

Implementation of the Assessment Tool: Measuring Economic Activity

Assessing the Impacts of the New Jersey Transit Village Initiative

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Summary

During the process of assessing the New Jersey Transit Village Initiative, VTC has undertaken the measure of economic activity by using building permit data held by the New Jersey Department of Community Affairs for the period 1999–2003. The results show that over this five-year period there was an investment of *\$186 million* in construction among the first seven Transit Villages (Morristown, Pleasantville, Rahway, Riverside, Rutherford, South Amboy, and South Orange) of which *\$147 million was non-residential and \$39 million was spent on housing*. This represents a dramatic growth from \$1.7 million in 1999 to \$40.4 million in 2003. *While housing lagged in development overall, it represented well over twice the activity of non-residential work within the quarter-mile circle around the station, \$24.6 million compared to \$11.2 million*. Of the 478 new housing units built, 61.2 percent were in this closest proximity to transit.

Public investment, based on reports from the municipalities, is estimated to have been \$150–\$175 million over the same period. The comparison of this level to the \$186 million of construction activity, suggests that *the Transit Village Initiative for the first five years has been a successful effort in support of transit oriented development economic goals*.

Background

The New Jersey Transit Village Initiative, coordinated by the New Jersey Department of Transportation (NJDOT), is a state program that seeks to revitalize and grow selected communities with transit as an anchor. The anticipated benefits of this endeavor include increased transit ridership, economic revitalization, and growth of the housing stock. The program, which was formulated in 1998, named its first five Transit Villages (TVs) in 1999: Morristown, Pleasantville, Rutherford, South Amboy, and South Orange. Subsequently, Rahway, Riverside, Metuchen, Belmar, Bloomfield, Bound Brook, Collingswood, Cranford, and Matawan were designated.¹

The Alan M. Voorhees Transportation Center (VTC)² engaged in a year-long study of the Transit Village program at the behest of NJDOT. This effort³ includes a literature review of transit-oriented development, a demographic analysis of the first seven municipalities designated as Transit Villages, and an appraisal of the program's administration by a Task Force steering committee.⁴ Public opinion has also been solicited through questions placed

¹ Metuchen was named a Transit Village in December 2002, three months after the beginning of this study. On October 10, 2003, seven additional Transit Villages were named by Governor McGreevey: Belmar, Bloomfield, Bound Brook, Collingswood, Cranford, and Matawan.

² Originally, transportation policy studies were carried out under the name Transportation Policy Institute (TPI) as part of the Alan M. Voorhees Center (VTC). As of September 2003, TPI is no longer an active entity, and all research activity is encompassed by the VTC designation.

³ Find all of the Transit Village Initiative reports at http://policy.rutgers.edu/vtc/tod/tod_projects.html

⁴ Representatives from 11 state agencies/offices make up the Task Force: New Jersey Department of Transportation; New Jersey Department of Environmental Protection; New Jersey Redevelopment Authority; New Jersey Transit; New Jersey Department of Community Affairs, including the Office of Smart Growth and

on the April 2003 statewide Star-Ledger/Eagleton-Rutgers Poll,⁵ and a detailed mail survey of households and commercial establishments in three Transit Villages—Metuchen, South Amboy, and South Orange—was conducted in the summer of 2003.

Taken together, these activities served as the basis for the final objective of the study: to evaluate the effectiveness of the Transit Village Initiative and develop a monitoring “tool” that can be implemented by NJDOT and the Task Force. In the report, *Transit Villages in New Jersey: Recommendations for Assessment and Accountability*, VTC suggested a formalized annual accounting process to be undertaken by the municipalities and the state agencies. Specifically, such a program would produce information on economic activity (public and private investment), environmental and transportation indicators, community perception, and institutional and legal actions taken to promote TOD. Over time this data could be used to track trends across the Villages, and outcomes could be compared to initial goals stated by the towns in their applications.

Implementation

While these proposals appear to be relatively straightforward on paper, the reality of collecting the data for monitoring progress became a challenge. Municipal employees have little time to devote to responding to additional requests for information, particularly if it involves prior years. Furthermore, some towns are completely computerized while others struggle to join the electronic age. As a result, the tool was simplified (see Figure 1) and a new strategy for measuring economic activity was created. That implementation process is described in the following pages.

MainStreet New Jersey; New Jersey Economic Development Authority; New Jersey Housing and Mortgage Finance Agency; New Jersey Commerce & Economic Growth Commission; and New Jersey Council on the Arts.

⁵ This was a telephone poll of 802 New Jersey households conducted by the Eagleton Institute of Politics, Rutgers, The State University of New Jersey. Seven questions related to development and transit usage were included in the poll.

