

PHONE CONFERENCE

Monday, March 17, 2008- 11:00 A.M.
782 S. Brewster Road, Unit B6, Vineland

REVISED AGENDA

- a. Flag Salute, Open Public Meetings Law Announcement
- b. Roll Call
- c. Approval of Minutes: January 28, 2008
- e. Communications
- f. Report of the Technical Advisory Committee – Robert Brewer, Chairman
- g. Chairman's Remarks
- h. Report of the Executive Director - Timothy G. Chelius
- i. South Jersey Traffic Safety Alliance Report - Teresa Thomas
- j. New Business
 - 1. Resolution 0803-07: Adopting the FY 2009 Unified Planning Work Program
 - 2. Resolution 0803-08: Approving an Amendment of Subcontract Agreement and Contract Modification to the Federal Aid Agreement for the Mill Creek Upper Thorofare Middle Thorofare Bridges Scoping Project
 - 3. Resolution 0803-09: Approving an Amendment of Subcontract Agreement and Contract Modification to the Federal Aid Agreement for the Sherman Avenue (CR 552) Boulevards Design Project
 - 4. Resolution 0803-10: Approving an Amendment of Subcontract Agreement and Contract Modification to the Federal Aid Agreement for the Buckshutem Road Bridge Design Project
 - 5. Resolution 0803-11: Approving Consultant Selection of the Almond Road Design Project
 - 6. Resolution 0803-12: Endorsing the Ranking of Applications for the Round 9 Job Access Reverse Commute (JARC) Competitive Grant Program
 - 7. Resolution 0803-13: Endorsing a Highway Safety Project Grant from the N.J. Division of Highway Traffic Safety for the South Jersey Traffic Safety Alliance
 - 8. NJDOT Updates: Shore Connection Projects, Beesley's Point Bridge ; NJ Route 52 Project
- k. Public Comment
- l. Adjournment

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 0803-07: Adopting the FY 2009 Unified Planning Work Program (UPWP)

PROPOSAL

At its March 3, 2008, meeting, the Technical Advisory Committee recommended adoption of the FY 2009 UPWP. Please refer to our website www.sjtpo.org/upwpinfo.html. Also, please refer to the enclosed excerpts, and a full copy of the document will be provided at the meeting.

BACKGROUND

Federal planning regulations require that Metropolitan Planning Organizations (MPO's) annually approve Unified Planning Work Programs (UPWP's) that guide the transportation planning process in their regions. The proposed FY 2009 SJTPO UPWP consists of the following:

Overview – This describes the purpose of the UPWP, the transportation planning environment, SJTPO structure, and FY 2009 planning priorities. Regionwide priorities in FY 2009 will include:

- Advancing the Safety Conscious Planning model and the integration of safety considerations into regional planning.
- Expanding the programs and activities of the South Jersey Traffic Safety Alliance
- Addressing specific problem areas especially with the emphasis on project development through scoping and design.
- Updating the TIP, maintaining public involvement programs, and integrating Title VI into SJTPO plans and programs.

Central Staff Work Program (\$953,712) – All activities of SJTPO's Central Staff are described in this section. In addition to the regionwide priorities discussed above, notable activities for FY 2009 include continuing our nationally – recognized leadership role in integrating safety into planning.

SJTA Supportive Work Program (\$50,000) – Under this program, the South Jersey Transportation Authority provides financial and administrative services as the administrative host for SJTPO.

NJ Transit Coordination & Support (\$22,000) – NJ Transit provides ongoing staff and technical support, including considerable assistance in FY 2009 with the SJ Travel Demand Model Improvement Project.

Subregional Transportation Planning Work Program (\$307,500) – Planning activities of the four Counties to support SJTPO and address the needs of the Counties are included here. Funding for each county and highlights of their programs are:

- Atlantic County (\$104,000) - will conduct a road safety audit and access management study for Ocean Heights Avenue.
- Cape May County (\$76,000) - will evaluate evacuation capabilities of selected roads.
- Cumberland County (\$90,500) – will analyze County Road right-of-way widths and recommend improvements.
- Salem County (\$37,000) - will provide basic regional planning support.

Technical Programs (\$414,437) - To supplement the various agency work programs described above, SJTPO will support technical studies and projects performed by consultants, as follows:

- FY 2009 Road Safety Project Development (\$50,000) – Since FY 2004, SJTPO has conducted Road Safety Audits for selected highway segments throughout the region. The Safety Audits generated many short- and mid-term improvement recommendations, and this FY 2009 activity will provide assistance to project sponsors in developing projects for federal HSIP funding.
- FY 2009 Air Quality Analysis (\$40,000) – This task will provide consultant assistance for emissions modeling work, CMAQ emissions reduction estimation, coordination with NJDOT, NJDEP, and USEPA, model setups, and other related air quality assistance. The major traditional work element is the annual completion of the Regional Transportation Plan (RTP) / Transportation Improvement Program (TIP) conformity analysis. In addition, regional involvement is required when new emissions budgets are developed.
- FY 2009 Seat Belt Use Survey (\$50,000) – Consultant assistance will be secured to measure and evaluate seat belt use in the SJTPO region. Special attention will be devoted to communities and areas of concern, such as Spanish-speaking populations, or low-income communities.
- SJTPO Coastal Evacuation Analysis (\$85,000, carried forward from FY 2008 UPWP) – SJTPO will expand on recent simulations by the New Jersey Institute of Technology to evaluate current evacuation plans and formulate recommendations to handle peak seasonal evacuation flows.
- Vineland Master Plan Transportation Element (\$60,000) – Vineland, the Central City of the SJTPO region, will conduct a multi-modal analysis of existing conditions and develop a coordinated plan to support the anticipated growth in the City and the region.
- SJTPO Asset Management Data Collection (\$125,000) – SJTPO will begin a multi-year effort to collect pavement and roadway facility data for local management systems.
- Census Transportation Planning Package Products (\$4,437) – The Department of Transportation is unable to participate in the national program to produce upcoming Census Transportation Planning Package products without financial assistance from New Jersey's three MPO's.

Non-MPO-Funded Transportation Planning Activities - A variety of activities in the region not funded through the UPWP are described in this section. The agencies included are New Jersey Highway Authority, Delaware River and Bay Authority, and NJDOT.

Financial Information – This section includes details on funding sources used and the Central Staff line item budget. A total of \$1,747,649 is programmed for use within this document. This is detailed in the "Financial Information" section.

SEE ATTACHED RESOLUTION

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 0803-07: Adopting the FY 2009 Unified Planning Work Program (UPWP)

WHEREAS, the South Jersey Transportation Planning Organization (SJTPO) is the Metropolitan Planning Organization (MPO) designated under Federal law for the southern region of New Jersey including Atlantic, Cape May, Cumberland, and Salem Counties; and

WHEREAS, pursuant to 23 U.S.C. Sec. 104 (f) (3) et. seq. and 49 U.S.C. Sec. 1607 et. seq. MPO's are responsible for the development of a Unified Planning Work Program (UPWP) to guide the transportation planning process in the region; and

WHEREAS, the SJTPO FY 2009 Unified Planning Work Program describes the metropolitan transportation and transportation-related air quality planning activities to be undertaken by Central Staff, the Counties, the South Jersey Transportation Authority, New Jersey Transit, the New Jersey Department of Transportation, consultants, and other agencies,

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby adopts the FY 2009 Unified Planning Work Program for the region; and

BE IT FURTHER RESOLVED, that the Policy Board authorizes staff to make minor modifications to the UPWP as may be necessary to carry out the above purpose, with subsequent notice to the Policy Board and Technical Advisory Committee.

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of March 17, 2008.

Charles R. Sullivan, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 0803-08-09-10: Approving Amendments of Subcontract Agreements and Contract Modifications to the Federal Aid Agreements for Various Scoping and Design Projects

PROPOSAL

Due to the complexity of the projects below, additional time is needed to complete them. It is therefore proposed to extend the contract termination dates as follows:

1. Approving an Amendment of Subcontract Agreement and a Contract Modification to the Federal Aid Agreement for the **Mill Creek Upper Thorofare Middle Thorofare Bridges Scoping Project** (to extend both termination dates of 6-30-08 to 6-30-09)
2. Approving an Amendment of Subcontract Agreement and a Contract Modification to the Federal Aid Agreement for the **Sherman Avenue (CR 552) Boulevards Design Project** (to extend both termination dates of 6-30-08 to 6-30-09)
3. Approving an Amendment of Subcontract Agreement and a Contract Modification to the Federal Aid Agreement for the **Buckshutem Road Bridge Design Project** (to extend both termination dates of 6-30-08 to 6-30-09)

It should be noted that these amendments to subcontract agreements will only be forwarded to SJTA for execution following approval of the Contract Modification to the Federal Aid Agreement by the NJ Department of Transportation.

SEE ATTACHED RESOLUTIONS BELOW

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 0803-08: Approving an Amendment of Subcontract Agreement and Contract Modification to Federal Aid Agreement for the Mill Creek/Upper Thorofare/Middle Thorofare Scoping Project

WHEREAS, the South Jersey Transportation Planning Organization (SJTPO) is the Metropolitan Planning Organization (MPO) designated under federal law for the southern region of New Jersey including Atlantic, Cape May, Cumberland, and Salem Counties; and

WHEREAS, Federal Highway Administration Surface Transportation Program funding has been authorized for this project, and on June 28, 1999, the SJTPO Policy Board approved the selection of Parsons Brinckerhoff-FG as prime consultants; and

WHEREAS, fees for additional work of \$441,100.00, for a total contract price of \$816,100.00 were approved by the Policy Board on November 19, 2001, an extension of the termination date to June 30, 2004 was approved on May 19, 2003, fees for additional work of \$134,677.00, for a total contract price of \$950,777.00 were approved on October 27, 2003, an extension of the termination date to June 30, 2005 was approved on May 24, 2004, fees for additional work of \$396,577.00, for a total contract price of \$1,347,354.00 and an extension of the termination date to June 30, 2006 were approved on May 24, 2004, an extension of the termination date to June 30, 2007 was approved on September 25, 2006, and an extension of the termination date to June 30, 2008 was approved on July 23, 2007; and

