Inc. (branded as Sphinx).

Kennedy Boulevard-PABT Route

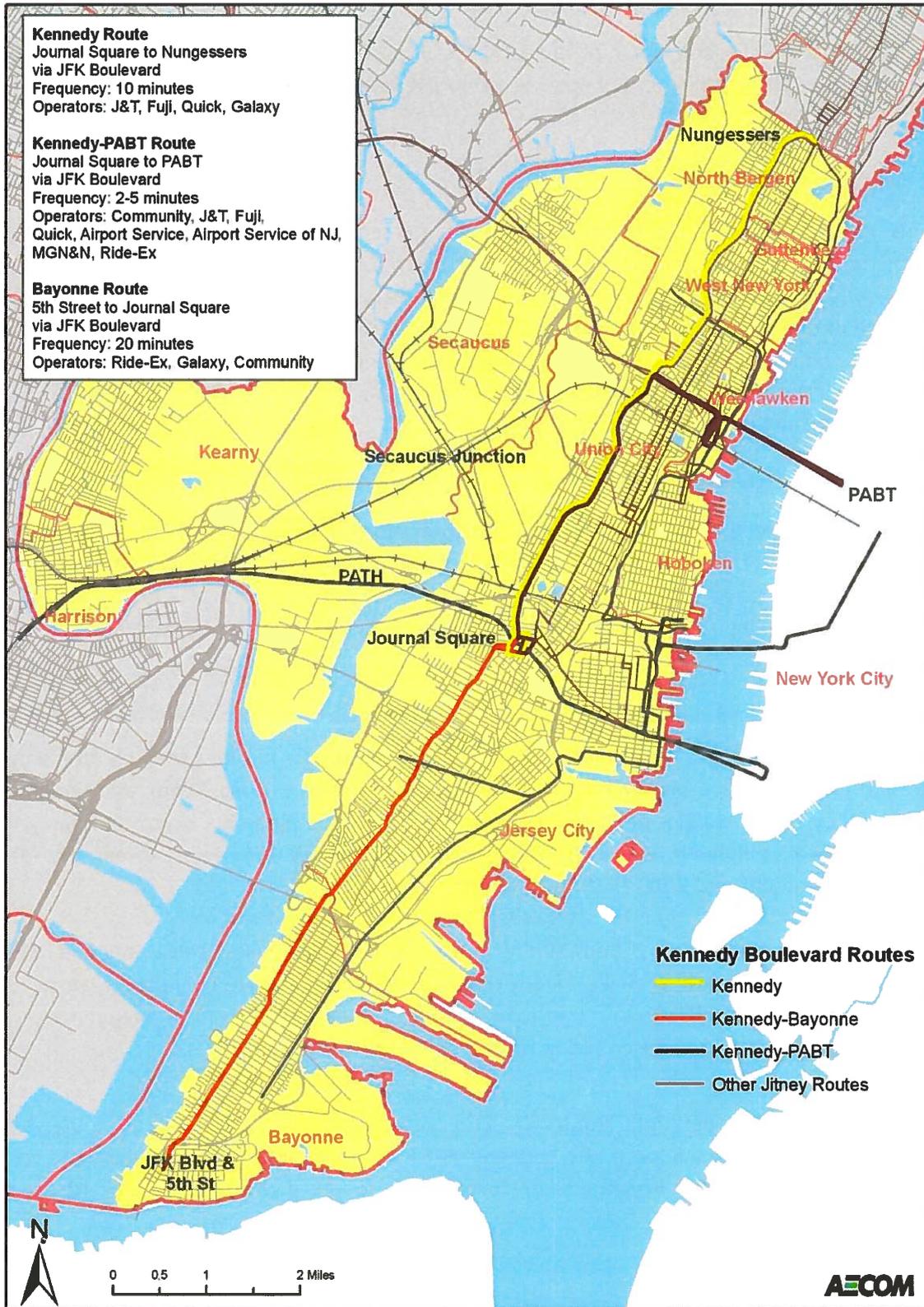
This route connects the Journal Square Transportation Center in Jersey City with the PABT in New York City. From Bus Lane B at Journal Square, the route travels along JFK Boulevard, the 30th/31st Street couplet, and through the Lincoln Tunnel to Gates 51 and 56 at the PABT. Passengers traveling toward Journal Square generally alight just after the vehicles turn left from JFK Boulevard onto Pavonia Avenue, rather than riding into the Journal Square Transportation Center bus lanes.

The Kennedy Boulevard–PABT Route operates every two to five minutes in each direction. It is primarily served by Community Lines, Inc. and J&T Transit Corp., with additional service provided by Airport Service of NJ, LLC (sometimes branded as Pyramids Express), Galaxy Towers Inc. (branded as Sphinx), Quick Transit Management Agency LLC, Fuji Express Inc., MGN&N Transportation Inc. and Ride–Ex Transportation LLC.

Some vehicles operated by Community Lines, Inc. include “via Central Avenue” on their destination signs. These vehicles were formerly operated on a route connecting Journal Square to the PABT via Central Avenue rather than via JFK Boulevard. The Central Avenue route, which has been discontinued, is described in further detail in a later section.

The three routes operating along JFK Boulevard, including the Kennedy route between Nungessers and Journal Square, the Kennedy–PABT route between Journal Square and the PABT in New York City, and the Bayonne route covering the southern end of JFK Boulevard, are shown in Figure 3–5 below.

Figure 3-5: JFK Boulevard Corridor



Bayonne Route

The Bayonne route operates between Journal Square and 5th Street (Bayonne) along JFK Boulevard. This is the least frequent of the jitney routes, averaging 20 minute headways in each direction throughout the day. The Bayonne Route is almost entirely operated by Ride-Ex Transportation LLC with some additional service provided by Community Lines, Inc. The Bayonne route was formerly through-routed past Journal Square to the PABT in New York City (via Central Avenue), but at the time of writing this practice has all but ceased.

3.2.3 Boulevard East Corridor

JFK Boulevard East, also known as Boulevard East, runs along the top of the cliff overlooking the Hudson River from the Lincoln Tunnel, where it meets Park Avenue toward Hoboken, to Nungessers, toward which it turns inland in North Bergen. One jitney route operates along Boulevard East.

Boulevard East Route

This route connects the PABT in New York City (the bus stop is located on the north side of 42nd Street, west of Eighth Avenue) with the Boulevard East corridor north to Nungessers. From the PABT, it travels the tunnel, exiting at Park Avenue in Weehawken. The route continues onto Park Avenue, and Highwood Terrace, then turns northbound onto Boulevard East. In North Bergen, it follows Woodcliff Avenue to Nungessers. The return trip follows Woodcliff Avenue and Palisade Avenue to Boulevard East, from which it enters the Lincoln Tunnel and terminates on the north side of 42nd Street just west of Eighth Avenue.

This route operates approximately every four minutes during the peak periods and every five minutes during midday. The primary operators on the Boulevard East Route are Galaxy Towers Inc., Boulevard Lines Inc., and Van Pool Inc. (collectively branded as Sphinx) and J&T Transit Corp. Additional service is provided by Airport Service of NJ LLC (sometimes branded as Pyramids Express), Gladiator Tours & Travel LLC, Fuji Express Inc., Fuji Lines, Inc., Quick Transit Management Agency LLC and MGN&N Transportation Inc.

The Boulevard East Route is shown in Figure 3-6.

Figure 3-6: Boulevard East Corridor



3.2.4 River Road Corridor

River Road (known as Port Imperial Boulevard in Weehawken and West New York) follows the western bank of the Hudson River just under the Palisade. This corridor has been host to a large amount of riverfront development over the past few decades, including new high-rise apartment complexes, multi-family dwellings and retail. One jitney route was observed to operate in this corridor.

