

Policy Board Meeting

Monday, April 27, 2009- 11:00 A.M.
Vineland City Hall - City Council Caucus Room, First Floor
Seventh and Wood Streets

AGENDA

- a. Flag Salute, Open Public Meetings Law Announcement
- b. Roll Call
- c. Approval of Minutes: March 16, 2009 and March 23, 2009
- e. Communications
- f. Report of the Technical Advisory Committee – John Peterson, 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 0904-15: Endorsing the Ranking of Applications for the Round 10 Job Access Reverse Commute (JARC) Competitive Grant Program
 - 2. Resolution 0904-16: Endorsing the Ranking of Applications for the Current New Freedom Competitive Grant Program
 - 3. Resolution 0904-17: Resolution 0904-19: Endorsing a Highway Safety Project Grant from the N.J. Division of Highway Traffic Safety for the South Jersey Traffic Safety Alliance
 - 4. Resolution 0904-18: Approving an Amendment to the FY 2009-2018 Transportation Improvement Program to Change the Limits in the Current TIP to Include the Limits for Sections 6A, 6B, and 4C of Tilton Road and Add Two New Projects
 - 5. Draft SJTPO FY 2010-2013 Transportation Improvement Program Projects and Regional Programs: Discussion
 - 6. NJDOT Update: Shore Connection Projects and NJ Route 52 Project
- k. Public Comment
- l. Adjournment

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

Policy Board Emergency Stimulus Meeting

Monday, March 16, 2009 - 11:00 A.M.
SJTPO Conference Room, 782 S. Brewster Rd., Vineland

The meeting was called to order at 11:00 a.m. by Executive Director Timothy Chelius, followed by the flag salute. Mr. Chelius then advised that the requirements of the New Jersey Open Public Meetings Act were met through 48-Hour Notice on March 9, 2009 to The Press of Atlantic City, The Bridgeton Evening News, The Daily Journal, Today's Sunbeam, and to the Clerks of the four member counties. Also, the Notice was posted on the designated bulletin board in Vineland City Hall. Attendance of members was then taken by roll call:

ATTENDANCE:

Members:

Daniel Beyel, Cape May County (By Phone)
Frank Sutton, Atlantic County (By Phone)
Louis Magazzu, Cumberland County
Bruce Bobbitt, Salem County (By Phone) Representing Beth Timberman
Lorenzo Langford, Atlantic City (Not Present)
Jeffrey Ridgway, Pittsgrove Township (By Phone)
Leonard Desiderio, Sea Isle City (By Phone)
Robert Romano, City of Vineland (Not Present)
Commissioner Stephen Dilts, NJDOT (By phone) Representing Thomas Wospil
Pippa Woods, NJ Transit (By Phone)
Kathleen Aufschneider, SJTA (By Phone)

Also in attendance:

James Pierson, Angelini, Viniar & Freedman (By Phone)
John Fearheller, Atlantic City (By Phone)
John Peterson, Atlantic County
Robert Brewer, Cumberland County
David Kuhn, NJDOT (By Phone)
Brian Wahler, NJ Turnpike Authority (By Phone)
Patty Leech, Federal Highway Authority (By Phone)
Sonia Frontera, Governor's Authorities Unit (By Phone)
Michael Maitland, Senator Lautenberg's Office
Timothy Chelius, SJTPO
Monica LoGuidice, SJTPO
John Petersack, SJTPO (By phone)
Michael Reeves, SJTPO
William Schiavi, SJTPO

TECHNICAL ADVISORY COMMITTEE REPORT

Chairman John Peterson reported that at the March 9, 2009 meeting, TAC recommended Board approval of the following scheduled action items.

CHAIRMAN'S REMARKS

Chairman Beyel wished everyone a happy St. Patrick's Day.

EXECUTIVE DIRECTOR'S REPORT

Executive Director Chelius stated that the Policy Board will be conducting their regular scheduled meeting of March 23, 2009, and he thanked everyone for being available for this emergency meeting.

NEW BUSINESS

1. Resolution 0903-05: Approving Modifications and Minor Amendments to the SJTPO FY 2009-2018 Transportation Improvement Program for American Recovery and Reinvestment Act of 2009 (ARRA) Funding and Projects

On Motion by Committeeman Ridgway and seconded by Vice Chairman Sutton, Resolution 0903-05 was opened for discussion. Executive Director Chelius explained that the urgency of this emergency meeting is due to a late-breaking requirement inserted into the Stimulus Bill that requires the Governor to certify all projects and programs that are expected to receive Stimulus funding. This certification must take place by March 17. He thanked everyone again for their cooperation

Mr. Chelius then reviewed the handouts included in Board packets starting with the SJTPO's Public Involvement mechanism, the Citizens Advisory Committee (CAC) Notice. He explained that for Minor Amendments, SJTPO notifies the CAC with seven days' written notice. Mr. Chelius emphasized that SJTPO chose to include all Stimulus projects in the CAC notice even though not all projects required Board action.

Mr. Chelius noted that the list includes three main categories of programs and projects: NJDOT, NJ Transit, and SJTPO Local Lead projects. NJDOT projects include \$70 million towards the construction of the Rt. 52 Causeway Bridge Replacement and Somers Point Circle Elimination project in Atlantic and Cape May Counties. He stated that this project would eliminate the GARVEE funding for Contract B, which is for the moveable bridges and the Somers Point Circle Elimination. This will save about \$60 million in payments for the GARVEE bonding. It also requires that the job be completed by March 2, 2012.