WHEREAS, additional time is needed to complete this work;

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves amendments to the Subcontract Agreement and Federal Aid Agreement to extend the termination date from June 30, 2008 to June 30, 2009 for this project; and

BE IT FURTHER RESOLVED, that this modification will not be executed without the formal concurrence of the NJDOT, and

BE IT FURTHER RESOLVED, that the Policy Board requests that the South Jersey Transportation Authority execute the appropriate contractual arrangements with the consultant on behalf of the SJTPO.

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Charles R. Sullivan, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 0803-09: Approving an Amendment of Subcontract Agreement and Contract Modification to Federal Aid Agreement for the CR 552 (Sherman Avenue) & Vineland Boulevards Design Project

WHEREAS, the South Jersey Transportation Planning Organization (SJTPO) is the Metropolitan Planning Organization (MPO) designated under federal law for the southern region of New Jersey including Atlantic, Cape May, Cumberland, and Salem Counties; and

WHEREAS, on July 28, 2003, the SJTPO Policy Board approved the selection of Taylor Wiseman & Taylor as prime consultants for this project; and

WHEREAS, on January 24, 2005, the SJTPO Policy Board approved an Amendment of Subcontract Agreement in the amount of \$85,022.77 and extended the contract termination date to December, 2005; and

WHEREAS, on November 28, 2005, the SJTPO Policy Board approved an additional fee of \$181,600.00, for a total contract price of \$671,746.77 is supported by Cumberland County to complete the project based on the need for additional Right-of-Way Engineering services, and will extend the termination date from December 31, 2006 to December 2007, and an extension of the termination date to June 30, 2008 was approved on July 23, 2007; and

WHEREAS, additional time is needed to complete this work;

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves amendments to the Subcontract Agreement and Federal Aid Agreement to extend the termination date from June 30, 2008 to June 30, 2009 for this project; and

BE IT FURTHER RESOLVED, that this modification will not be executed without the formal concurrence of the NJDOT; and

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SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 0803-10: Approving an Amendment of Subcontract Agreement and Contract Modification to Federal Aid Agreement for the Buckshutem Road Bridge Design Project

WHEREAS, the South Jersey Transportation Planning Organization (SJTPO) is the Metropolitan Planning Organization (MPO) designated under federal law for the southern region of New Jersey including Atlantic, Cape May, Cumberland, and Salem Counties; and

WHEREAS, on July 28, 2003, the SJTPO Policy Board approved the selection of Hardesty & Hanover LLP as prime consultants for this project; and

WHEREAS, on October 25, 2004, the SJTPO Policy Board approved an additional fee of \$78,829.33, for a total contract price of \$326,046.33 is supported by Cumberland County to complete the project based on a new recommended construction approach; and

WHEREAS, on October 24, 2005, the SJTPO Policy Board approved an additional fee of \$258,497.00, for a total contract price of \$584,543.33 is supported by Cumberland County for construction inspection services and construction support services, with a new completion date of June 30, 2007, and an extension of the termination date to June 30, 2008 was approved on July 23, 2007; and

WHEREAS, additional time is needed to complete this work;

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves amendments to the Subcontract Agreement and Federal Aid Agreement to extend the termination date from June 30, 2008 to June 30, 2009 for this project; and

BE IT FURTHER RESOLVED, that this modification will not be executed without the formal concurrence of the NJDOT; and

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3. Approving an Amendment of Subcontract Agreement and a Contract Modification to the Federal Aid Agreement for the **Buckshutem Road Bridge Design Project** (to extend both termination dates of 6-30-08 to 6-30-09)

It should be noted that these amendments to subcontract agreements will only be forwarded to SJTA for execution following approval of the Contract Modification to the Federal Aid Agreement by the NJ Department of Transportation.

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SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 0803-08: Approving an Amendment of Subcontract Agreement and Contract Modification to Federal Aid Agreement for the Mill Creek/Upper Thorofare/Middle Thorofare Scoping Project

WHEREAS, the South Jersey Transportation Planning Organization (SJTPPO) is the Metropolitan Planning Organization (MPO) designated under federal law for the southern region of New Jersey including Atlantic, Cape May, Cumberland, and Salem Counties; and

WHEREAS, Federal Highway Administration Surface Transportation Program funding has been authorized for this project, and on June 28, 1999, the SJTPPO Policy Board approved the selection of Parsons Brinckerhoff-FG as prime consultants; and

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NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves amendments to the Subcontract Agreement and Federal Aid Agreement to extend the termination date from June 30, 2008 to June 30, 2009 for this project; and

BE IT FURTHER RESOLVED, that this modification will not be executed without the formal concurrence of the NJDOT, and

BE IT FURTHER RESOLVED, that the Policy Board requests that the South Jersey Transportation Authority execute the appropriate contractual arrangements with the consultant on behalf of the SJTPPO.