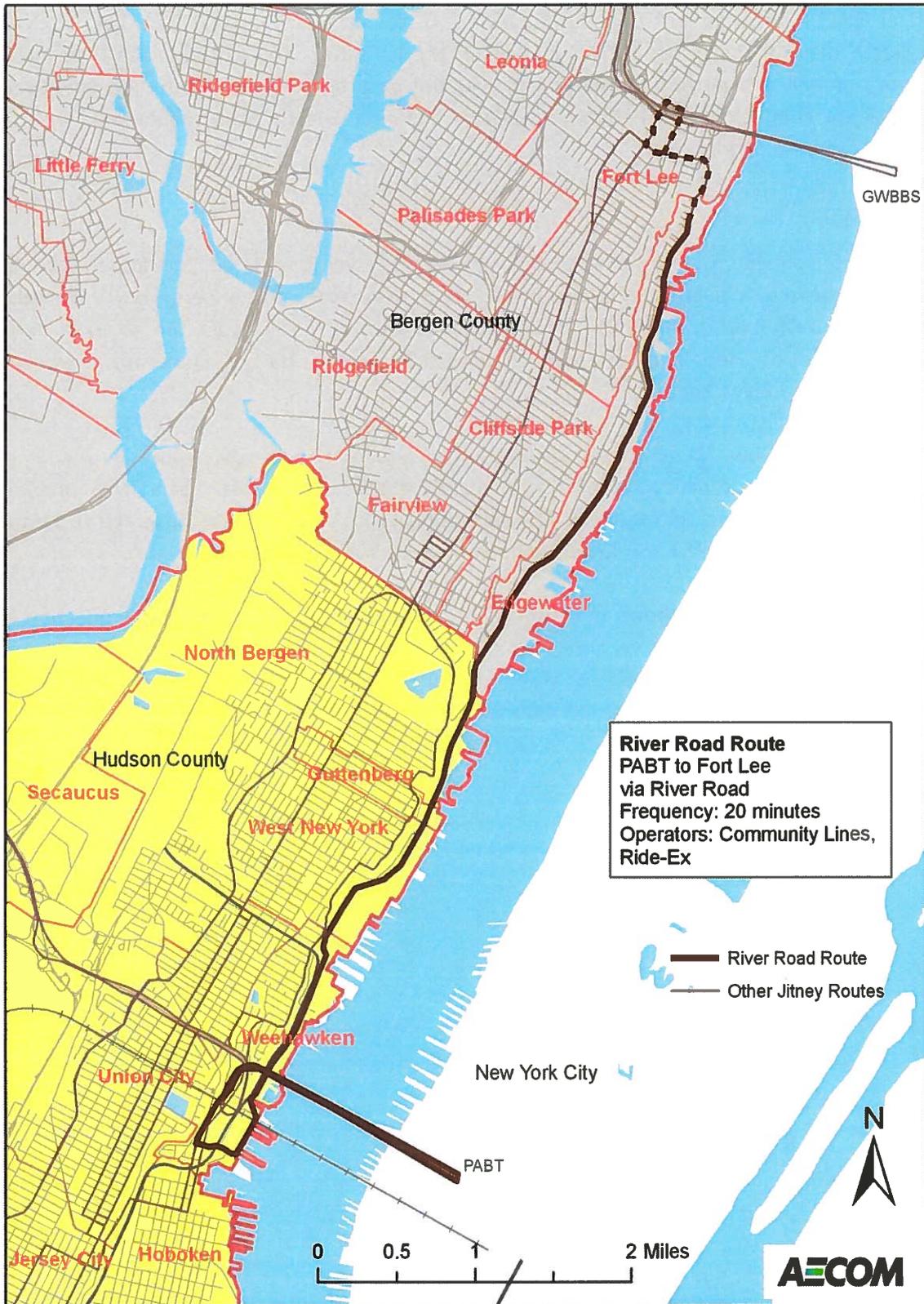
River Road

This route connects Gate 51 of the PABT with Fort Lee via River Road/Port Imperial Boulevard, serving the municipalities of Weehawken, West New York, Guttenberg, North Bergen, and Edgewater. On exiting the PABT, the route travels through the Lincoln Tunnel, exits onto Park Avenue towards Hoboken, and then follows 19th Street, Harbor Boulevard, Port Imperial Boulevard, and River Road.

Service on the River Road route operates less frequently than other routes - similar to the Bayonne route - at headways of approximately every 20 minutes. Service is provided by Community Lines, Inc. and Ride-Ex Transportation LLC. Vehicles were observed to be marked either "New York, Gate 51" or "River Road, Edgewater, W.N.Y."

The River Road Route is shown in Figure 3-7. Subsequent field work and data collection will be undertaken to clarify the route's northern terminus (or termini).

Figure 3-7: River Road Corridor



3.2.5 New York-Paterson Routes

Two routes connect New York City with Paterson, New Jersey, serving several corridors in Bergen, Passaic, and Hudson Counties en route. Major corridors include NJ-4 through Bergen County, Broadway through Fairlawn and Paterson, and Main Avenue/Street through Passaic, Clifton and Paterson. Passengers can connect between the Paterson routes and Hudson County routes in Fort Lee and along 30th/31st Streets in Union City.

Paterson-PABT

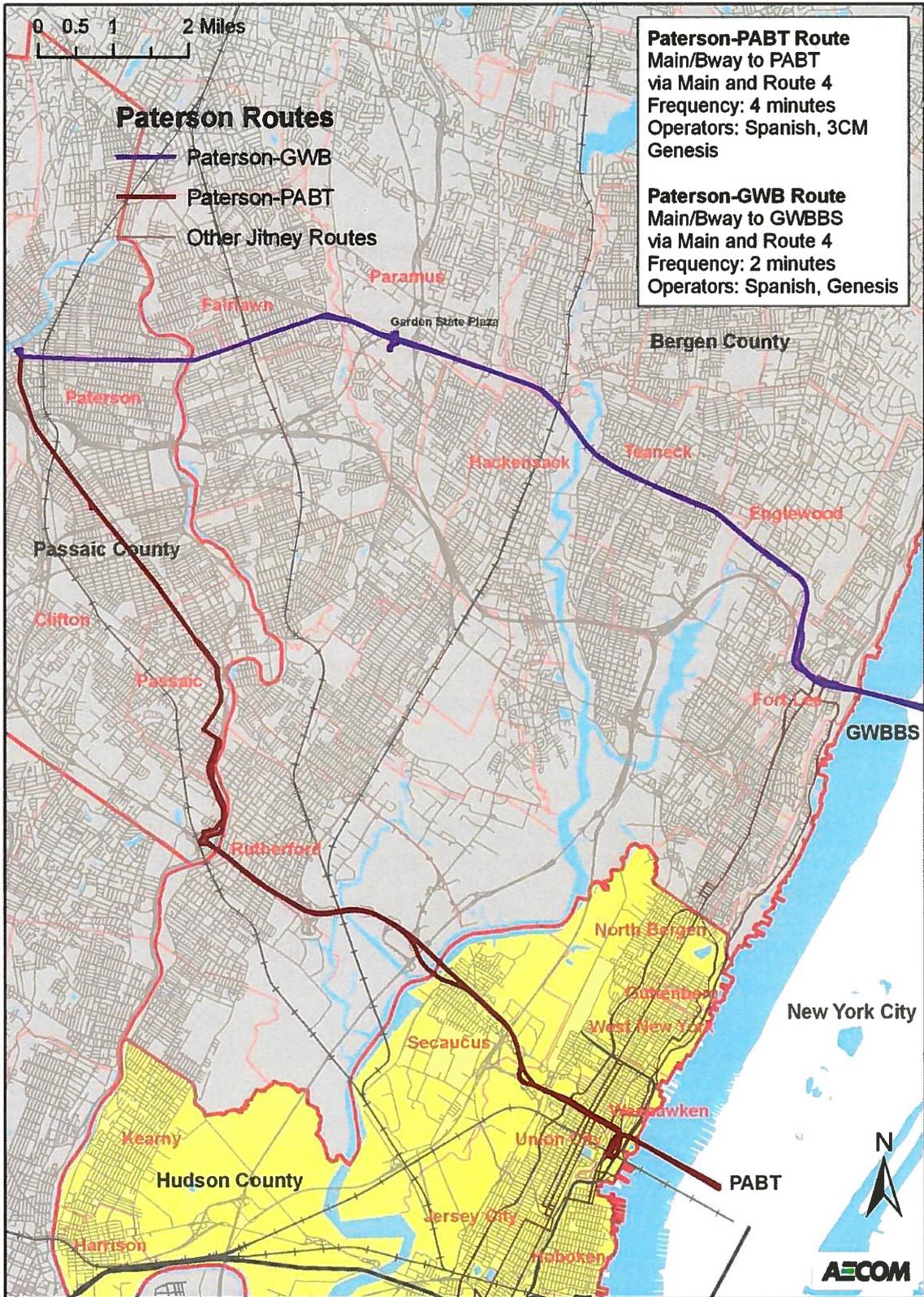
This route connects the PABT in New York City (stopping at a bus stop on the east side of Eighth Avenue between 40th and 41st Streets or Gate 56) with downtown Paterson, New Jersey (corner of Main Street and Broadway). It operates approximately every four minutes during the peak period and somewhat less frequently off peak, depending on demand. From the PABT, the route travels through the Lincoln Tunnel and along 31st Street, allowing for transfers to the Kennedy and Bergenline routes. It continues along NJ-495 and NJ-3 to Clifton. In Clifton, the route exits onto NJ-21 northbound, then leaves the highway at Van Houten Avenue, where it continues westbound to Main Avenue in downtown Passaic. From Passaic, the route follows Main Avenue/Main Street to Broadway in downtown Paterson.