Other NJDOT projects include \$5.9 million for the Rt. 30 Pavement Rehabilitation project in the Town of Hammonton and Mullica Township, Atlantic County, and \$6.0 million for the Rt. I-295 Corridor Bridge Painting project in Salem and Gloucester Counties.

Freeholder Director Magazzu commented that he is happy to return to the SJTPO Policy Board, although he misses Doug Rainer's great leadership. He stated that he had spoken with Commissioner Dilts and Congressman LoBiondo and is aware of the comments of one of the Atlantic County Assemblymen. Director Magazzu stated that Congressman LoBiondo indicated that he had concerns about the appropriateness of the Rt. 52 project receiving Stimulus funding because there was already funding in place for Rt. 52, and he felt that one of the points that the Stimulus legislation required was that there not be funding already in place. Mr. Magazzu stated that before he would cast his vote, he needed clarification.

Commissioner Dilts stated that the same question was raised by the Assembly Transportation Committee. He stated that it is important to realize that changing from the GARVEE approach (which is based on anticipated federal funds where payments would be spread out over 12 years) would yield a more effective multi-year payment scenario of about four years and would thereby preserve capacity in

the out-years of the capital budget. He stated that the Trust Fund Authority met recently and urged the Department to identify a way to avoid GARVEE funds for this project. However, payments on the first portion of the Rt. 52 project will be made in the out-years and will count against the SJTPO. Today's action will actually tighten up the timeframe and preserve funding for the out-years. Commissioner Dilts emphasized that he completely recognized concerns about the whether the project is already funded, however, he stated that everything is being done within the letter of the law, and that a responsible, balanced approach is being taken for the project and will allow better fit overall in the capital program, both regionally and statewide.

On question by Freeholder Director Magazzu, Commissioner Dilts reported that Cumberland County was not included in the state projects list of the Stimulus funding package. Chairman Beyel commented that this issue can be brought up at the regular scheduled Policy Board meeting on March 23rd since this is a special meeting dealing with the Stimulus package and related project funding. Chairman Beyel further stated that the four county representatives of the SJTPO Policy Board were reluctant to vote on the GARVEE funding when it was first presented. The Policy Board had questioned whether there was replacement funding that could eliminate the GARVEE funding, and hoped that the second phase of the project funded would not be in a similar manner. In other words, SJTPO would be borrowing against future federal appropriations to fund the transportation projects, in the hope that the Transportation Trust Fund or other sources become more stable. South Jersey would suffer a potential loss of other funding because the GARVEE payback would require other funding that could have been applied to other projects. This proposal meets that requirement, and the Stimulus funding will ensure that the project is completed on time. Since the first phase will be concluded in calendar year 2009, this will keep the project going.

Chairman Beyel commented that it is unfortunate that Cumberland County didn't get funding, but for Rt. 52, this cleans up the financing; in today's economic climate, contractors are looking for work and pricing is better, and hopefully the project will come in within the estimated budget.

Commissioner Dilts commented on his phone conversation with Freeholder Director Magazzu the previous week and reiterated that the Department will commit to find room in the capital program for the one project that was identified as being potentially eligible. But when the time frame for reauthorization fell to 120 days, the Department couldn't program the Rt. 49/55 project, but the Department is finalizing its plan and standing by its commitment.

Freeholder Director Magazzu thanked him and emphasized to Chairman Beyel that he is not opposed to this action, but he is being criticized on a more than daily basis because of the failure of this administration to allocate anything to Cumberland County. He stated that he is about to cast a vote, and people will ask why he is voting in the affirmative, when Congressman LoBiondo is suggesting to him that this is not the most appropriate use of the funds. Mr. Magazzu further stated that he spoke with Mr. McBride who gave him an unsatisfactory response, and then spoke with Commissioner Dilts whose responses were more satisfactory.

Mr. Magazzu added that since the creation of the SJTPO, when he was the City Attorney in Vineland, he has always liked the idea of the SJTPO and its collegial atmosphere. He emphasized that while he will ultimately vote for the resolution, it is not an easy vote given the absolute disrespect that Cumberland County has been shown in this process., Director Magazzu stated that he would only vote for it because of his respect for his colleagues and for the importance of the project moving forward in a bipartisan manner and for all the counties to sign off, especially with the history of SJTPO counties signing off on projects that are not in their county. He further emphasized to Commissioner Dilts, and asked him to communicate his message to the Governor, that his anger has not ceased and that it increases daily as the result of the way Cumberland County was treated in the process.

Mr. Magazzu stated that he just cannot underscore too much to the Commissioner the degree of his unhappiness with this administration and this Governor with the priorities and choices they have made. He stated that this is the angriest he has ever been, and the more he speaks about it, the angrier he gets. Director Magazzu wanted everyone to understand the only reason he is voting for this resolution is his respect for his colleagues and because of the importance of the project, but not in any way should it be viewed as Mr. Magazzu being any less angry, less unhappy, or less disappointed with this administration.

Chairman Beyel commented that appreciated Director Magazzu's candor and sympathized with his concerns for Cumberland County. He further stated that no other county would want to be in his position, but that he expected that a solution would be a result of the Director's strong representation of Cumberland County.