Figure 1

**INSTRUCTIONS FOR THE
TRANSIT VILLAGE MEASURES OF SUCCESS TOOL**

	<i>WHERE THE INFO WILL COME FROM</i>	<i>HOW OFTEN IT WILL BE COLLECTED</i>	<i>WHO WILL COLLECT THE DATA</i>	<i>COMMENTS & INSTRUCTIONS</i>
Net Increase in Dwelling Units	Building Permit Data	Yearly	DCA	A
Total Construction Activity	Building Permit Data	Yearly	DCA	B
Residential Construction Activity	Building Permit Data	Yearly	DCA	C
Affordable Housing Units Created	Building Permit Data	Yearly	DCA	D
Non-residential Construction Activity	Building Permit Data	Yearly	DCA	E
Total Businesses in TV	Town/TV Application	Yearly	Municipality Annual Report	F
Number of Auto Dependent Establishments	Town/TV Application	Yearly	Municipality Annual Report	G
Number of Transit-Supportive Shops	Town/TV Application	Yearly	Municipality Annual Report	H
Parking Spaces	Town/TV application	Yearly	Municipality Annual Report	I
Acres of Brownfields Reclaimed	Town	Yearly	Municipality Annual Report	J
Transit Ridership Counts	NJ Transit	Yearly or As Available	NJ Transit	K
Pedestrian Activity Counts	Town/DOT	Every 1-2 years	Town/DOT	L
Public Perception	Survey Results	Every 2-4 years	DOT	M
Public Investment	Town	Yearly	Municipality Annual Report	N
Other Infrastructure or Transportation Improvements	Town	Yearly	Municipality Annual Report	O

Figure 1 (Cont.)

COMMENTS & INSTRUCTIONS

- A, B, C and E. Annual building permit data by block is available from the Department of Community Affairs, Mr. John Lago, (609) 292-7898.
- D. This information is soon to be included in building permit data.
- F, G, H, I, J. The town should report business strength in the Transit Village in its annual report and data from its TV application should be used as a baseline.
- K. NJ Transit should report ticket sales yearly for train departures from designated stations. DOT should request a special accounting of bus boardings at the Pleasantville terminal.
- L. Pedestrian activity counts can be done by the municipality or DOT at specific locations, preferably once a year but at least every two years.
- M. Perception surveys using questions from the 2003 VTC survey instrument should be done for all Transit Villages every two to four years.
- N. This information should be reported in dollar value by the town in its annual report.
- O. Other major improvements such as façade upgrades, improved crosswalks, traffic calming, bike lanes, bike storage, sidewalks, shuttles, etc. should be described by the town in its annual report.

Building Permits

Building permits are a particularly rich source of information, available by lot and block, and in electronic form⁶ from the New Jersey Department of Community Affairs (DCA). Individual permit data can easily be obtained for selected municipalities for designated years and even the specific information needed can be isolated. VTC reviewed the tax maps for each of the Transit Villages and compiled a list of the blocks that comprised the half-mile circle around the transit station (Appendix A). The files received from DCA were then searched for permits that occurred in TV blocks. The following information was collected:

⁶ Every permit is supposed to be sent to DCA electronically when issued. However, some municipalities either do not have that capability or have temporary disruptions in electronic service (technical problems or replacement of machines, etc.). In those cases DCA allows the building department to send them monthly totals on hard copy. Unfortunately, that means that the individual identification by lot and block is lost. In the situations where this occurred, VTC manually compiled the data using files in the local building department.

- Value of construction
- Type of construction: residential or commercial
- Type of construction: new or rehab
- Number of new housing units created
- Location of the construction: within one-quarter mile of the station, within one-quarter to one-half mile of the station, or at the fringe of the TV (the block straddles the border of the TV)
- For each year 1999–2003

See Table A for a summary of the building permit data for the seven TVs. See Tables B-1 through B-7 for this information by municipality. The dollar value of the construction was then compared to the dollar value of public investment reported by the municipalities.⁷ There are some very distinctive results from this five-year review of investment.