On the return trip, the route follows Main Street outbound, making a brief diversion on Eagle Avenue and Crooks Avenue, returning to Main Street. It continues on Main Avenue through Clifton and Passaic, turning onto Van Houten Avenue and River Road where it accesses NJ-3. The route follows NJ-3 to NJ-495, serves 30th Street through Union City where transfers are available at JFK Boulevard and Bergenline Avenue, then returns to the PABT via the Lincoln Tunnel.

The primary operator on this route is Spanish Transportation, which is branded as Express Service and includes Airport Service Corp., New Service, Inc. and Spanish Transportation Corp. There are some smaller operators on this route, including Genesis Bus Lines, LLC, which is also based in Paterson.

Figure 3-8 on the following page shows the Paterson jitney routes.

Figure 3-8: Paterson Routes



Paterson-GWBBS

This route connects the GWBBS in Washington Heights, Manhattan with downtown Paterson via NJ-4, serving the Garden State Plaza mall along the way. Westbound from the GWBBS, the route crosses the George Washington Bridge and exits onto NJ-4, stopping at official bus stops along the NJ-4 expressway to Garden State Plaza. After serving the bus stop at Garden State Plaza (which requires exiting the highway), the route returns onto NJ-4, exiting the expressway at Broadway. It follows Broadway across the City of Paterson to Main Street, where it terminates. The return trip is identical: eastbound on Broadway, eastbound on the NJ-4 expressway with a stop at Garden State Plaza, and eastbound on I-95 to the GWBBS. This route operates approximately every two minutes in each direction.

The primary operator on this route is Spanish Transportation, which as with the Paterson-PABT Route is branded as Express Service and includes Airport Service Corp., New Service Corp. and Spanish Transportation Corp. There are some smaller operators on this route, including Genesis Bus Lines, LLC, and 3CM Solutions LLC.

3.2.6 Discontinued or Limited Routes

A few jitney routes have been modified over the past few years in response to such factors as low ridership and/or operational challenges. Two major changes include the discontinuation of service on Central Avenue in Jersey City by Community Lines, Inc., as well as the elimination of most through service from Bayonne to the PABT in New York City.

Central Avenue (Discontinued)

This service was operated by Community Lines, Inc. and provided an alternative routing between Journal Square Transportation Center and the PABT in New York City. Northbound, the route traveled from Journal Square on Summit Avenue, Hoboken Avenue, north on Central Avenue, and east on Congress Street. The route then accessed the PABT either by traveling along Palisade Avenue, to 30th Street and through the Lincoln Tunnel, or by traveling on the South Wing Viaduct, 14th Street, and Willow Avenue to access the Lincoln Tunnel. Southbound trips followed the reverse of this routing.

Some vehicles operated by Community Lines, Inc. between Journal Square Transportation Center and the PABT still are marked "via Central Avenue" in blue paint on the front; however, according to dispatchers at Journal Square, this service has been discontinued as of August 2010. It is not conclusive whether this service was discontinued due to low ridership; however the close proximity to Bergenline Avenue with frequent northbound service and to JFK Boulevard for frequent service into New York City may have deterred passengers from catching the jitney on Central Avenue, which presumably operated on a less frequent headway.

Figure 3-9 shows the discontinued or limited services.

Figure 3-9: Discontinued or Limited Services



Through Service from Bayonne to PABT (Limited)

This service is operated by Ride-Ex Transportation LLC and was sometimes routed via Central Avenue between Journal Square Transportation Center and the PABT. It is unclear whether this service also operated on JFK Boulevard north of Journal Square. Some supplemental service on this route was provided by Community Lines, Inc. While a few Ride-Ex vehicles continue to operate along Central Avenue (at most one per hour), the service has all but been discontinued. Passengers wishing to travel between Bayonne and New York City now generally must transfer between vehicles at the Journal Square Transportation Center.

3.3 Operators

A total of 20 different operators were identified in Hudson County. Each operator is listed in Table 3-1 along with US DOT number, common “brand” names, location (as listed with the US DOT), and observed routes operated.



Some companies were observed to share branding and/or were listed at the same location. For example, “Spanish Transportation Corp.”, “Airport Service Corp.” and “New Service Inc.” share the “Express Service” branding and common logo on vehicles, are listed at the same address, and share a website and berths at the GWBBS and PABT. Similarly, Quick Transit Management Agency LLC, Fuji Express Inc. and Fuji Lines Inc. each can be found listed as “operator” on some vehicles, but many vehicles show various combinations of these company names. For example, a vehicle may have “Quick Transit Management Agency LLC” listed as the operator on the side, but it may be marked with “K&T” or “Fuji Express” on another part of the vehicle. Additionally, some vehicles were observed with the Community Lines Inc. USDOT number and “Ramstar Transportation” as the operator.