Vice Chairman Sutton questioned whether the GARVEE funding savings of \$60 million would be distributed back to South Jersey. David Kuhn explained that the Department would review the savings and how it works out over each year. He stated that the Department has a general principal of how the funds are aligned for each MPO region. The funds do not automatically revert to SJTPO, but must be looked at in the context of the capital plan statewide. Commissioner Dilts added that it preserves capacity for SJTPO, because between years 5 through 12, the GARVEE funding would have counted against the SJTPO region. So in that regard, in the out years, SJTPO would have the option to spend it on other projects. Mr. Sutton thanked him for the clarification.

Executive Director Chelius noted that the NJ Transit projects and programs assigned to SJTPO amounts to approximately \$19 million. He also noted that apart from additional funding in the regular line items, project T55 involves the new River Line - Atlantic City Rail Line Transfer Station. The physical location will be in Pennsauken for a total of \$40 million, which will allow passengers to transfer from Atlantic City Line to the Camden/Trenton River Line.

Mr. Chelius then summarized SJTPO's local project list, stating that it is not fiscally constrained, but SJTPO has been assured that the Board can adopt the entire list. He expected that SJTPO would realize between \$6 million and \$12 million, and that many if not most of the A1 list projects will go into the TIP individually. He stated that there is not a formal "1 through X" prioritization because the final funding amount is not yet available, but that the list consists of projects that have received preliminary clearance from DOT's environmental section and are already being processed. With no further comment, Resolution 0903-05 was unanimously approved by roll call vote.

2. Resolution 0903-06: Approving an Administrative Modification to the SJTPO FY 2009-2012 Transportation Improvement Program for American Recovery and Reinvestment Act of 2009 (ARRA) Funding for the Statewide Median Crossover Crash Prevention Program

On Motion by Mayor Desiderio and seconded by Committeeman Ridgway, Resolution 0903-06 was opened for discussion. Executive Director Chelius explained that this amendment is routine and will be handled administratively. With no further comment, Resolution 0903-06 was unanimously approved by roll call vote.

PUBLIC COMMENT

No comments were made.

ADJOURNMENT

On Motion by Freeholder Director Magazzu and seconded by Chairman Beyel, the meeting was adjourned at 11:20 a.m.

Approved Minutes Certified Correct:

Louis N. Magazzu, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

Policy Board Meeting

Monday, March 23, 2009 - 11:00 A.M.
Vineland City Hall, 1st Floor Caucus Room

The meeting was called to order at 11:00 a.m. by Executive Director Timothy Chelius, followed by the flag salute. Mr. Chelius then advised that the requirements of the New Jersey Open Public Meetings Act were met through Notice on January 27, 2009 to The Press of Atlantic City, The Bridgeton Evening News, The Daily Journal, Today's Sunbeam, and to the Clerks of the four member counties. Also, the Notice was posted on the designated bulletin board in Vineland City Hall. Attendance of members was then taken by roll call:

ATTENDANCE:

Members:

Daniel Beyel, Cape May County (By Phone)
Frank Sutton, Atlantic County (By Phone)
Louis Magazzu, Cumberland County
Beth Timberman, Salem County (By Phone)
Lorenzo Langford, Atlantic City (Not Present)
Jeffrey Ridgway, Pittsgrove Township (By Phone)
Leonard Desiderio, Sea Isle City (By Phone)
Robert Romano, City of Vineland
Howard Immordino, NJDOT (Representing Thomas Wospil)
Pippa Woods, NJ Transit
Kathleen Aufschneider, SJTA (By Phone)

Also in attendance:

James Pierson, Angelini, Viniar & Freedman (By Phone)
Councilman Steven Moore, Atlantic City (By Phone)
John Peterson, Atlantic County
Robert Brewer, Cumberland County
Brian Wahler, NJ Turnpike Authority (By Phone)
Patty Leech, Federal Highway Authority (By Phone)
Sonia Frontera, Governor's Authorities Unit (By Phone)
Michael Maitland, Senator Lautenberg's Office
James Standiford, DVARP
Jim Anderson, T&M Associates
Fred Winkler, Winchester & Western
John McCreath, SMS Rail Lines
Timothy Chelius, SJTPO
Monica LoGuidice, SJTPO
John Petersack, SJTPO (By phone)

Beth Timberman joined the phone conference at 11:05 a.m.

MINUTES

On Motion by Vice Chairman Sutton and seconded by Committeeman Ridgway, the Minutes of January 26, 2009 were unanimously approved by roll call vote.

TECHNICAL ADVISORY COMMITTEE REPORT

Chairman John Peterson reported that at the March 9, 2009 meeting, TAC recommended Board approval of the following scheduled action items.

EXECUTIVE DIRECTOR'S REPORT

Executive Director Chelius stated that Resolution 0903-12: Endorsing the Ranking of Applications for the Round 10 Job Access Reverse Commute (JARC) Competitive Grant Program and Resolution 0903-13: Endorsing the Ranking of Applications for the Current New Freedom Competitive Grant Program will be tabled until the April meeting.

SOUTH JERSEY TRAFFIC SAFETY ALLIANCE

Executive Director Chelius reported that Teresa Thomas will be requesting Policy Board approval for the SJTSA grant at the April meeting.