Trends

- Since 1999 there has been a dramatic increase in construction activity in all of the Transit Villages. While some of this is due to the economic cycle, this level of growth clearly is also the result of pursuing Transit Village objectives. *In total there was an estimated \$186 million in construction realized over the period, growing from \$1.7 million in 1999 to \$40.4 million in 2003.*⁸
- Except in South Orange the value of non-residential construction activity, at \$147 million, has overshadowed housing investment, \$39 million. Total new units created are a modest 478. The probable reasons for this are:
 - 1) Major changes in non-residential uses had to be made in order to attract housing developers, i.e., as in Rahway;
 - 2) There is still reluctance about accepting more housing development, as indicated by the residential survey results.⁹
- Most of the construction activity is within the half-mile circle. The numbers for the fringe blocks are very small compared to those closer to the transit station. *It should be noted that within the quarter-mile circle, housing investment, at \$24.6 million, is over twice the non-residential dollars of \$11.2 million.*

⁷ See grant maps at http://policy.rutgers.edu/vtc/tod/tod_projects.html

⁸ These dollar amounts were not adjusted for inflation. The dates of the public investment were not given and, as a practical matter, municipalities simply did not have that information or were unwilling to search for it. For comparability purposes all amounts were left in current dollars.

⁹ See Transit Villages in New Jersey: Public Opinions and Attitudes at http://policy.rutgers.edu/vtc/documents/TOD.Transit_Villages-Public_opinion.pdf

- From the permit data it is not possible to separate private from public investment. Certainly the public investment, identified at \$153 million, is understated, as values for many actions were not given on the grant maps. Even assuming that the number may really be closer to \$175 million, the overall construction value, at \$186 million (even with some of South Orange missing for 2001) points to a strong return on public investment.

Conclusion

There is clearly notable economic growth occurring in the Transit Villages. While housing investment lagged non-residential improvements, new units produced were located close to the station. The Transit Village Initiative now has a solid baseline to use for monitoring future activities.

In addition, the process of using building permit data as a measure of economic activity has proven to be workable. Adding other indicators should be a goal for the future:

- Property values and tax rates
- Better accounting of public investments
- Up-to-date inventory of businesses located in the TV

Table A-1
New Jersey Transit Village Initiative
Residential and Non-residential Construction Activity
Summary 1999 - 2003

Municipality	Total Construction Activity	Non-residential	Residential	# New Housing Units
Total				
Morristown	\$ 33,003,198	\$ 19,051,551	\$ 13,951,647	242
Pleasantville	\$ 6,629,206	\$ 4,895,701	\$ 1,733,505	6
Rahway	\$ 105,450,164	\$ 104,651,528	\$ 798,636	3
Riverside	\$ 14,229,843	\$ 11,819,942	\$ 2,409,901	21
Rutherford	\$ 7,104,319	\$ 4,437,132	\$ 2,667,187	3
South Amboy	\$ 4,038,376	\$ 1,360,176	\$ 2,678,200	2
South Orange	\$ 15,600,022	\$ 869,401	\$ 14,730,621	201
Grand Total	\$ 186,055,128	\$ 147,085,431	\$ 38,969,697	478
1999	\$ 1,712,410	\$ 996,354	\$ 716,056	1
2000	\$ 6,077,247	\$ 4,986,439	\$ 1,090,808	151
2001	\$ 104,993,078	\$ 90,427,610	\$ 14,565,468	210
2002	\$ 32,853,008	\$ 27,126,269	\$ 5,726,739	27
2003	\$ 40,419,385	\$ 23,548,759	\$ 16,870,626	89
Grand Total	\$ 186,055,128	\$ 147,085,431	\$ 38,969,697	478
Total Public Investment*	\$ 152,985,189			

*As of mid-year 2003 per Grant Maps reviewed and approved by each municipality.

Table A-2
New Jersey Transit Village Initiative
Residential and Non-residential Construction Activity
Summary 1999 - 2003 By Location

Municipality	Total Construction Activity	Non-residential	Residential	# New Housing Units
0-1/4 mile				
Morristown	\$ 12,305,677	\$ 3,243,696	\$ 9,061,981	87
Pleasantville	\$ 3,584,170	\$ 3,350,215	\$ 233,955	0
Rahway	\$ 195,813	\$ 108,508	\$ 87,305	0
Riverside	\$ 1,485,667	\$ 678,211	\$ 807,456	7
Rutherford	\$ 3,147,567	\$ 2,413,027	\$ 734,540	0
South Amboy	\$ 1,600,803	\$ 765,112	\$ 835,691	0
South Orange	\$ 13,504,514	\$ 681,601	\$ 12,822,913	199
Grand Total	\$ 35,824,211	\$ 11,240,370	\$ 24,583,841	293
1/4-1/2 mile				
Morristown	\$ 14,797,227	\$ 12,801,373	\$ 1,995,854	149
Pleasantville	\$ 2,534,168	\$ 1,537,586	\$ 996,582	2
Rahway	\$ 104,925,053	\$ 104,412,765	\$ 512,288	2
Riverside	\$ 12,128,639	\$ 11,125,336	\$ 1,003,303	9
Rutherford	\$ 3,599,418	\$ 1,940,770	\$ 1,658,648	3
South Amboy	\$ 2,080,567	\$ 564,918	\$ 1,515,649	2
South Orange	\$ 1,607,442	\$ 170,042	\$ 1,437,400	2
Grand Total	\$ 141,672,514	\$ 132,552,790	\$ 9,119,724	169
fringe				
Morristown	\$ 5,900,294	\$ 3,006,482	\$ 2,893,812	6
Pleasantville	\$ 510,868	\$ 7,900	\$ 502,968	4
Rahway	\$ 329,298	\$ 130,255	\$ 199,043	1
Riverside	\$ 615,537	\$ 16,395	\$ 599,142	5
Rutherford	\$ 357,334	\$ 83,335	\$ 273,999	0
South Amboy	\$ 357,006	\$ 30,146	\$ 326,860	0
South Orange	\$ 488,066	\$ 17,758	\$ 470,308	0
Grand Total	\$ 8,558,403	\$ 3,292,271	\$ 5,266,132	16