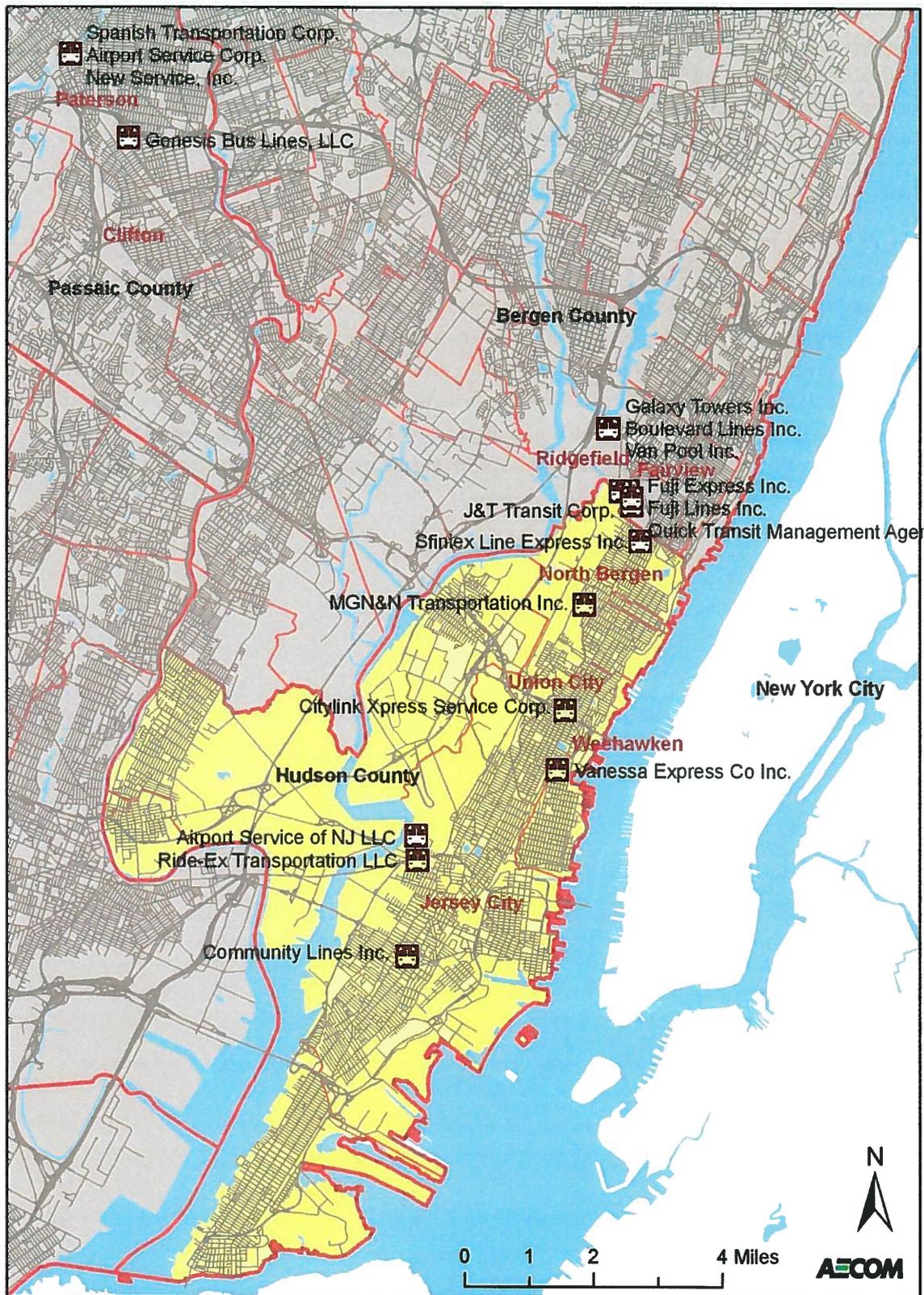
In addition to the individual operators, several of the jitney companies have independent brand names, or “DBA’s” (“doing business as”). These DBA’s can create a more recognizable brand: “Express Service”, as described above, appears on nearly all vehicles operated by “Spanish Transportation”, which is generally understood to include the three operator names listed above. The “Sphinx” brand is used on vehicles operated by Galaxy Towers Inc., Boulevard Lines Inc. and Van Pool Inc., all of which are listed at 1099 Hendricks Causeway in Ridgefield. Below left: operator name and USDOT number from the side of a jitney; below right: “Sphinx” branding on a jitney. Table 3-1 on the following page lists Hudson County jitney operators. Figure 3-10 shows known locations of jitney storage lots/garages.



Table 3-1: Jitney Operators Providing Service in Hudson County

| Jitney Operator | USDOT Number | Registered Vehicles | Brand(s) | Address | Route(s) Operated |
|--------------------------------------|--------------|---------------------|---|---|--|
| Spanish Transportation Service Corp. | 554657 | 19 | Express Service | 96 Barclay Street, Paterson | Paterson-PABT Paterson-GWB |
| Airport Service Corp. | 609266 | 131 | Express Service | 96 Barclay Street, Paterson | Bergenline-PABT Kennedy-PABT Paterson-PABT Paterson-GWB |
| New Service, Inc. | 1026280 | 18 | Express Service | 96 Barclay Street, Paterson | Bergenline Paterson-GWB |
| Airport Service of NJ LLC | 1267333 | 12 | Pyramids Express | 101 Van Keuren Ave Jersey City | Bergenline Bergenline-PABT Kennedy-PABT Blvd East |
| Vanessa Express Co Inc. | 325795 | 30 | Vanessa Express | 77 W 18 th Street, Weehawken | Bergenline |
| Quick Transit Management Agency LLC | 1713003 | 36 | K&T Express Fuji | 781 Fairview Avenue, Fairview | Bergenline Bergenline-PABT Kennedy-PABT Kennedy Blvd East |
| Fuji Express Inc. | 865520 | 20 | K&T Express Fuji | 781 Fairview Avenue, Fairview | Bergenline Bergenline-PABT Kennedy-PABT Kennedy Blvd East |
| Fuji Lines Inc. | 655883 | 2 | K&T Express Fuji | 781 Fairview Avenue, Fairview | Blvd East |
| J & T Transit Corp. | 989130 | 118 | Express Service Van Go Yellow Bus Service | 101 Broad Avenue, Fairview | Bergenline Bergenline-PABT Kennedy-PABT Kennedy Blvd East |
| Galaxy Towers Inc. | 499373 | 22 | Sphinx | 1099 Hendricks CSWY, Ridgefield | Bergenline Bergenline-PABT Kennedy Bayonne Blvd East |
| Boulevard Lines Inc. | 494738 | 12 | Sphinx | 1099 Hendricks CSWY, Ridgefield | Bergenline Blvd East |
| Van Pool Inc. | 494736 | 10 | Sphinx | 1099 Hendricks CSWY, Ridgefield | Bergenline Blvd East |
| Community Lines Inc. | 484891 | 60 | Community Lines Gold Star | 1 Oxford Ave Jersey City | Bergenline Kennedy-PABT Bayonne River Road |
| MGN & N Transportation Inc. | 1596368 | 20 | None | 6921 Nolan Avenue, North Bergen | Bergenline Bergenline-PABT Kennedy-PABT Blvd East |
| Ride-Ex Transportation LLC | 1793567 | 9 | None | 926R Newark Avenue, Jersey City | Bayonne River Road |
| 3CM Solutions LLC | 1451641 | 17 | Big Taxi | 136 Lakeside Drive S, Piscataway | Bergenline Bergenline-PABT Paterson-PABT |
| Sfiniex Line Express Inc. | 591725 | 2 | None | 9274 Kennedy Blvd, North Bergen | Bergenline Bergenline-PABT |
| Genesis Bus Lines LLC | 1235639 | 15 | None | 178 Bergen Avenue, Clifton | Paterson-GWB Paterson-PABT |
| Gladiator Tours & Travel LLC | 1794878 | 2 | None | 3 Westbrook Way, Manalapan | Blvd East |
| Citylink Xpress Service Corp. | 1775485 | 11 | None | 408 32 nd Street, Union City | Bergenline |

Figure 3-10: Jitney Operator Locations



3.4 Termini, Passenger Pick-up Locations and Layovers

This section describes overall operations at the major jitney route termini as observed during field observations. Included are boarding locations at the PABT in New York City, boarding locations at Journal Square Transportation Center, observed operations and the GWBBS in New York City, and layover locations at Nungessers at the Hudson–Bergen County Line.

3.4.1 Port Authority Bus Terminal (PABT)

The PABT is a major terminus for Hudson County jitneys and a major transfer point to the New York City Subway, New York City Transit Bus, and other local and intercity bus service to points throughout the region. Five jitney routes serve the PABT – service is available from the PABT to Journal Square via JFK Boulevard, Nungessers via Boulevard East, Nungessers via Bergenline Avenue, River Road, and Paterson via Passaic and Clifton. While official signage at on-street bus stops near the PABT refers to specific operators and does not specify destination (other than “NJ”), jitney stops at the PABT are organized by route for boarding passengers. Some jitneys allow or force passengers to alight at locations other than those shown below. Boarding locations are shown in Figure 3-11.