NEW BUSINESS

3. Resolution 0903-07: Adopting the FY 2010 Unified Planning Work Program

On Motion by Committeeman Ridgway and seconded by Freeholder Timberman, Resolution 0903-07 was opened for discussion. Executive Director Chelius explained that Board action will allow for the final processing of the FY 2010 UPWP, which covers the activities of Central Staff and the SJTSA throughout the fiscal year (July 1, 2009 through June 30, 2010). Mr. Chelius stated that the funding is approximately the same as last year's, although Alicia Tillett has requested a change to a part time status, as so that position will be advertised shortly. He then reviewed other agency programs and funding.

Mr. Chelius noted that Freeholder Magazzu joined the meeting at 11:10.

With no further comment, Resolution 0903-07 was unanimously approved by roll call vote.

Councilman Steven Moore, representing Mayor Langford of Atlantic City, joined the phone conference.

4. Resolution 0903-08: Approving an Amendment of Subcontract Agreement and a Contract Modification to the Federal Aid Agreement for Additional Funding to Include Soil Boring Work for the Commissioner's Pike Phase IV Scoping Project

On Motion by Freeholder Director Magazzu and seconded by Mayor Desiderio, Resolution 0903-08 was opened for discussion. Executive Director Chelius explained that this amendment supports additional soil boring work needed to complete the project, and the funding has already been authorized by NJDOT Local Aid. With no further comment, Resolution 0903-08 was unanimously approved by roll call vote. Councilman Moore questioned whether, as an alternate to Mayor Langford, he could vote, and Mr. Chelius explained that only the Mayors of Atlantic City and Vineland were able to vote and that neither could name alternates.

3. Resolution 0903-09: Approving an Amendment to the FY 2009-2018 Transportation Improvement Program to Change the Limits in the Current TIP to Include the Limits for Sections 6A, 6B, and 4C of Tilton Road

On Motion by Vice Chairman Sutton and seconded by Freeholder Timberman, Resolution 0903-09 was opened for discussion. John Peterson explained that the original two sections of Tilton Road were part of the current TIP program, and due to a reduction in cost, Atlantic County was able to increase the length of the roadway that could be paved. This amendment involves no increase in funding. With no further comment, Resolution 0903-09 was unanimously approved by roll call vote.

4. Resolution 0903-10: Approving Consultant Selection of the FY 2009 Seat Belt Survey

On Motion by Committeeman Ridgway and seconded by Mayor Desiderio, Resolution 0903-10 was opened for discussion. Executive Director Chelius reported that each year a special aspect of seat belt use is examined, and (this survey will record, and analyze seat belt use for commercial motor vehicle drivers). The notice was sent to over 100 consultants with eight proposals received. The Consultant Selection recommends A-Tech Engineers in association with Orth-Rodgers and Associates for a total contract amount of \$49,965.08 and with a 51% DBE allocation. With no further comment, Resolution 0903-10 was unanimously approved by roll call vote.

5. Resolution 0903-11: Approving Consultant Selection of the FY 2009 Asset Management Data Collection

On Motion by Freeholder Director Magazzu and seconded by Vice Chairman Sutton, Resolution 0903-11 was opened for discussion. Executive Director Chelius explained that this project is currently listed in the FY 2009 UPWP for \$100,000.00. He further explained that this project will be considered a pilot project in connection with a similar project that Atlantic County will conduct.

John Peterson stated that Atlantic County has issued a separate RFP that will cover the additional mileage needed to complete the full 377 miles of Atlantic County roads. Mr. Peterson stated that SJTPO's contract will cover 270 miles. The goal of the project is to obtain digital data on pavement condition, signs, guiderail, and other assets to enable Atlantic County to develop inventories and condition data, which will help with projects.

Mr. Chelius reported that notice was sent to approximately 140 firms with three proposals received. The Consultant Selection Committee recommends Enterprise Information Solutions in association with Civil Solutions, Inc. for a total contract amount of \$100,000.00 and with a 15.7% DBE allocation. With no further comment, Resolution 0903-11 was unanimously approved by roll call vote.

6. Resolution 0903-14: Approving an Amendment to the FY 2009-2018 Transportation Improvement Program to Delete the Commissioner's Pike Phase IV Design Project and Add the Salem County Roadway Striping Program Part II

On Motion by Committeeman Ridgway and seconded by Freeholder Timberman, Resolution 0903-14 was opened for discussion. Executive Director Chelius explained that the Salem County proposes to delete the Commissioner's Pike Phase IV Design Project due to the fact that the Commissioner's Pike Phase IV Scoping project would not be completed in time and would like to replace it with a no cost TIP amendment for the Salem County Roadway Striping Program. This project will provide for highway striping and reflective paint markings on Salem County roads on the federal system. With no further comment, Resolution 0903-14 was unanimously approved by roll call vote.

Freeholder Director Magazzu suggested a formal motion to table Resolutions 12 & 13. **On Motion** by Freeholder Director Magazzu and seconded by Mayor Romano, Resolution 12 and Resolution 13 were unanimously tabled by roll call vote.

7. NJDOT Update: Shore Connection Projects and NJ Route 52 Project

Howard Immordino reported that the Rt. 52 project is now a part of the Economic Stimulus Program and on Friday it was certified by the Commissioner, and could be a week or two for final authorization by the Federal Highway Administration. Mr. Immordino also reported that the Department has a funding agreement in place for the Beesley's Point Bridge, which is now in the Capital Program.