Table B-1New Jersey Transit Village Initiative
Construction Activity 1999-2003**Morristown**

	Residential Activity	# New Units	Rehab Activity	Non-residential Activity	Total Activity
1999					
0-1/4 mile				\$ 313,763	\$ 313,763
1/4-1/2 mile				\$ 84,750	\$ 84,750
fringe					
Total				\$ 398,513	\$ 398,513
2000					
0-1/4 mile				\$ 20,700	\$ 20,700
1/4-1/2 mile	\$ 436,975	149	\$ 136,975	\$ 233,875	\$ 670,850
fringe	\$ 6,000		\$ 6,000		\$ 6,000
Total	\$ 442,975	149	\$ 142,975	\$ 254,575	\$ 697,550
2001					
0-1/4 mile	\$ 19,919			\$ 345,433	\$ 365,352
1/4-1/2 mile	\$ 92,650			\$ 5,865,352	\$ 5,958,002
fringe	\$ 765,074	6	\$ 557,574	\$ 294,898	\$ 1,059,972
Total	\$ 877,643	6	\$ 557,574	\$ 6,505,683	\$ 7,383,326
2002					
0-1/4 mile	\$ 925,747	16	\$ 101,275	\$ 2,154,543	\$ 3,080,290
1/4-1/2 mile	\$ 407,773		\$ 407,773	\$ 2,168,611	\$ 2,576,384
fringe	\$ 914,112		\$ 914,112	\$ 1,285,711	\$ 2,199,823
Total	\$ 2,247,632	16	\$ 1,423,160	\$ 5,608,865	\$ 7,856,497
2003					
0-1/4 mile	\$ 8,116,315	71		\$ 409,257	\$ 8,525,572
1/4-1/2 mile	\$ 1,058,456		\$ 1,058,456	\$ 4,448,785	\$ 5,507,241
fringe	\$ 1,208,626		\$ 1,208,626	\$ 1,425,873	\$ 2,634,499
Total	\$ 10,383,397	71	\$ 2,267,082	\$ 6,283,915	\$ 16,667,312
1999-2003					
0-1/4 mile	\$ 9,061,981	\$ 87	\$ 101,275	\$ 3,243,696	\$ 12,305,677
1/4-1/2 mile	\$ 1,995,854	\$ 149	\$ 1,603,204	\$ 12,801,373	\$ 14,797,227
fringe	\$ 2,893,812	\$ 6	\$ 2,686,312	\$ 3,006,482	\$ 5,900,294
Grand Total	\$ 13,951,647	242	\$ 4,390,791	\$ 19,051,551	\$ 33,003,198

Public Investment¹ \$ 1,073,000¹As of mid-2003 per grant maps reviewed by townsNote: Permit information for 2003 was submitted by paper summaries to DCA.
VTC accumulated this information manually in the municipal building department.

Table B-2New Jersey Transit Village Initiative
Construction Activity 1999-2003**Pleasantville**