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SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 0803-09: Approving an Amendment of Subcontract Agreement and Contract Modification to Federal Aid Agreement for the CR 552 (Sherman Avenue) & Vineland Boulevards Design Project

WHEREAS, the South Jersey Transportation Planning Organization (SJTPO) is the Metropolitan Planning Organization (MPO) designated under federal law for the southern region of New Jersey including Atlantic, Cape May, Cumberland, and Salem Counties; and

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RESOLUTION 0803-10: Approving an Amendment of Subcontract Agreement and Contract Modification to Federal Aid Agreement for the Buckshutem Road Bridge Design Project

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SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 0803-08: Approving an Amendment of Subcontract Agreement and Contract Modification to Federal Aid Agreement for the Mill Creek/Upper Thorofare/Middle Thorofare Scoping Project

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SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 0803-10: Approving an Amendment of Subcontract Agreement and Contract Modification to Federal Aid Agreement for the Buckshutem Road Bridge Design Project

WHEREAS, the South Jersey Transportation Planning Organization (SJTPO) is the Metropolitan Planning Organization (MPO) designated under federal law for the southern region of New Jersey including Atlantic, Cape May, Cumberland, and Salem Counties; and

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Charles R. Sullivan, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 0803-11: Approving the Selection of Consultant for the Almond Road Design Project

PROPOSAL

The Technical Advisory Committee at its March 3, 2008, meeting vested consultant recommendation authority to a subcommittee consisting of Salem County and SJTPO staff. The committee recommends Urban Engineers, Inc., of Cherry Hill, New Jersey to be the primary firm, in conjunction with Advanced Infrastructure Design, Inc., of Hightstown, NJ, and GEOD Engineering, Corp., of Newfoundland, NJ to conduct the Almond Road Design Project.

BACKGROUND

The Consultant will prepare the necessary construction plans and specifications and cost estimates as may be required for the resurfacing and safety improvements of 3.50 miles of Almond Road, County Road No. 540, from Centerton Road (CR No. 553) to the Salem / Cumberland County Boundary.

The design services will require the complete engineering and permitting for a new road section, minor pavement widening, shoulders, ditches, swales crossings, culvert replacements, drainage improvements, wetlands mapping, and sight distance improvements.

The draft final scope of work includes a total cost of \$364,293.00 with a 13.0% Disadvantaged Business Enterprise allocation. If this contract is awarded, the total SJTPO DBE/ESBE participation rate to date for FY 2008 would become 14.0%.

The Notice of Availability of Requests was sent to approximately 140 firms with twelve proposals received by the Selection Committee.

(SEE RESOLUTION BELOW)

RESOLUTION 0803-11: Approving the Selection of Urban Engineers, Inc. as Consultant for the Almond Road Design Project

WHEREAS, the South Jersey Transportation Planning Organization (SJTPO) is the Metropolitan Planning Organization (MPO) designated under federal law for the southern region of New Jersey including Atlantic, Cape May, Cumberland, and Salem Counties; and

WHEREAS, the Fiscal Year 2008 SJTPO Transportation Improvement Program includes Federal Surface Transportation Program (STP-SJ) funds for this project; and

WHEREAS, a Selection Committee consisting of representatives of the Salem County and SJTPO was formed; and

WHEREAS, the SJTPO Technical Advisory Committee on March 3, 2008 vested authority in the Selection Committee to forward a recommendation to the Policy Board; and

WHEREAS, the Selection Committee unanimously selected Urban Engineers, Inc. of Cherry Hill, NJ, in association with Advanced Infrastructure Design, Inc. of Hightstown, NJ, a certified Disadvantaged Business Enterprise (DBE) firm in the State of NJ, and GEOD Engineering, Corp. of Newfoundland, NJ; and

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the selection of Urban Engineers, Inc. for the Almond Road Design project.

BE IT FURTHER RESOLVED, that the Policy Board authorizes the Executive Director to execute scope of work and cost modifications to the original contract amount, provided that funding is available and such modifications have been approved by the NJDOT and Project Sponsor.

BE IT FURTHER RESOLVED, that the Policy Board requests that the South Jersey Transportation Authority execute the appropriate contractual arrangements with the consultant on behalf of the SJTPO.

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of March 17, 2008.

Charles R. Sullivan/mal

Monica LoGuidice for
Charles R. Sullivan, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 0803-12: Endorsing the Committee Ranking of Applications for the Round 9 Job Access /Reverse Commute (JARC) Competitive Grant Program

PROPOSAL

The SJTPO JARC Ranking Committee recommended that the Policy Board endorse the JARC Committee Ranking of Applications for the FY 2007 (Round 9) Job Access/Reverse Commute (JARC) Competitive Grant Program.