Figure 3-11: Port Authority Bus Terminal (New York City)

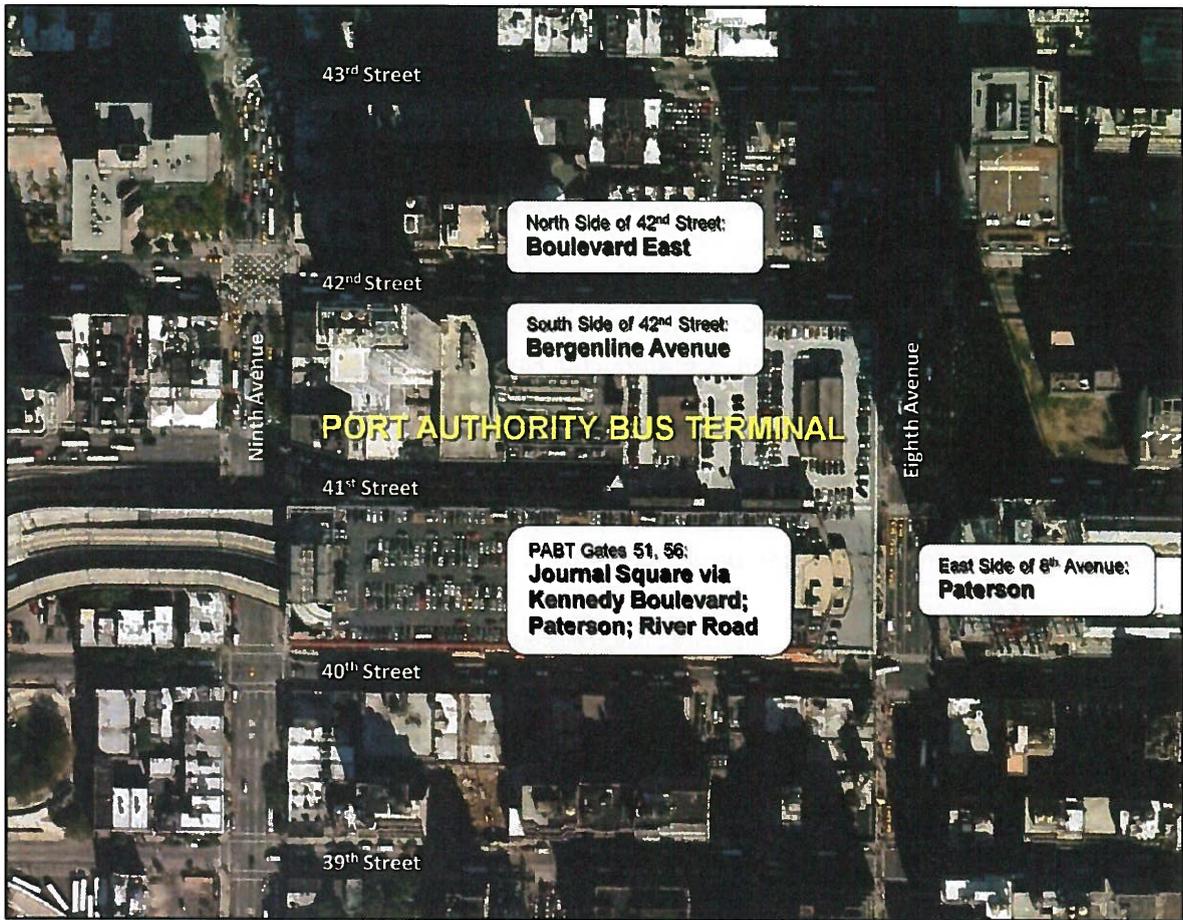


Image: 2010 Digital Globe

3.4.2 Journal Square Transportation Center

The Journal Square Transportation Center is a hub for jitney service in the southern portion of Hudson County, with connections available to NJ Transit, A&C, and Coach USA bus service as well as Port Authority Trans-Hudson (PATH) rail service. Jitneys use two lanes in the transportation center: Lane B is used for boarding vehicles toward the PABT (via JFK Boulevard), while Lane D is used for u-turns and layovers. Jitney service to Nungessers via JFK Boulevard is available outside the transportation center on the northbound side of JFK Boulevard, and service to Bayonne is available on the southbound side of JFK Boulevard. Additionally, service to the Newport Mall and towards the George Washington Bridge via Bergenline Avenue is available just east of Journal Square on Summit, Central, and Pavonia Avenues. Figure 3-12 shows jitney operations at the Journal Square Transportation Center. Unlike at the PABT, operations in the Journal Square area appear less organized, with boarding and alighting occurring at multiple locations and not just at marked stops. There is no single place to catch the Kennedy, Bayonne or Bergenline Routes - each of these routes operates along streets adjacent to the Journal Square Transportation Center and passengers board and alight along these streets.

Figure 3-12: Journal Square Transportation Center (Jersey City)

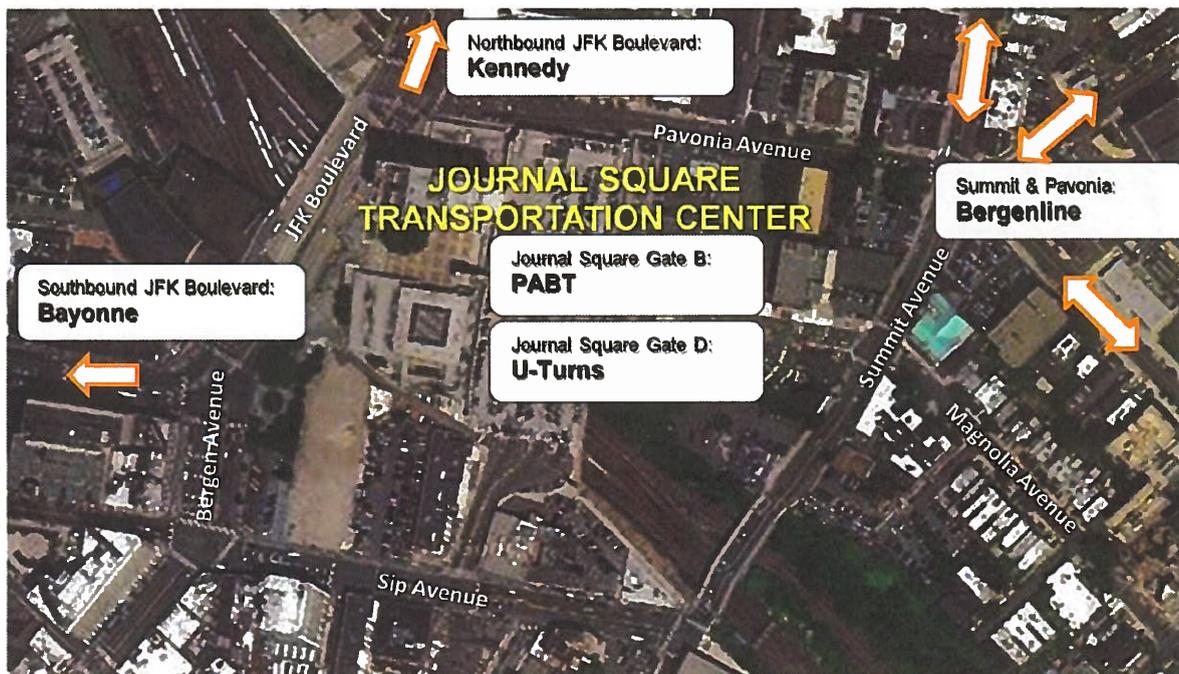


Image: 2010DigitalGlobe

3.4.3 George Washington Bridge Bus Station (GWBBS)

The GWBBS in northern Manhattan serves as a terminal for jitney service between New York and Paterson and for Bergenline Avenue (Newport Mall to GWBBS) service. All jitney service for both Paterson and Bergenline Avenue departs from the lower level of the GWBBS, while a portion of the upper level is used for passenger alightings and for vehicle layovers. Most jitney service observed at the GWBBS was operated by Spanish Transportation (Spanish Transportation Corp., Airport Service Corp. and New Service Inc.), in addition to a few vehicles operated by 3CM Solutions LLC and Genesis Bus Lines LLC. Most other vehicles on the Bergenline Avenue Route, which is host to numerous operating companies, turn around in Fort Lee near the George Washington Bridge. Additionally, two signed stops exist for Pyramids Express, one on W 178th Street at Fort Washington Avenue and one on Broadway between W 178th Street and W 179th Street, but no vehicles were observed using the stops and no vehicles marked Pyramids Express were observed at the GWBBS. Figure 3-13 shows the GWBBS.