PUBLIC COMMENT

James Standiford of the DVARP summarized several newspaper articles which will be distributed to the Policy Board shortly.

Fred Winkler of Winchester and Western reported that he participated in studies with the State on the cost of rehabilitating 38 miles of the Blue Comet Line from Lakehurst to Winslow Junction. He stated that the project would cost approximately \$130 million and that it would involve a lot of trestle work. He also stated that the project could serve as a means to transporting construction sand from the south, which is superior sand, to the north, in helping with the tunnel projects in New York. Mr. Winkler also noted a possible extension of light rail from Millville to Glassboro.

Executive Director Chelius stated that a late April meeting will be scheduled.

ADJOURNMENT

On Motion by Mayor Desiderio and seconded by Committeeman Ridgway, the meeting was adjourned at 11:20 a.m.

Approved Minutes Certified Correct:

Louis N. Magazzu, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING OR ORGANIZATION

ITEM 0904-15: Endorsing the Committee Ranking of Applications for the Rounds 10/11 Job Access /Reverse Commute (JARC) Competitive Grant Program

PROPOSAL

At its meeting of April 13, 2009, the SJTPO Technical Advisory Committee recommended that the Policy Board endorse the JARC/New Freedom Committee ranking of applications for the Rounds 10/11 JARC 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

This year, as in previous years, JARC grant program applications have been 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 eligibility and funding constraints will be taken into consideration in making the final decision.

At the request of NJ Transit, SJTPO received applications from potential applicants in February 2009. Applicants were told that this was a two-year application process (i.e., SJTPO will not be receiving applications again until the first few months of 2011) and to provide, in their budget, a local match for the project cost. In response, four applications 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 **\$ 465,000** in JARC funding for a two year period for service operating expenses at total cost of \$ 930,000.
- **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 counties (access provided to Gloucester County). Pearl Transit is requesting **\$ 294,789** in JARC funding for the two year period for project operating expenses, at a total cost of \$ 589,578. Note: Pearl Transit is also applying for New Freedom program funding to expand the scope of their service.
- **Salem County Interagency Council (IAC) of Human Services** - is proposing a continuation of its service for Salem County residents to major employment sites (e.g., Pureland Industrial Park in Gloucester County) and other areas within Salem County. The IAC is requesting **\$ 130,000** in JARC funding for the two year period for project operating expenses (at total cost of \$ 260,000).
- **South Jersey Transportation Authority** - is proposing a shuttle linking the Pleasantville Bus Terminal with the Atlantic City Marina area. SJTA is requesting **\$ 166,800** in JARC funding for the two year period for project operating expenses (at total cost of \$ 333,600). Note: JARC funding was approved for this project last year, but due to funding limitations, the service has not yet started.

An SJTPO JARC/New Freedom Ranking Committee was formed, consisting of representatives from NJ Transit, NJ Department of Human Services, Atlantic, Cumberland and Salem County Departments of Planning, SJTA, and SJTPO. The applications received by SJTPO for this round of JARC funding, along with 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 four JARC projects, the projects were ranked as follows (with 1 being the highest rank):

<u>Rank</u>	<u>Applicant/Project</u>
1.	Pearl Transit
2.	Salem County Interagency Council
3.	SJTA – Pleasantville - Marina Shuttle (See note below)
4.	Cumberland County Improvement Authority

It should be noted that SJTA was the only applicant applying (and competing) for funding under the JARC Atlantic City Large Urban Area program. and therefore would be the only applicant ranked for this category of funding. All other applicants are applying for the JARC Small Urban and Rural programs.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 0904-15: Endorsing the Ranking of Applications for the Rounds 10/11 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 Rounds 10 and 11 JARC program from the Cumberland County Improvement Authority, Salem County Interagency Council of Human Services, Pearl Transit in Salem County, and the South Jersey Transportation Authority (SJTA); and

WHEREAS, the four applications have been reviewed and ranked by an SJTPO-appointed JARC/New Freedom Application Ranking Committee, consisting of representatives from NJ Transit, SJTPO, Salem County Planning Department, 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 funding program have been ranked (with "1" as the highest rank") as follows:

- 1. Pearl Transit (County-Wide Demand-Responsive System)**
- 2. Salem County Interagency Council of Human Services (Demand-Responsive System)**
- 3. SJTA – Pleasantville - Marina Shuttle**
- 4. Cumberland County Improvement Authority (CATS System)**

WHEREAS, SJTA is the only one of the four applicants applying for funding under the JARC Atlantic City Large Urban funding program, and so is the top ranked project for this funding category. The other three applicants are applying for funding under the JARC Small Urban and Rural funding programs; and

WHEREAS, this prioritization of the four JARC applications is recommended for Policy Board endorsement by the Technical Advisory Committee based on a summary of scores submitted by the SJTPO JARC/New Freedom 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 four 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 April 27, 2009.

Louis N. Magazzu, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING OR ORGANIZATION

ITEM 0904-16: Endorsing the Committee Ranking of Applications for the Current New Freedom (NF) Competitive Grant Program

PROPOSAL

At its meeting of April 13, 2009, the SJTPO Technical Advisory Committee recommended that the Policy Board endorse the JARC/NF Committee Ranking of Applications for the current New Freedom Competitive Grant Program.