BACKGROUND

The Federal Transit Administration (FTA) initiative entitled the Job Access and Reverse Commute Competitive Grant (JARC) Program is intended to help fund transportation services and supportive activities that 1) facilitate access to jobs for persons of low income and those on welfare, and 2) provide reverse commute trips for the general population. A reverse commute project provides transportation for urban, suburban and rural area residents to suburban employment opportunities. This year, as in previous years, funding has been made available to the States for programs that support the JARC initiative (e.g., Cumberland County has received this grant in past years to fund their CATS transit service). JARC grant applications are submitted to the State's MPO's, and NJ Transit requires that the MPO's rank or prioritize all applications submitted to (i.e., that affect) their region. NJ Transit will use the MPO recommendations as a guide in the process of awarding JARC funds, although other factors, such as project or project element eligibility and funding constraints (which is a major issue for this round of JARC funding) will be taken into consideration in making the final decision.

At the request of NJ Transit, SJTPO received letters of intent (LOI's) from potential applicants in February 2008. Applicants were told to assume and base their project budget on a 12 month service period that extends from July 1, 2009 to June 30, 2010, and to provide, in their budget, at least a 50 % local match for the full cost of the proposed project. Applicants were cautioned that, for Round 9, JARC funding had been drastically reduced for areas outside of the Atlantic County Urban Area, and that the full funding amount that they would be requesting in their applications could not be guaranteed. In response, five LOI's were received from local non-profit agencies, i.e.,

- Cumberland County Improvement Authority (CCIA) – is proposing to continue its ongoing CATS demand responsive system for work and job training trips. The CCIA is requesting funding for operating expenses for its CATS system at total cost of \$ 295,320 (\$ 147,660 requested).

- Atlantic County Department of Human Services – is requesting funds to continue its County-wide JARC subscription para-transit service begun in January 2005. The application is for operating expenses for this service at a cost of \$ 128,370 (\$ 64,185 requested).
- Pearl Transit – (Salem County) – is proposing to continue its demand-responsive service that provides transportation to low income and welfare dependent people in Salem and Cumberland County (access provided to Gloucester County) The application is for operating expenses for this service at a cost of \$ 205,702 (\$ 102,851 requested).
- Salem County Interagency Council (IAC) of Human Services - is proposing a continuation of its service for Salem County residents to Pureland Industrial Park (Gloucester County) and other areas within Salem County. The application is for operating expenses for this service at a cost of \$ 72,000 (\$ 36,000 is requested).
- South Jersey Transportation Authority (new application) - is proposing a shuttle linking the Pleasantville Bus Terminal with the Atlantic City Marina area. The application is for operating expenses for this service at a cost of \$ 262,800 (\$ 131,400 is requested).

An SJTPO JARC Ranking Committee was formed, consisting of representatives from NJ Transit, NJ Department of Human Services, Atlantic County Planning Department, Cumberland County Planning Department, SJTA, and SJTPO. The LOI's received by SJTPO for this round of JARC funding, along with LOI scoring criteria, were forwarded to the Committee members. Projects were scored and returned to SJTPO.

Based on a summary of the Committee's ranking of the five projects, the projects were ranked as follows (with 1 being the highest rank):

<u>Rank</u>	<u>Applicant/Project</u>
1.	Cumberland County Improvement Authority
2.	Salem County Interagency Council
3.	Pearl Transit
4.	Atlantic County Dept. of Human Services
5.	SJTA – Marina Shuttle

It should be noted that Atlantic County DHS and SJTA were the only two applicants that are applying (and competing) for funding under the JARC Large Urban Area program, although Atlantic County DHS is also applying for some funding under the JARC Small Urban and Rural programs to fund the that portion of its transit system that is operating in the county's rural

area. All other applicants are applying for the JARC Small Urban and Rural programs. Therefore, the ranking of projects applying for the Large Urban Area funding Program is as follows:

Rank Applicant/Project

1. Atlantic County Dept. of Human Services
2. SJTA – Marina Shuttle (new application)

The ranking of projects applying for the JARC Small Urban Area and Rural Area funding programs is as follows:

Rank Applicant/Project

1. Cumberland County Improvement Authority
2. Salem County Interagency Council
3. Pearl Transit
4. Atlantic County Dept. of Human Services

In the project selection process, NJ Transit will be giving priority to currently funded JARC projects over new JARC applications, and has advised MPO's to include this as a major consideration in their ranking process. If this criterion were applied, the SJTA application, which (along with the Atlantic County DHS application) falls under the Large Urban Area funding program, would rank second to the Atlantic County DHS application (as is does in the general ranking).

NJ Transit is also requiring that the SJTA Marina Shuttle project be included in a revised or amended Atlantic County Human Service Transportation Plan as a condition for JARC funding approval. All other projects/applications listed above are currently included in the Atlantic County Plan and so are eligible for JARC funding.