Figure 3-13: George Washington Bridge Bus Station (New York City)



Image: 2010DigitalGlobe

3.4.4 Nungessers

Nungessers refers to the area where JFK Boulevard, Boulevard East, Bergenline Avenue, Fairview Avenue, Anderson Avenue, and Woodcliff Avenue converge, at the northwest corner of North Hudson County Park. Shown in Figure 3-14, Nungessers is the terminus for three different jitney routes (Boulevard East, Kennedy Boulevard, and Bergenline Avenue - PABT) and is served by a fourth (Bergenline Avenue). It is also near several jitney operator garages. Many jitney operators take layover at Nungessers before returning in the opposite direction on their routes. The most popular layover location observed was the east side of Bergenline Avenue along the park, with some also laying over on the north side of JFK Boulevard (heading west/south), and the north side of Woodcliff Avenue (although parking is somewhat limited there). One vehicle was also observed laying over on 90th Street, and several vehicles lingered for several minutes at stops along Woodcliff Avenue when beginning the Boulevard East Route. Observed regulations included widespread “no idling” signs in the area and “bus parking prohibited” signs on Boulevard East through the park.

Figure 3-14: Nungessers (North Hudson County Park, North Bergen)



Image: 2010DigitalGlobe

3.5 Levels of Service

Part of the survey effort included calculating the average frequency of jitney service during the peak and off-peak periods and on weekends. Table 3-2 below shows each route, locations surveyed, and average frequencies for peak, midday, Saturday and Sunday service. In many instances, ranges are shown rather than set frequencies, reflecting variability in the schedule on different days or at different locations, as well as some uncertainty (particularly along Bergenline Avenue) that vehicles are actually operating on the routes for which they are marked. There were occurrences of vehicles marked for one route operating on another. Frequencies were estimated for the Paterson routes based on observations made while riding as well as at the Port Authority Bus Terminal and GWBBS.

Table 3-2: Headways by Route

| Route | Surveyed Locations | Peak | Midday | Saturday | Sunday |
|-----------------|---|-------------|---------------|-------------|-------------|
| Bergenline | Bergenline Ave & 48 th St Bergenline Ave & Woodcliff Palisade Ave & Hoboken Ave Marin Blvd & 6 th St New York Ave & 30 th St | 1-2 minutes | 1-2 minutes | 1-2 minutes | 1-2 minutes |
| Bergenline-PABT | Bergenline Ave & 48 th St Bergenline Ave & Woodcliff | 2-4 minutes | 5+ minutes | 5+ minutes | 5+ minutes |
| Kennedy | JFK Blvd & Newark Ave JFK Blvd & 48 th St | 10 minutes | 10-15 minutes | 15 minutes | 20 minutes |
| Kennedy-PABT | JFK Blvd & Newark Ave | 2-5 minutes | 2-5 minutes | 2-5 minutes | 3-5 minutes |
| Bayonne | JFK Blvd & Sip Ave | 20 minutes | 20 minutes | - | - |
| Blvd East | Boulevard East & 48 th St | 4 minutes | 5 minutes | - | - |
| River Road | River Rd & Gorge Rd | 15 minutes | 20 minutes | - | - |
| Paterson-PABT | NONE | 4 minutes | 5+ minutes | - | - |
| Paterson-GWB | NONE | 2 minutes | 2 minutes | - | - |

The most frequent routes were Bergenline Avenue, Bergenline-PABT, the Paterson routes, and Kennedy-PABT, all of which operated more frequently than once every five minutes in each direction. The least frequent routes were Kennedy Boulevard and Bayonne, both of which operated every ten minutes or more, often less frequently than regularly scheduled NJ Transit or Coach USA bus service. Routes serving the PABT showed significantly more peaking than other routes, which was corroborated by field work conducted by the Port Authority of New York and New Jersey during summer 2010.

Table 3-3 shows the proportion of service on select routes provided by each operator. While some routes are dominated by one or two operators, such as Community Lines Inc., which provides 87 percent of service on the Kennedy-PABT route, others include a more diverse selection of operators. There are no proportions for operators on the Bergenline-PABT route, as this was indeterminate given point checks on Bergenline Avenue - many vehicles on this route are indistinguishable from those operating on the Bergenline Avenue (Newport Mall to GWBBS) route. Additionally, no specific point checks were conducted on either Paterson route; however, based on observation, more than 95 percent of service on each Paterson route is

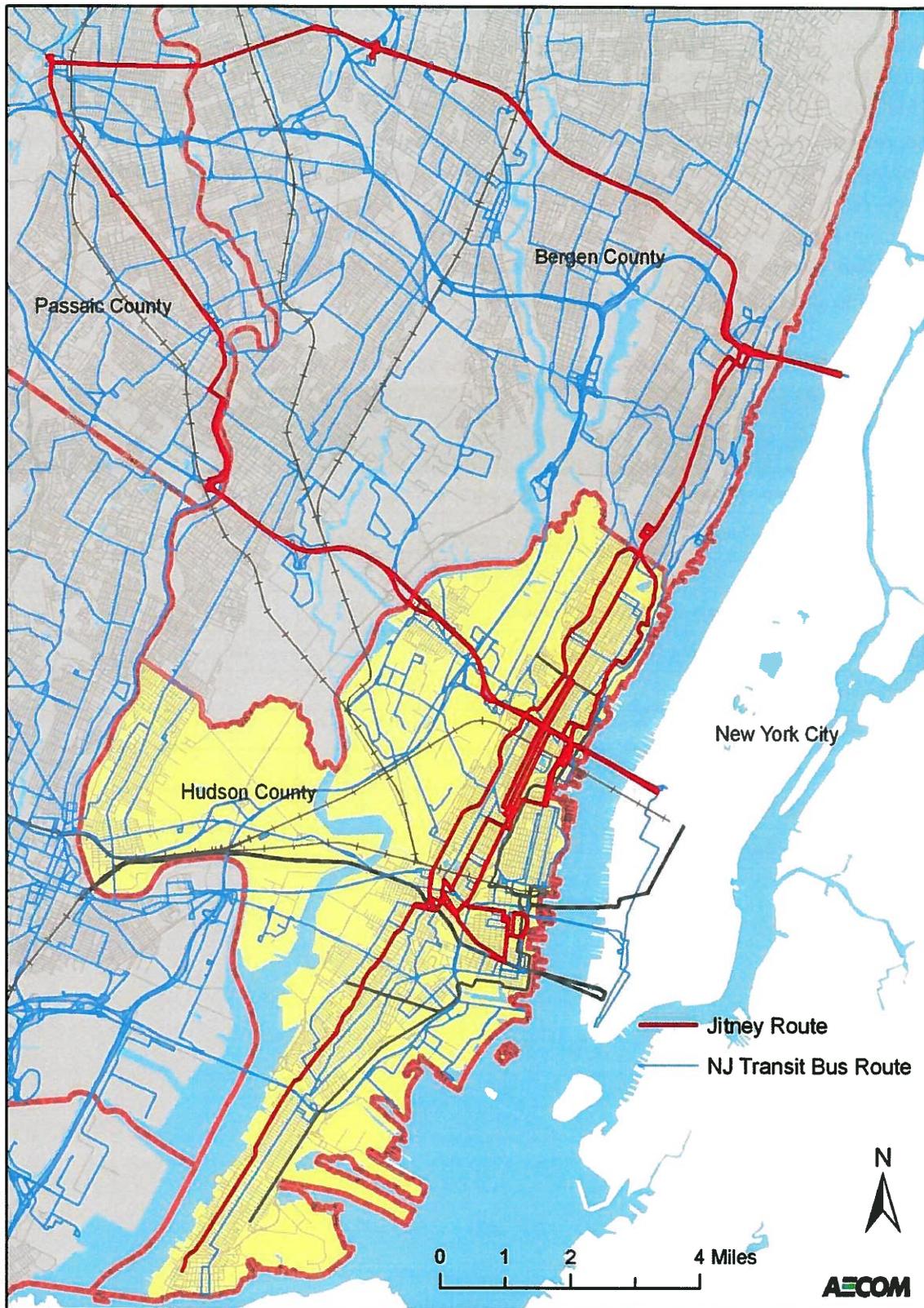
provided by Spanish Transportation Corp. Point checks were not conducted on the River Road Route either – that route is served by Ride-Ex Transportation LLC and Community Lines Inc.