BACKGROUND

The newly initiated FTA New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. The program seeks to reduce barriers to transportation services and expands the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities (ADA) of 1990.

This is the first year that applications for this program have been submitted to SJTPO, 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 NF funds, although other factors, such as project eligibility and funding constraints will be taken into consideration in making the final decision.

At the request of NJ Transit, SJTPO received applications from potential applicants in February 2009. Applicants were told that this was a two-year application process for New Freedom funds (i.e., SJTPO will not be receiving applications again until the first months of 2011) and to provide, in their budget, a local match for the full cost of the proposed project. In response, three applications were received from local non-profit agencies, i.e., -

- **County of Atlantic - Department of Human Services** – is requesting New Freedom funds (a one-year request) to purchase vans to provide service to the disabled beyond ADA requirements. Atlantic County is requesting **\$236,525**, for a total project cost of \$ 295,656 (20 % local match is required).
- **Pearl Transit Corp.** – (Salem County) – is requesting New Freedom funds (a two-year request) to expand its demand-responsive service that provides transportation to its disabled population in Salem and Cumberland Counties (access provided to Gloucester County). Pearl Transit is requesting **\$95,410**, for a total project cost of \$ 190,820.
- **County of Salem** – This **New Freedom** application a one year request for three separate projects –
 - Handicap Bus Service** – to serve disabled in the county by providing transportation to Salem, Cumberland and Gloucester Counties. Total cost is \$ 55,000 for Van Purchase / \$12,400 for service operations (service will be operated by Salem County Office on Aging).
 - Bus Shelter Ramp** – funding will be used to install/upgrade a bus shelter and ramp in Salem County to accommodate the disabled. Total cost is \$ 11,000.
 - Mobility Manager** – Partial funding of coordinator to implement the County Human Service Transportation Plan - \$10,000 (\$8,000 requested).

Funding type (capital, etc.) and Federal/local cost breakdown for the application is as follows-

Operating (50/50) – for the Bus Service - \$12,400 total / **\$ 6,200** requested

Capital (80/20) – for bus purchase and shelter/ramp work - \$66,000 total / **\$ 55,000** requested

Planning (80/20) – For Mobility Manager - \$10,000 total / **\$8,000** requested

Total - \$88,400 (**\$69,200** requested)

An SJTPO JARC/NF Ranking Committee was formed, consisting of representatives from NJ Transit, NJ Department of Human Services, Atlantic, Cumberland and Salem County Departments of Planning, SJTA, and SJTPO. The applications received by SJTPO for this round of NF funding, along with 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 three New Freedom applications, (consisting of five projects) the projects were ranked as follows (with 1 being the highest rank):

<u>Rank</u>	<u>Applicant/Project</u>
1.	Pearl Transit
2.	County of Atlantic (see note below)
3.	Salem County – Handicap Van Service
4.	Salem County - Mobility Manager
5.	Salem County – Bus Shelters

It should be noted that the Atlantic County Department of Human Services was the only applicant applying (and competing) for funding under the New Freedom Atlantic City Large Urban Area program, and therefore would be the only application ranked for this category of funding. All other applicants are applying for the New Freedom Small Urban and Rural programs.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 0904-16: Endorsing the Ranking of Applications for the Current New Freedom (NF) Competitive Grant Program

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, the Federal Transit Administration (FTA) has made available, through the New Freedom Competitive Grant Program, funding on a competitive basis for transportation services to support initiatives to increase access to disabled citizens; and

WHEREAS, the SJTPPO is the organization responsible for prioritizing proposed New Freedom projects in the SJTPPO 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 SJTPPO has received proposals for funding under the current rounds of the New Freedom program from the County of Salem (Planning Department), Pearl Transit in Salem County, and the County of Atlantic County (Department of Human Services); and

WHEREAS, the application from the County of Salem County includes, and has been separated for ranking purposes into, 3 separate transit-related projects; and

WHEREAS, the three applications and five projects have been reviewed and ranked by an SJTPPO-appointed JARC/New Freedom Application Ranking Committee, consisting of representatives from NJ Transit, SJTPPO, Salem County Planning Department, 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 five projects included in the applications submitted for funding under the New Freedom program have been ranked (with "1" as the highest rank") as follows:

- 1. Pearl Transit - County-Wide Demand-Responsive System for the disabled-(funding for system operating costs)**
- 2. County of Atlantic -Department of Human Services - County-Wide Demand-Responsive System for the disabled- (capital funding for purchase of vehicles)**
- 3. County of Salem - Planning Department - Demand-Responsive System for the disabled – (funding for purchase of a vehicle and for system operating costs)**
- 4. County of Salem - Planning Department – Funding (partial) for a county coordinator to implement the County Human Service Transportation Plan**
- 5. County of Salem - Planning Department – Capital funding to provide a handicap accessible ramp and a handicap accessible bus shelter**

WHEREAS, the County of Atlantic County is the only one of the three applicants applying for funding under the New Freedom Atlantic City Large Urban funding program, and so is the top ranked project for this funding category. The other two applicants are applying for funding under the New Freedom Small Urban and Rural funding programs; and

WHEREAS, this prioritization of the New Freedom applications and projects is recommended for Policy Board endorsement by the Technical Advisory Committee based on a summary of scores submitted by the SJTPO JARC/New Freedom 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 New Freedom applications and projects 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 April 27, 2009.