(SEE RESOLUTION ATTACHED)

RESOLUTION 0803-12: Endorsing the Ranking of Applications for the Round 9
Job Access /Reverse Commute (JARC) Competitive Grant Program

WHEREAS, the South Jersey Transportation Planning Organization (SJTPO) is the Metropolitan Planning Organization (MPO) designated under Federal Law for the southern region of New Jersey including Atlantic, Cape May, Cumberland and Salem Counties; and

WHEREAS, the Federal Transit Administration (FTA) has made available, through the Job Access and Reverse Commute (JARC) Competitive Grant Program, funding on a competitive basis for transportation services to support initiatives to increase access to employment opportunities for citizens; and

WHEREAS, the SJTPO is the organization responsible for prioritizing proposed JARC projects in the SJTPO four-county region for submittal to NJ Transit, who then further prioritizes the applications for submittal to FTA for final funding approval; and

WHEREAS, the SJTPO has received proposals for funding under the Round 9 JARC program from the Cumberland County Improvement Authority, Salem County Interagency Council of Human Services, Pearl Transit in Salem County, Atlantic County Department of Human Services (DHS) , and the South Jersey Transportation Authority (SJTA); and

WHEREAS, the five applications have been reviewed and ranked by an SJTPO-appointed JARC application ranking committee, consisting of representatives from NJ Transit, SJTPO, Atlantic County Planning Department, Cumberland County Planning Department, SJTA, and the New Jersey Department of Human Services; and

WHEREAS, based on a summary of the Committee's ranking of the applications, the four applicants that are applying for funding under the JARC Small Urban and Rural funding programs have been ranked (with "1" as the highest rank") as follows:

Cumberland County Improvement Authority (CATS System)

Salem County Interagency Council of Human Services (Demand-Responsive System)

Pearl Transit (County-Wide Demand-Responsive System)

Atlantic County Department of Human Services (County-Wide Subscription Service)

WHEREAS, based on a summary of the Committee's ranking of the applications, the two applicants that are applying for funding under the JARC Large Urban funding program have been ranked (with "1" as the highest rank") as follows:

Atlantic County Department of Human Services (County-Wide Subscription Service)

SJTA – Marina Shuttle

WHEREAS, this prioritization of the five JARC applications is recommended for Policy Board endorsement based on a summary of scores submitted by the SJTPO JARC Ranking Committee.

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby endorses the recommended ranking and prioritization of the five JARC applications submitted to SJTPO and approves their submission to New Jersey Transit for their consideration.

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of March 17, 2008.

Monica LoGuidice for
Charles R. Sullivan, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 0803-13: Endorsing a Highway Safety Project Grant from the N.J. Division of Highway Traffic Safety for the South Jersey Traffic Safety Alliance

BACKGROUND

The Alliance's mission is to develop region wide traffic safety programs, share successful practices, provide training, and support capital projects geared toward bicycle and pedestrian safety.

The intent of this FY 2009 project is to educate the citizens of Atlantic, Cape May, Cumberland and Salem Counties, about all aspects of highway traffic safety, but especially in regards to: bicycle, pedestrian and motorcycle safety, the THINK SAFETY Campaign emphasis areas. Other emphasis areas will be teen driving, occupant protection for tweens (ages 9-12) and booster seats for children 4-8.

This project will continue to mobilize the four counties into a grass roots approach to seek support and participation of local and county government agencies, law enforcement agencies, educators, emergency services personnel, planners and engineers.

The SJTSA's FY09 Grant proposal totals \$78,100.00. This is a reduction of \$15,400.00 from the FY08 grant total of \$93,500.00.

The majority of that reduction is in funding for radio and TV ads for the THINK SAFETY Campaign. Previously \$40,000.00, that line item is now only \$30,000.00 or 38% of the budget. The remaining reductions are in the purchasing of safety items and the elimination of funding for child passenger safety. The Alliance has been able to make this program self funding by donations and grant money from the private sector.

The grant includes funding to continue with the new conference style workshops with break out sessions, as well as funding to send members to other training and workshops. Training and workshops comprises nearly 30% of the grant submission, consistent with the previous year.

Another 25% is made up of printing (brochures, posters and banners, for example) and purchasing safety items (bicycle spoke reflectors, for example).

The remaining 4% is for giveaways, such as pens and pencils, the maximum allowed for the grant.

A copy of the full grant proposal is available upon request.

SEE ATTACHED RESOLUTION

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 0803-13: Endorsing a Highway Safety Project Grant from the N.J. Division of Highway Traffic Safety for the South Jersey Traffic Safety Alliance

WHEREAS, the South Jersey Transportation Planning Organization (SJTPO) is the Metropolitan Planning Organization (MPO) designated under federal law for the southern region of New Jersey including Atlantic, Cape May, Cumberland and Salem Counties; and

WHEREAS, the South Jersey Traffic Safety Alliance (SJTSA) was created to work with SJTPO to integrate traffic safety programs into its metropolitan planning; and

WHEREAS, the SJTSA brings together traffic safety professionals from the fields of law enforcement, community education, emergency services personnel, engineering, and planning, from Atlantic, Cape May, Cumberland, and Salem Counties; and

WHEREAS, the mission of the SJTSA is to assist all agencies and organizations, within the county and municipal structure, with problem assessment, development, implementation and evaluation of educational and enforcement programs, and engineering recommendations; and