Table 3-3: Operator Proportion of Service for Select Routes

| Route | Location | Operator(s) | Proportion of Service |
|-------------------------------------|--------------------------------------|-------------------------------------|-----------------------|
| Bergenline | Palisade Ave & Hoboken Ave | 3CM Solutions LLC | 2% |
| | | Airport Service Corp. | 1% |
| | | Airport Service of NJ | 7% |
| | | Citylink Express | <1% |
| | | Community Lines Inc. | <1% |
| | | Fuji Express Inc. | 1% |
| | | Galaxy Towers Inc. | 4% |
| | | J & T Transit Corp. | 25% |
| | | MGN & N Transportation Inc. | 15% |
| | | New Service Inc. | 10% |
| | | Quick Transit Management Agency LLC | 17% |
| Sfiniex Line Express Inc. | <1% | | |
| Vanessa Express Co Inc. | 12% | | |
| Kennedy | JFK Blvd & 48 th St | Galaxy Towers Inc. | 3% |
| | | J & T Transit Corp. | 79% |
| | | Quick Transit Management Agency LLC | 17% |
| Kennedy-PABT | JFK Blvd & Newark Ave | Airport Service Corp. | 6% |
| | | Community Lines Inc. | 87% |
| | | J & T Transit Corp. | 1% |
| | | MGN&N Transportation Inc. | <1% |
| Bayonne | JFK Blvd & Sip Ave | Quick Transit Management Agency LLC | 1% |
| | | Community Lines Inc. | 27% |
| | | Galaxy Towers Inc. | <1% |
| Blvd East | Boulevard East & 48 th St | Ride-Ex Transportation LLC | 73% |
| | | Boulevard Lines Inc. | 4% |
| | | Fuji Express Inc. | 42% |
| | | Fuji Lines Inc. | 1% |
| | | Galaxy Towers Inc. | 27% |
| | | Gladiator Tours & Travel LLC | 3% |
| | | J & T Transit Inc. | 10% |
| | | MGN & N Transportation Inc. | 1% |
| Quick Transit Management Agency LLC | 7% | | |
| Van Pool Inc. | 4% | | |

Figure 3-15 shows the jitney network overlaid on the NJ Transit bus network (including Coach USA and other private carrier routes). The impacts of jitney operations on the overall transit network will be further explored in subsequent technical memoranda.

Figure 3-15: Jitney Network Overlaid on NJ Transit Bus Network



3.6 Ridership Estimates

Ridership was estimated during field observations by recording “full”, “some” or “empty” for each passing vehicle during the point check surveys. While vehicle sizes vary among jitneys, “full” was estimated to represent approximately 16 passengers, while “some” was estimated to represent approximately 6 passengers, allowing for a very rough estimation of ridership volumes. Table 3-4 below shows the average number of passengers observed traveling along each corridor at the surveyed location indicated, per hour of service. For example, the “Peak” column represents the average number of jitney passengers estimated to pass through the surveyed location per hour during the peak period. Weekend surveying was limited to select locations and represents the midday period.

Table 3-4: Estimated Passengers per Hour by Route and Time of Day at Surveyed Location

| Surveyed Location (Direction) | Route(s) | Passenger Volume | | | |
|--|-------------------------------|---------------------|-----------------------|-----------------------|---------------------|
| | | Morning (8-9 AM) | Afternoon (2-3 PM) | Saturday (11-Noon) | Sunday (11-Noon) |
| JFK Boulevard & Newark Avenue (NB) | Kennedy Kennedy-PABT | 76 (9-10 AM) | 58 | 172 | 96 |
| Bergenline Avenue & 48 th Street (SB) | Bergenline Bergenline-PABT | 260 | 252 | 206 | 108 |
| Boulevard East & 48 th Street (NB) | Boulevard East | 42 | 18 | - | - |
| Bergenline Avenue & Anderson Avenue (NB) | Bergenline | 182 | 88 | - | - |
| Palisade Avenue & Hoboken Avenue (SB) | Bergenline | 304 | 156 | - | - |
| Marin Boulevard & 6 th Street (NB) | Bergenline | 150 | 132 | - | - |
| JFK Boulevard & 48 th Street (NB) | Kennedy | 16 | 70 | - | - |
| New York Avenue & 30 th Street (NB) | Bergenline | 276 | 186 | - | - |
| JFK Boulevard & Sip Avenue (NB) | Bayonne | 16 | 32 | - | - |
| River Road & Gorge Road (NB) | River Road | - | 32 | - | - |

3.7 Fare Policies

Jitney fare policies vary by route, operating company or vehicle. On some routes, such as Kennedy Boulevard and Kennedy Boulevard-PABT, fares are generally consistent, regardless of company. On other routes, such as Bergenline Avenue, fares vary depending on distance, operating company, and even by vehicle, as some identical trips on the same operator were observed to require different fare amounts. For example, two trips were taken on New Service, Inc. between Fort Lee and Newport Mall; one cost \$3.00 and one cost \$4.00. Observed fares from surveyors riding on jitney vehicles are recorded in Table 3-5.

Port Authority of New York and New Jersey employees noted that Spanish Transportation varies its fares depending on whether a passenger boards a route on the street or within the PABT. For example, service to Paterson is available both from the northeast corner of Eighth Avenue and 40th Street (across the street from the PABT), or from Gates 51-6 within the PABT. Passengers boarding on Eighth Avenue were observed paying \$4.00 to Passaic or \$5.00 to Paterson, while passengers boarding within the PABT were observed to pay \$3.50 to Passaic or \$4.00 to Paterson. This surcharge for boarding on the street may partially offset the cost of renting departure gates inside the PABT. At the time of writing, the River Road Route had not been fully surveyed and thus fares for that route were unavailable.

Table 3-5: Jitney Fare Structure

| Route | Trip Start/End Points | Fare | Operator(s) |
|-----------------|--|----------------------|--|
| Bergenline | Newport Mall to Journal Square | \$1.25 | Quick Transit Management Agency LLC |
| | Fort Lee to GWBBS | \$1.75 | New Service, Inc. |
| | Newport Mall to Nungessers | \$2.00 | Airport Service Corp. |
| | Journal Square to Nungessers | \$3.00 | Vanessa Express Co Inc. |
| | NJ 495 to GWBBS | \$3.00 | Galaxy Towers Inc. |
| | Newport Mall to Fort Lee | \$2.00 | Galaxy Towers Inc., Airport Service of NJ |
| | Newport Mall to Fort Lee | \$3.00 | New Service, Inc. |
| | Newport Mall to Fort Lee | \$3.75 | Quick Transit Management Agency LLC |
| | Newport Mall to Fort Lee | \$4.00 | New Service, Inc., J&T Transit Corp., Quick Transit Management Agency LLC |
| | Newport Mall to GWBBS | \$3.75/\$5.00 | New Service, Inc. |
| Bergenline-PABT | PABT to Nungessers | \$2.50 | J&T Transit Corp. |
| Kennedy | Journal Square to Nungessers | \$1.50 | J&T Transit Corp., Galaxy Towers Inc., Quick Transit Management Agency LLC |
| Kennedy-PABT | PABT to Journal Square | \$2.50 | Community Lines Inc., Airport Service Corp. |
| Bayonne | Journal Square to 5 th Street | \$1.50/\$1.75 | Ride-Ex Transportation LLC |
| Bldv East | PABT to Nungessers | \$2.50 | Fuji Express Inc. |
| River Road | - | - | - |
| Paterson-PABT | PABT to Paterson | \$5.50 | Airport Service Corp. |
| Paterson-GWBBS | GWBBS to Paterson | \$4.50/\$5.00/\$5.50 | Airport Service Corp. |

4.0 Other Jitney Services in the United States

Following is a brief overview of some of the other jitney services in the United States which may be considered relevant to a study of jitney service in Hudson County. It is not a comprehensive list, but is intended to provide a comparison and identify other jitney frameworks which may be relevant for additional study.