Louis N. Magazzu, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 0904-17: Endorsing a Highway Safety Project Grant from the N.J. Division of Highway Traffic Safety for the South Jersey Traffic Safety Alliance

PROPOSAL

At its April 13, 2009 meeting, the SJTPO Technical Advisory Committee recommended endorsement of the South Jersey Traffic Safety Alliance's Highway Safety Project Grant for 2010.

BACKGROUND

The Alliance's FY 2010 Grant Proposal focuses on five main areas: teen driving, occupant protection, bicycle safety, pedestrian safety and motorcycle safety. On-going programs include: the Saved By The Seat Belt Club, Buckle Up Stencil Program, Defensive Driving Program, Child Passenger Seat Inspection Campaign and *THINK SAFETY* Campaign.

With the creation of three new task forces under the county Sheriffs, the Alliance role in the region will now change. There will not be any more Alliance meetings per se, instead, the Alliance will attend the task force meetings to update those members on Alliance activities and seek participation. The Alliance's role in hosting training may now grow. The Alliance will survey the region (police, schools etc) to see what training is needed.

The Alliance will continue to promote the *THINK SAFETY* slogan on radio and attach it to various traffic safety issues. These spots run on local stations that cover the region and are considered an important aspect of the regional approach provided by the Alliance. For FY09 these contracts include website exposure and links from the stations.

Similarly, the Alliance will continue flying aerial banners over the beaches during the summer months, as well as producing and distributing roadside banners and posters for the summer campaign. Other *THINK SAFETY* items may be purchased and distributed by the local task forces.

New for FY2010 will be the NJ Driver Education Teachers Association website (NJDETA.org) developed and maintained by the Alliance. Another workshop for driver ed teachers is proposed for feedback and direction. Also new for FY2010 will be the creation of a GDL Program for Parents of Teen Drivers. The pilot will be conducted at Egg Harbor Twp High School on May 14 from 6 to 8 PM. It includes a presentation by the local driver ed teacher about what the students learn in class, another by a local police officer about teen crash statistics, the GDL law and enforcement and concludes with a member of the local prosecutors office talking about the parents liability with a teen driver and criminal vs. civil law suits. The goal is to take this concept to the local task forces to implement with the Alliance as support or fill in speakers.

The Alliance will continue to develop and market its new mascot SPLASH, the Atlantic City Surf's former mascot. The Alliance's two part time Traffic Safety Advocates will continue to travel around the region presenting traffic safety educational programs to schools and community organizations as fill in for the local community traffic safety task forces.

The SJTSA's FY10 Grant proposal totals \$93,050.00. However, it is important to note that 50% of that is for radio and the flying of aerial banners. This is a reduction of \$15,400.00 from the FY08 grant total of \$93,500.00.

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

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 0904-17: 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 county and municipal agencies and organizations, 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 2010 Highway Safety Project Grant for a total of \$93,050.00; 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 April 27, 2009.

Louis N. Magazzu, Secretary/Treasurer

NOTICE TO THE CITIZENS ADVISORY COMMITTEE

Dated: March 26, 2009

SUMMARY

This minor TIP amendment is being recommended for Policy Board approval per Section A(2) of the Memorandum of Understanding between the South Jersey Transportation Planning Organization, New Jersey Department of Transportation and New Jersey Transit Corporation dated August 16, 2006. This TIP amendment was recommended for Policy Board approval by the SJTPO Technical Advisory Committee on March 9, 2009.

BACKGROUND

The SJTPO seeks to amend the Fiscal Year 2009-2018 Transportation Improvement Program as follows:

Atlantic County proposes to amend the Tilton Road Section 6B project (DB# S0807) programmed in FY 2009 to include Section 6A (DB# S0808) currently programmed in FY 2010 and add Section 4C. The new limits of these three sections of roadway are as follows:

- Tilton Road Section 6B – Mile Marker 10.0 to Pomona Road (DB# S0807, FY 2009)
- Tilton Road Section 6A – Delilah Road to Mile Marker 10.0 (DB# S0808, FY 2010)
- Tilton Road Section 4C – North of Fire Road to Black Horse Pike (US 40/322, NEW)

The County proposes to add two new projects in FY 2010 to replace S0808:

- Somers Point-Mays Landing Road (CR 559): MM 0.7 to Bridge EH-32, Somers Point City and Egg Harbor Township, and
- First Road (CR 688): Twelfth St. (SR 54) to Weymouth Road (CR 640)

Fiscal constraint will be maintained because the total cost of these three sections of Tilton Road equals the \$2.4 million originally programmed in FY 2009, and the cost of the two new FY 2010 projects equals the amount currently programmed for S0808.