	Residential Activity	# New Units	Rehab Activity	Non-residential Activity	Total Activity
1999					
0-1/4 mile					
1/4-1/2 mile	\$ 10,450		\$ 10,450		\$ 10,450
fringe					
Total	\$ 10,450		\$ 10,450		\$ 10,450
2000					
0-1/4 mile					
1/4-1/2 mile				\$ 100,000	\$ 100,000
fringe	\$ 132,000	1	\$ 79,200		\$ 132,000
Total	\$ 132,000	1	\$ 79,200	\$ 100,000	\$ 232,000
2001					
0-1/4 mile	\$ 75,610		\$ 75,610	\$ 1,048,000	\$ 1,123,610
1/4-1/2 mile	\$ 106,180		\$ 106,180	\$ 345,000	\$ 451,180
fringe	\$ 113,505	1	\$ 40,305	\$ 1,000	\$ 114,505
Total	\$ 295,295	1	\$ 222,095	\$ 1,394,000	\$ 1,689,295
2002					
0-1/4 mile	\$ 76,750		\$ 76,750	\$ 197,040	\$ 273,790
1/4-1/2 mile	\$ 456,969	2	\$ 330,269	\$ 110,326	\$ 567,295
fringe	\$ 119,395	1	\$ 67,495	\$ 900	\$ 120,295
Total	\$ 653,114	3	\$ 474,514	\$ 308,266	\$ 961,380
2003					
0-1/4 mile	\$ 81,595		\$ 81,595	\$ 2,105,175	\$ 2,186,770
1/4-1/2 mile	\$ 422,983		\$ 422,983	\$ 982,260	\$ 1,405,243
fringe	\$ 138,068	1	\$ 85,768	\$ 6,000	\$ 144,068
Total	\$ 642,646	1	\$ 590,346	\$ 3,093,435	\$ 3,736,081
1999-2003					
0-1/4 mile	\$ 233,955	0	\$ 233,955	\$ 3,350,215	\$ 3,584,170
1/4-1/2 mile	\$ 996,582	2	\$ 869,882	\$ 1,537,586	\$ 2,534,168
fringe	\$ 502,968	4	\$ 272,768	\$ 7,900	\$ 510,868
Grand Total	\$ 1,733,505	6	\$ 1,376,605	\$ 4,895,701	\$ 6,629,206

Public Investment¹ \$ 34,274,835¹As of mid-2003 per grant maps reviewed by towns

Table B-3New Jersey Transit Village Initiative
Construction Activity 1999-2003**Rahway**

	Residential Activity	# New Units	Rehab Activity	Non-residential Activity	Total Activity
1999					
0-1/4 mile				\$ 460	\$ 460
1/4-1/2 mile	\$ 15,300		\$ 15,300	\$ 159,695	\$ 174,995
fringe	\$ 96,800	1		\$ 2,000	\$ 98,800
Total	\$ 112,100	1	\$ 15,300	\$ 162,155	\$ 274,255
2000					
0-1/4 mile					
1/4-1/2 mile	\$ 36,070		\$ 36,070	\$ 4,226,950	\$ 4,263,020
fringe	\$ 4,000		\$ 4,000	\$ 4,000	\$ 8,000
Total	\$ 40,070		\$ 40,070	\$ 4,230,950	\$ 4,271,020
					\$ -
2001					
0-1/4 mile	\$ 17,780		\$ 17,780		\$ 17,780
1/4-1/2 mile	\$ 207,746	1	\$ 94,446	\$ 78,006,690	\$ 78,214,436
fringe	\$ 31,445		\$ 31,445	\$ 200	\$ 31,645
Total	\$ 256,971	1	\$ 143,671	\$ 78,006,890	\$ 78,263,861
2002					
0-1/4 mile	\$ 37,900		\$ 37,900	\$ 81,262	\$ 119,162
1/4-1/2 mile	\$ 57,477		\$ 57,477	\$ 20,220,171	\$ 20,277,648
fringe	\$ 12,000		\$ 12,000	\$ 81,600	\$ 93,600
Total	\$ 107,377		\$ 107,377	\$ 20,301,433	\$ 20,490,410
2003					
0-1/4 mile	\$ 31,625		\$ 31,625	\$ 26,786	\$ 58,411
1/4-1/2 mile	\$ 195,695	1	\$ 94,395	\$ 1,799,259	\$ 1,994,954
fringe	\$ 54,798		\$ 54,798	\$ 42,455	\$ 97,253
Total	\$ 282,118	1	\$ 180,818	\$ 1,868,500	\$ 2,150,618
1999-2003					
0-1/4 mile	\$ 87,305	0	\$ 87,305	\$ 108,508	\$ 195,813
1/4-1/2 mile	\$ 512,288	2	\$ 297,688	\$ 104,412,765	\$ 104,925,053
fringe	\$ 199,043	1	\$ 102,243	\$ 130,255	\$ 329,298
Grand Total	\$ 798,636	3	\$ 487,236	\$ 104,569,928	\$ 105,450,164

Public Investment¹ \$ 45,410,000¹As of mid-2003 per grant maps reviewed by towns

Table B-4New Jersey Transit Village Initiative
Construction Activity 1999-2003**Riverside**