WHEREAS, the N.J. Division of Highway Traffic Safety (NJDHTS) has funding available for educational and enforcement programs, addressing traffic safety issues, through the Highway Safety Project Grant; and

WHEREAS, the SJTSA desires to purchase safety items, produce posters and brochures, and provide training, addressing traffic safety issues in the four county region;

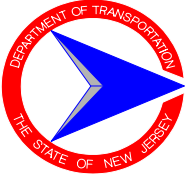
NOW THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby endorses the application by the SJTSA to the NJDHTS for the FY 2009 Highway Safety Project Grant for a total of \$78,100.00; and

BE IT FURTHER RESOLVED, that the SJTPO Policy Board requests the South Jersey Transportation Authority execute the appropriate contract arrangements with the NJDHTS on behalf of the SJTSA.

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of March 17, 2008.

Charles R. Sullivan, Secretary/Treasurer



NEW JERSEY DEPARTMENT OF TRANSPORTATION

SHORE CONNECTION PROJECTS – March 2008

Status of various “Shore Connection” congestion relief/elimination improvement projects:

COMPLETED

Route 47/55 intersection (south of Millville) was a significant problem during peak summer weekend periods. A signal was installed in late 2001 which solved the problem.

Route 49/50 Corridor – A Pipeline 4/Maintenance assignment was made during April 2005 by the Capital Program Committee, for improved corridor wide signing along Routes 49, 50 and intersecting county routes. The signing will assist the “return trips” from shore areas to make it easier for drivers to find and use alternate routes. The Department installed 13 new alternate route signs in the corridor in late June/early July.

Route 50/CR 610, Upper Township – Due to limited data, there was no basis for the request of a signal timing change at this intersection. The other recommendation for “No Turn on Red” signs determined not to be necessary once brush and trees cleared from the sight triangle. Tree trimming completed.

PROJECTS in MAINTENANCE

During July 2005, the following intersection operation improvements were advanced into the FY 2006 project pool as Maintenance projects (Pipeline 4).

Route 50/Hope Corson Road, Upper Township - New traffic signal to be constructed and driveway access improvements. Traffic Engineering met with the township engineer and worked out design issues. Revisions are being made to address County concerns regarding limited sight distance. Maintenance is waiting for final plans from Traffic Engineering.

Route 50/Tuckahoe Road, Upper Township – Signal timing improvements
The traffic signal timing revisions for this intersection were completed and have been forwarded to Maintenance for implementation.

PROJECTS in CAPITAL PROGRAM MANAGEMENT (CPM)

Rt. 9/83 Intersection, Dennis Twp. Due to safety concerns, the NJDOT Rapid Design Team is redesigning this intersection and installing a traffic signal. Design completion is scheduled for the fall of 2007, with a construction completion anticipated in the spring of 2008.

Route 9/CR 625 Sea Isle Boulevard On November 15, 2006, the Capital Program Committee approved a breakout of this project to add and lengthen turning lanes at Routes 9/625. This project is being designed by the NJDOT Rapid Design Team, and construction by NJDOT-Maintenance with FY08 Congestion Relief Program funding is anticipated to be completed in spring 2008.

Route 49/55 Interchange in Millville - Preliminary Design began in August of FY 2005 as Pipeline 2 project. Due to local concerns, the project was scaled back to eliminate an auxiliary lane through the interchange along Route 49. Approval to modify design signed February 2, 2007. This project will now include improvements to the Rt. 49/Wade Boulevard intersection. Work on the modified design is in progress and preliminary design submission is expected by ~~summer~~ August 2008. Project is scheduled to be advertised ~~fall January 2009~~ 2010. The anticipated construction start will be in ~~spring~~ March 2010.

Route 47, Petersburg Road (CR 610) and Tyler Road (CR 611), Intersection Improvements
Dennis Township – In September 2005, the Capital Program Committee Screening Committee approved this project for inclusion in project pool as Pipeline 3 assignment. At Petersburg Road the scope includes an addition of a southbound left turn lane (with dedicated left turn arrows) and corner cutback within existing right of way. At Tyler Road the project includes an addition of a southbound left turn lane (no dedicated left turn arrow) within the existing ROW. Project has NJDEP-SHPO, Historic Sites Council issues and needs Pinelands Commission coordination. Public Information Center and Local Officials Meeting held June 20, 2006. Final Design submission – January 22, 2007. Project has been advertised and the bids were taken December 2007. The anticipated construction starts spring 2008.

PROJECTS in PROJECT PLANNING & DEVELOPMENT (DPPD)

The overall Route 47/55 Shore Connection Study (of which the following intersections were part) was removed from the Study and Development Program because no further “breakouts” are forthcoming.