4.1 New York City

The Metropolitan Transportation Authority (MTA) eliminated several bus routes in each of the city's five boroughs in June 2010 due to budget shortfalls. Some of the eliminated routes left areas of the city without any transit service for the displaced riders. As part of a trial program, the city's Taxi and Limousine Commission began the Group Ride Vehicle Pilot Program. This pilot program is set to last for one-year, after which it will likely be renewed if successful; however, operators are only required to run service for 90 days - they can leave the program if there is no ridership.

Through the Group Ride Vehicle Pilot Program, vans carrying up to 20 passengers travel on a set schedule within a fixed service area and charge a flat fare of \$2. They operate from 6:00 AM to 10:00 PM, but are much less likely to operate off peak when providing service is less profitable. Vans are not handicapped accessible and there are no transfers to MTA bus or subway service. The vans are required to pick up passengers only at designated stops, but can negotiate drop-offs for passengers anywhere within the service area - there are no fixed routes. Different private operators were chosen to provide service in different locations (replacing different discontinued MTA bus routes); however, only one operator is authorized to provide service on each "route".

While cuts were made to bus service citywide, the Group Ride Vehicle Pilot Program, which includes six commuter van lines, is focused in lower density parts of Brooklyn and Queens where bus cuts have left residents with little or no transit service. Implemented in September 2010, at the time of writing the success of these services is still to be determined. Recent newspaper articles have mentioned that ridership - and fare revenues - may not be high enough to sustain the service.¹

4.2 Atlantic City

The Atlantic City Jitney Association (ACJA) is responsible for the operation of five public jitney routes and two contract services in Atlantic City, New Jersey. The public routes, fixed routes which are set by the ACJA, distribute the jitneys throughout the city, with two routes providing 24-hour service. These two routes, the busiest of the five, subsidize the other three, less busy routes. Jitneys stop at marked stops, which are located at nearly every intersection along each

¹ "Van Plan Scam? Dollar Vans on Former B71 Route Can Go Anywhere They Want." *The Brooklyn Paper*, September 22, 2010.

route. The fare for a ride on a public jitney route is \$2.25 with no transfers; however, 10-trip tickets are available for \$20.00 for regular passengers, \$7.50 for seniors. The ACJA also oversees two contract shuttle bus services in the city. One contract service, the Trump Shuttle, operates between the Trump casinos. Additionally, the ACJA operates the Casino Rail Shuttles, which comprise four shuttle routes connecting NJ Transit's Atlantic City Rail Line with casinos throughout the city.

While NJ Transit and ACJA service areas overlap – both cover much of the city – the two services have been separated on the busy Atlantic Avenue and Pacific Avenue corridors. For much of their lengths, NJ Transit bus services operate primarily on Atlantic Avenue, while jitneys operate on Pacific Avenue. This separation was done in order to separate the potentially conflicting service patterns along the busiest corridors: while NJ Transit vehicles stop only at designated bus stops every few blocks, jitneys will stop at almost any intersection to pick up passengers.

The ACJA specifies shifts and schedules for jitney drivers, ensuring each has the opportunity to work the best routes at least part of the time. Jitney drivers own their own vehicles and must purchase a medallion from the city and join the ACJA in order to operate service. Drivers keep the farebox revenues on the public routes and are paid salaries for work on the contract services, which do not charge passenger fares. The ACJA leases its own garage and oversees a fleet of 190 vehicles, approximately 35 of which are deployed on the public routes during peak service. Over a given 24-hour period, approximately 95 to 100 vehicles are used in revenue service. The contract routes use Blue Bird buses (one per route) rather than jitney vehicles.²

4.3 Atlanta

Clayton County, Georgia, a suburban county just south of Atlanta, recently eliminated its public bus service, C-Tran. After service was eliminated, van services came in to fill the void. These van services received a 60-day temporary authorization from the Georgia Public Services Commission and have the ability to apply for a permanent certificate thereafter. One van service operates between three park-and-ride lots in the county and the College Park MARTA Rail Station, from which rail and bus service is available throughout the region. Another serves Riverdale Road, which was formerly a busy corridor for C-Tran. These van services do not fully replace the former C-Tran bus service, which operated on five regular fixed routes throughout the county, but provide some additional service to that provided by the three Georgia Regional Transportation Authority (GRTA) express bus routes serving the county.³

4.4 Miami-Dade

Miami-Dade County, Florida has a jitney system which dates back to the 1920s.⁴ Jitneys are regulated by county, and must have a chauffeur's license, appropriate insurance, and county

² "Atlantic City Regional Transportation Plan", AECOM, 2009.

³ "Another Private Van Service Gets OK to Operate in Clayton". *The Atlanta Journal-Constitution*, April 7, 2010.

⁴ "Minibus Jitneys A Transit Alternative". *The Miami Herald*, May 19, 2008.

inspection. Routes and operating hours must be approved by the county and the Miami-Dade Transit Agency (MDTA) so as to minimize overlap with existing transit routes.⁵ In contrast with other jitney services, those in Miami-Dade County accept MDTA transfers and vice-versa, demonstrating increased integration with the existing public transportation network.

4.5 San Diego

In the late 1970s, jitney services were legalized in San Diego County. By 1984, over 15 companies operated over 100 vehicles serving more than 15,000 passengers per day. However, these operations were largely curtailed due to “over-competition” and complaints.⁶ Jitneys are now primarily found in San Ysidro, providing service between the Mexican border and the Coronado and San Ysidro Swap Meets, making some intermediate stops as requested.⁷

⁵ <http://www.miami-dade.gov/csd>, accessed September 22, 2010.

⁶ Cervero, Robert. “Evaluating the Contribution of Transport Projects to Welfare to Work”, FIA Foundation, Institute of Urban and Regional Development, University of California, Berkeley. 2006.

⁷ “San Ysidro Mobility Strategy”, Estrada Land Planning and Kimley-Horn & Assoc. Inc., 2009.

5.0 Summary

In addition to regular public transit routes, Hudson County, New Jersey is served by several privately-operated jitney routes. In order to determine routing, frequency of service on each route, and companies providing the service, extensive field work was conducted including field observation, riding vehicles, and on-street stationary checks. Overall, 20 operators were determined to be providing service on eight jitney routes operating on key Hudson County corridors, including JFK Boulevard, Boulevard East, Bergenline Avenue, the 30th/31st Street couplet, River Road/Port Imperial Boulevard, and Newark Avenue. These routes were each mapped, and stationary checks conducted to determine frequencies and operators for each route.

Additionally, jitney operations were observed at key termini including the PABT and GWBBS in New York City, and the Journal Square Transportation Center, Newport Mall, and Nungessers in Hudson County. Overall headways by route, proportion of service on each route provided by different operators, and estimated ridership and fare structure were determined based on survey results. Finally, a brief look was taken at jitney systems across the country which may be applicable to the further study of jitney service in Hudson County. These systems included those in or near New York City, Atlantic City, Atlanta, Miami, and San Diego.

6.0 Next Steps

Follow-up will include further investigation into jitney service operating on River Road through Hudson and Bergen Counties, as well as possible existing service extending to the northwest of Nungessers along Fairview Avenue. Following phases will investigate operational, regulatory and safety issues surrounding jitney service, supported by public and stakeholder outreach efforts.

The next phase of this study will include an analysis of federal, state, and local regulations governing jitney operations as well as the assessment of existing enforcement measures. It will also include an analysis of legal and regulatory boundaries of jitney operations in the study area and matrix summarizing existing regulatory provisions. Recommendations will be provided for modification to existing jitney oversight regulations, policies and enforcement programs, along with an assessment of their expected effectiveness.

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