	Residential Activity	# New Units	Rehab Activity	Non-residential Activity	Total Activity
1999					
0-1/4 mile				\$ 6,946	\$ 6,946
1/4-1/2 mile	\$ 450		\$ 450	\$ 9,700	\$ 10,150
fringe					\$ -
Total	\$ 450		\$ 450	\$ 16,646	\$ 17,096
2000					
0-1/4 mile	\$ 32,000	1			\$ 32,000
1/4-1/2 mile					\$ -
fringe					\$ -
Total	\$ 32,000	1			\$ 32,000
2001					
0-1/4 mile	\$ 28,164		\$ 28,164	\$ 34,880	\$ 63,044
1/4-1/2 mile	168830	1	\$ 80,838	\$ 2,721,835	\$ 2,890,665
fringe	\$ 64,539		\$ 64,539	1600	\$ 66,139
Total	\$ 261,533	1	\$ 173,541	\$ 2,758,315	\$ 3,019,848
2002					
0-1/4 mile	\$ 228,547	1	\$ 117,447	\$ 115,838	\$ 344,385
1/4-1/2 mile	\$ 347,387	1	\$ 258,487	\$ 119,791	\$ 467,178
fringe	\$ 403,313	5	\$ 174,063	\$ 2,545	\$ 405,858
Total	\$ 979,247	7	\$ 549,997	\$ 238,174	\$ 1,217,421
2003					
0-1/4 mile	\$ 518,745	5	\$ 132,245	\$ 520,547	\$ 1,039,292
1/4-1/2 mile	\$ 486,636	7	\$ 306,770	\$ 8,274,010	\$ 8,760,646
fringe	\$ 131,290		\$ 131,290	\$ 12,250	\$ 143,540
Total	\$ 1,136,671	12	\$ 570,305	\$ 8,806,807	\$ 9,943,478
1999-2003					
0-1/4 mile	\$ 807,456	7	\$ 277,856	\$ 678,211	\$ 1,485,667
1/4-1/2 mile	\$ 1,003,303	9	\$ 646,545	\$ 11,125,336	\$ 12,128,639
fringe	\$ 599,142	5	\$ 369,892	\$ 16,395	\$ 615,537
Grand Total	\$ 2,409,901	21	\$ 1,294,293	\$ 11,819,942	\$ 14,229,843

Public Investment¹ \$ 830,000¹As of mid-2003 per grant maps reviewed by towns

Table B-5New Jersey Transit Village Initiative
Construction Activity 1999-2003**Rutherford**

	Residential Activity	# New Units	Rehab Activity	Non-residential Activity	Total Activity
1999					
0-1/4 mile					\$ -
1/4-1/2 mile	\$ 17,500		\$ 17,500		\$ 17,500
fringe					\$ -
Total	\$ 17,500		\$ 17,500		\$ 17,500
2000					
0-1/4 mile					\$ -
1/4-1/2 mile	\$ 10,600		\$ 10,600	\$ 7,750	\$ 18,350
fringe				\$ 9,000	\$ 9,000
Total	\$ 10,600		\$ 10,600	\$ 16,750	\$ 27,350
2001					
0-1/4 mile	\$ 28,922		\$ 28,922	\$ 115,130	\$ 144,052
1/4-1/2 mile	296332	2	\$ 111,832	\$ 1,146,540	\$ 1,442,872
fringe	\$ 49,500		\$ 49,500	\$ 9,000	\$ 58,500
Total	\$ 374,754	2	\$ 190,254	\$ 1,270,670	\$ 1,645,424
2002					
0-1/4 mile	\$ 362,748		\$ 362,748	\$ 395,337	\$ 758,085
1/4-1/2 mile	\$ 663,206	1	\$ 531,206	\$ 52,244	\$ 715,450
fringe	\$ 72,403		\$ 72,403	\$ 45,160	\$ 117,563
Total	\$ 1,098,357	1	\$ 966,357	\$ 492,741	\$ 1,591,098
2003					
0-1/4 mile	\$ 342,870		\$ 342,870	\$ 1,902,560	\$ 2,245,430
1/4-1/2 mile	\$ 671,010		\$ 671,010	\$ 734,236	\$ 1,405,246
fringe	\$ 152,096		\$ 152,096	\$ 20,175	\$ 172,271
Total	\$ 1,165,976		\$ 1,165,976	\$ 2,656,971	\$ 3,822,947
1999-2003					
0-1/4 mile	\$ 734,540	0	\$ 734,540	\$ 2,413,027	\$ 3,147,567
1/4-1/2 mile	\$ 1,658,648	3	\$ 1,342,148	\$ 1,940,770	\$ 3,599,418
fringe	\$ 273,999	0	\$ 273,999	\$ 83,335	\$ 357,334
Grand Total	\$ 2,667,187	3	\$ 2,350,687	\$ 4,437,132	\$ 7,104,319