Route 9/CR 550 (Ocean View Drive) Utility pole and underground gas line relocation (cost estimated at \$150,000) is necessary. NJDOT- Rapid Design Team can put together a design for the project that can be used by the County to have the utility poles moved back. However, DPPD recommends “tabling” the project until the County gets the utility companies to move the affected utilities. To help get the project moving, DPPD sent a letter to the Cape May County Engineer to request County’s assistance on relocating affected utilities on September 18, 2007 and we are awaiting a response. If the utilities are relocated, DPPD will recommend that NJDOT provide the final design and get the project built. (1/18/08 – still no reply from County Engineer)

DPPD will continue to work with the County to determine if they are willing to pursue each utility company for the relocation of utilities which, unlike a NJDOT project, the County would *not* be required to pay for. The project will be held in the project pool until such time it can be advanced.

Route 47/347 and Route 49/50 Corridor Enhancements Concept Development Study

(Previously referred to as the Route 47 Reversible Lane Study) The concept was an alternative to building a 4 lane section, and would instead provide a 3-lane section with one lane having the ability to be reversed, or alternatively, use of an outside shoulder as a “peak period” lane to accommodate the heavy directional flow of weekend recreational traffic. The scope of this study also included identification of improved utilization of alternative routes, and potential passing lane opportunities and Intelligent Transportation System strategies for both corridors. Crash data analysis did not reveal obvious locations for passing lanes, and upon further study ITS strategies are deemed more appropriate than a reversible lane due to safety and context considerations.

DPPD has met with Traffic Operations and ITS Engineering several times to discuss potential ITS strategies for these corridors. They were open to expanding the existing ITS infrastructure in the project area and have helped to select a number of proposed technologies. Summer 2006 traffic pattern/delay data has been collected and modeling of proposed ITS strategies has been conducted. At a meeting on January 24, 2007, Cumberland County, Cape May County and SJTPO supported conceptual ITS and intersection improvements along the subject corridors presented by the Department and offered input into their design. Dennis Township did not object to any of the preliminary recommendations presented to them on May 15, 2007.

NEXT STEPS: Collect additional ITS data along the corridor, refine proposed ITS strategies, and meet with the agencies involved with the project to obtain acceptance of the proposed ITS improvements. Break out Route 47 ITS project to add cameras at signals and allow control by Traffic Operations Center in Cherry Hill, and Shore Connection Traveler Information project; and determine Maurice River Township’s acceptance to proposed Route 47/55 intersection reconfiguration.

Route 47/347/CR 670 Intersection, Maurice River Township – Study focused on potential addition of auxiliary northbound lane through the intersection. Additional ROW would be required if auxiliary lane proposed. This is a probable Pipeline 2 project in Concept Development with potential NJDEP/Pinelands issues (Pre-App meeting did not identify any fatal flaws). “Historic highway corridor” does not appear to be an issue.

A meeting with Township officials, Office of Community Relations and DPPD was held to discuss the concept plan on November 22, 2005. The proposed concept was not received well. Concerns were mostly directed toward the need for creating a safe gap in traffic for local residents who wish to enter and cross Route 47. Local residents appear to be willing to accept the project only if a traffic signal is installed on Route 47 in Port Elizabeth (near the school), which they believe will provide the desired gaps in traffic. In December 2005, Capital Investment Planning & Development requested that DPPD conduct a Tier 2 screening for a traffic signal in Port Elizabeth. The Traffic Engineering & Investigations bureau conducted signal warrant analysis for the intersections of Route 47 with CR 548 and CR 646 in February 2006 and neither intersection warranted a traffic signal based on off-season counts. Summer ’06 traffic counts at this intersection do not warrant a signal either. Gateway signage or traffic calming may be appropriate methods for slowing traffic through Port Elizabeth.

Review of the project need in spring 2006 has revealed extreme variability in delays/queues at the intersection over several years for which data was collected (most recent year – 2002). New

traffic observations were made in summer of 2006 and examination of this data reveals that delays at this intersection are not severe when compared with other nearby locations, such as Route 47/347 intersection in Dennis Township. Due to local opposition and insufficient project need, DPPD has ceased efforts to pursue the addition of intersection capacity.

Route 47/347 intersection, in Dennis Township - Addition of auxiliary lanes through the intersection. Additional ROW is required. This is a potential Pipeline 2 project with potential NJDEP-SHPO and Green Acres issues. During June 2005, concept plans were developed which avoid encroachment into the Belleplain State Forest. "Historic highway corridor" potential does not appear to be an issue. Local officials offered verbal support of the southbound auxiliary lane and improvements to Route 47 at a briefing in June 2006. They are opposed to the northbound auxiliary lane due to perceived safety issues.

Traffic data was collected in summer 2006, and examination of these data and preliminary traffic modeling reveals that severe southbound delays at this intersection are largely a result of the downstream traffic signals at CR 610 and 611. Queuing from these intersections backs up through the Route 47/347 intersection. Installation of the left-turn lanes at CR 610 and 611 will reduce queue length but will not eliminate congestion. And the addition of capacity at the 47/347 intersection will not yield sufficient benefit to justify the project because the 47/347 intersection is not the reason for delays. Due to lack of local support and the inability of this project to address the congestion problem, DPPD has ceased efforts to pursue the addition of intersection capacity.