Public Investment¹ \$ 7,756,354¹As of mid-2003 per grant maps reviewed by towns

Table B-6New Jersey Transit Village Initiative
Construction Activity 1999-2003**South Amboy**

	Residential Activity	# New Units	Rehab Activity	Non-residential Activity	Total Activity
1999					
0-1/4 mile	\$ 112,069			\$ 105,140	\$ 217,209
1/4-1/2 mile	\$ 362,247			\$ 271,325	\$ 633,572
fringe	\$ 58,240			\$ 17,300	\$ 75,540
Total	\$ 532,556			\$ 393,765	\$ 926,321
2000					
0-1/4 mile	\$ 103,158			\$ 119,817	\$ 222,975
1/4-1/2 mile	\$ 134,175			\$ 178,703	\$ 312,878
fringe	\$ 102,374			\$ 571	\$ 102,945
Total	\$ 339,707			\$ 299,091	\$ 638,798
2001					
0-1/4 mile	\$ 145,132			\$ 415,152	\$ 560,284
1/4-1/2 mile	307027			\$ 74,200	\$ 381,227
fringe	\$ 47,113			\$ 2,700	\$ 49,813
Total	\$ 499,272			\$ 492,052	\$ 991,324
2002					
0-1/4 mile	\$ 310,321			\$ 65,750	\$ 376,071
1/4-1/2 mile	\$ 261,161			\$ 19,190	\$ 280,351
fringe	\$ 63,530			\$ 7,900	\$ 71,430
Total	\$ 635,012			\$ 92,840	\$ 727,852
2003					
0-1/4 mile	\$ 165,011			\$ 59,253	\$ 224,264
1/4-1/2 mile	\$ 451,039			\$ 21,500	\$ 472,539
fringe	\$ 55,603			\$ 1,675	\$ 57,278
Total	\$ 671,653			\$ 82,428	\$ 754,081
1999-2003					
0-1/4 mile	\$ 835,691			\$ 765,112	\$ 1,600,803
1/4-1/2 mile	\$ 1,515,649	2		\$ 564,918	\$ 2,080,567
fringe	\$ 326,860			\$ 30,146	\$ 357,006
Grand Total	\$ 2,678,200	2		\$ 1,360,176	\$ 4,038,376

Public Investment¹ \$ 45,141,000¹As of mid-2003 per grant maps reviewed by towns

Note: All permit information was submitted by paper summaries to DCA.

VTC collected this data manually in the municipal building department.

Table B-7New Jersey Transit Village Initiative
Construction Activity 1999-2003**South Orange**

	Residential Activity	# New Units	Rehab Activity	Non-residential Activity	Total Activity
1999					
0-1/4 mile	\$ 2,400		\$ 2,400	\$ 25,275	\$ 27,675
1/4-1/2 mile	\$ 40,600		\$ 40,600		\$ 40,600
fringe					\$ -
Total	\$ 43,000		\$ 43,000	\$ 25,275	\$ 68,275
2000					
0-1/4 mile	\$ 48,940		\$ 48,940	\$ 85,073	\$ 134,013
1/4-1/2 mile	\$ 26,067		\$ 26,067		\$ 26,067
fringe	\$ 18,449		\$ 18,449		\$ 18,449
Total	\$ 93,456		\$ 93,456	\$ 85,073	\$ 178,529
2001					
0-1/4 mile	\$ 12,000,000 *	199 *	\$ 12,000,000 *		* \$ 12,000,000
1/4-1/2 mile					\$ -
fringe					\$ -
Total	\$ 12,000,000	199	\$ 12,000,000		\$ 12,000,000
2002					
0-1/4 mile				\$ 2,350	\$ 2,350
1/4-1/2 mile	\$ 6,000		\$ 6,000		\$ 6,000
fringe					\$ -
Total	\$ 6,000		\$ 6,000	\$ 2,350	\$ 8,350
2003					
0-1/4 mile	\$ 771,573		\$ 771,573	\$ 568,903	\$ 1,340,476
1/4-1/2 mile	\$ 1,364,733	2	\$ 1,050,533	\$ 170,042	\$ 1,534,775
fringe	\$ 451,859		\$ 451,859	\$ 17,758	\$ 469,617
Total	\$ 2,588,165	2	\$ 2,273,965	\$ 756,703	\$ 3,344,868
1999-2003					
0-1/4 mile	\$ 12,822,913	199	\$ 12,822,913	\$ 681,601	\$ 13,504,514
1/4-1/2 mile	\$ 1,437,400	2	\$ 1,123,200	\$ 170,042	\$ 1,607,442
fringe	\$ 470,308	0	\$ 470,308	\$ 17,758	\$ 488,066
Grand Total	\$ 14,730,621	201	\$ 14,416,421	\$ 869,401	\$ 15,600,022

Public Investment¹ \$ 18,500,000¹As of mid-2003 per grant maps reviewed by towns

*Note: Permit information for 2001 was submitted by paper summaries to DCA.

There are a known 199 units with an estimated construction value of \$12,000,000, per the South Orange Building Dept. Other construction activity was not available for that year.

Appendix A

NJ Transit Villages Study - 1/4 and 1/2 mile block table

Municipality	Block Number	
	Within 1/4 Mile*	Within 1/2 Mile*
Pleasantville	63,64,74,75,76,77,78,79,85,86,87,88,89, 101,103,104,105,106,123,128,131,261,434,435, 259	57,58,59,61,62,67,69,70,72,73,82,83,84,98,99, 100,107,115,117,118,119,120,121,122,124,125, 126,130,132,133,134,135,159,160,162,244,245, 246,247,248,249,250,251,254,255,257,258,260,265,267, 268,269,366,372,426,430,444,445
Riverside	601,602,701,702,703,704,705,801,802,803,804,805,901,902,903,904,905,1301,1303,1306,1307,1401,1402,3109,3110,3201,3202,3203,3204,3205,3206,3207,3208	101,202,204,302,304,402,404,501,502,1101,1103,1104,1105,1201,1202,1203,1204,1205,1302,1304,1305,1403,1404,1405,1406,1501,1502,1503,1504,1701,1801,1802,1803,1804,1901,1902,2001,2002,2101,2102,3001,3002,3003,3004,3005,3101,3102,3103,3104,3105,3106,3107,3108
South Amboy	33,35,36,37,38,39,40,41,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63	19,20,21,25,26,27,29,30,34,42,43,64,65,66,67,68,69,70,71,74,75,76,81,114,115,116,117,121,122,123,124,125,158a,159,161,161.01,162,165
Morristown	1802,1901,1902,1903,1904,2001,202,3503,3504,3505,3601,3602,3603,3607,3701,3702,4701,4702,4801	501,601,701,702,802,1703,1801,2101,2201,2301,2302,2401,3501,3502,3402,3803,4401,4402,4501,4601,4901,4802,5001,5801,5802,5901,5902,5905,5906,6001,6002,6004,6005,6102,6103,6104,6201,6203,6205,6206
Rutherford	74,75,76,77,78,127,128,145,146,147,148,155,169	49,50,62,64,66,67,69,70,71,71.01,71.02,72,73,88,118,119,125,126,137,138,144,154,161,165,221,222

Appendix A (Cont.)

NJ Transit Villages Study - 1/4 and 1/2 mile block table

South Orange	1001,1004,1005,1006,1007,1804,1901,1902,1903,1904,1905,1906,1907,1909,1910,2000,2002,2003,2004,2005,2006,2007,2008,2009,2010,2011,2015,2016,2018,2019,2021,2201,2202,2203,2300,2301,2303,2304,2402,2403,2405,2407,	1002,1003,1008,1101,1104,1105,1301,1302,1203,1802,1803,1201,1202,1203,1205,1206,1802,1803,2100,2101,2102,2103,2104,2105,2106,2107,2110,2201,2204,2205,2206,2207,2208,2210,2211,2215,2216,2302,2303,2401,2404,2406,2501,2502,2503,2504,2507,2508,2510	507,1009,1010,1103,1304,1406,1407,1801,1805,2203,2213,2218,2509,2511,
Rahway	78,83,84,96,399,448,449,462,463,464,465,466,467,468,484,485,486,487,489,660,665,669	60,79,80,81,82,84,85,87,88,89,90,91,97,99,101,103,128,134,135,136,139,142,157,158,160,383,387,390,393,395,396,397,398,444,445,446,447,450,451,460,461,481,482,483,488,492,493,494,524,652,654,656,659,682,684,685,686,689,704,705,706,760,767,856,938,939,940,941	62,93,107,144,377,381,443,459,516,522,650,701,761,854,937,938

* *Within 1/4 Mile: Circle covers 1/2 of block or more*

* *Within 1/2 Mile: Circle covers more than 1/2 of block*

* *Fringe Blocks: Circle covers one half or less of block (based on 1/2 mile circle)*