The proposed Minor Amendments involve resurfacing only, and are therefore exempt under the provision of the EPA Conformity Rule (40 CFR Part 93, Table 2). This TIP amendment is being recommended for Policy Board approval on:

Monday, March 23, 2009

Vineland City Hall, 1st Floor Caucus Room

640 E. Wood Street, Vineland, NJ

COMMENT PROCEDURE

Any interested party may submit comment on the proposed modifications. **Written comment must be received by 4:30 p.m., Friday April 10, 2009** and may be mailed to SJTPO, 782 S. Brewster Road, Unit B-6, Vineland, NJ 08361; faxed to (856) 794-2549; or emailed to sjtpo@sjtpo.org. Also an opportunity for verbal comment will be provided prior to Board action at the Policy Board meeting listed above. For more information, contact Timothy Chelius, SJTPO Executive Director, at (856) 794-1941.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 0904-18: Approving an Amendment to the FY 2009-2018 Transportation Improvement Program to Change the Limits in the Current TIP to Include the Limits for Sections 6A, 6B, and 4C of Tilton Road and Add Two New Projects

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, MPOs are responsible for developing a Transportation Improvement Program (TIP) that sets forth the capital expenditures for at least four years, as required by the Federal Metropolitan Planning Rule (23 CFR 450 C and 49 CFR 613 C); and

WHEREAS, Atlantic County proposes to amend the FY 2009-2018 TIP by expanding the limits in the current TIP to include a new Tilton Road section 4C from north of Fire Road (CR 651) to the Black Horse Pike (US 40/322) and adding two new projects in FY 2010 to replace the section of Tilton Road that will be completed in FY 2009; and

WHEREAS, fiscal constraint in the TIP is maintained and this project is exempt from the requirement to determine conformity per Table 2, Sec. 93.126 of the conformity regulations; and

WHEREAS, the New Jersey Department of Transportation (NJDOT), New Jersey Transit, and SJTPO have entered into a Memorandum of Understanding (MOU) on Procedures to Amend and Modify the SJTPO TIP and the State TIP; and

WHEREAS, this TIP amendment was recommended for Policy Board approval by the SJTPO Technical Advisory Committee on March 9, 2009; and

WHEREAS, public involvement requirements under SJTPO's adopted policy have been satisfied by a supplemental notice on March 9, 2009 to the Citizens Advisory Committee mailing list and a specific opportunity for comment on the meeting agenda;

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby amends the FY 2009-2018 Transportation Improvement Program to include the aforementioned project.

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 April 27, 2009.

Louis N. Magazzu, Secretary/Treasurer

MEMORANDUM

DATE: April 20, 2009
TO: Policy Board
FROM: Tim Chelius, Executive Director
RE: Draft FY 2010-2019 Transportation Improvement Program

Attached for your information is a summary of the April 13, 2009 database containing SJTPO's highway projects, regional highway programs, NJDOT statewide programs, and NJ Transit programs.

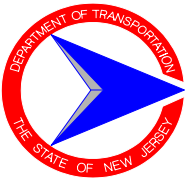
Upon completion of our air quality conformity analysis, staff will conduct the public involvement activities and agency reviews with the goal of Policy Board action on June 22, 2009.

Please let me know if you have any questions on the TIP projects or programs.

Thanks.

TGC:mal

Attachment



NEW JERSEY DEPARTMENT OF TRANSPORTATION

SHORE CONNECTION PROJECTS – April, 2009

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.

Route 9 Intersection, Dennis Township – Work was completed and Signal was activated on June 10, 2008.

Route 50/Tuckahoe Road, Upper Township – Signal timing improvements
The revised signal timing was placed into operation on August 4, 2008.

PROJECTS in MAINTENANCE

Upper Township, Cape May County

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.

The agreement has been forwarded to Cape May County for their signature. The electrical design is on hold pending receipt of the signed traffic signal agreement.

However, the Rapid design Team (RDT) was asked to evaluate the intersection to see if there were some minor widening possibilities that would allow the installation of a left turn lane and therefore break the logjam. The RDT has taken over the project and its design.

RDT needs structural integrity data on the pavement and cannot advance the installation until the data is received. Cape May County still refuses to sign any agreement until they get assurance that a left turn slot will be constructed, which can't be determined by the RDT without the pavement data. As such, the status remains unchanged.

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. Construction by NJDOT-Maintenance is scheduled for the fall of 2007 using FY 2008 Congestion Relief Program funding.

The Rapid Design Team (RDT) during the investigation in 2007 made following decisions: There is significant development proposed for the NW quadrant of the intersection, which would significantly impact the operation of the intersection as was proposed.

The widening along the southbound Route 9 roadway is prohibited due to the relocation of utility poles and ROW acquisitions along Route 9 southbound. Utility relocations and ROW acquisitions are beyond the capabilities of this unit.

Based upon the above, the project was not advanced.

PROJECTS in CAPITAL PROGRAM MANAGEMENT (CPM)

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. The revised PD submission was made on May 23, 2008. Proposed sidewalks and drainage will be retained per Millville's request east of the interchange. It is under design and the construction planned for **Fall, 2009.**

Route 47/CR 610 (Petersburg Road) & Route 47/CR 611 (Tyler Road) in Dennis Township

The construction of the combined project started in April 2008 and will be completed in the end of the year.

Route 52 Causeway-Somers Point Circle Elimination-Contract B

Project was authorized by FHWA on March 26 for advertisement under the ARRA stimulus program.

PROJECTS in DIVISION of PROJECT DEVELOPMENT (DPD)-updated 3/25/08**** **by DPD**

The overall Route 47/55 Shore Connection Study (of which the following intersections were part) was removed from the Study and Development Program in January 2008 because no further "breakouts" are forthcoming.

Route 9/CR 550 (Ocean View Drive)

In October 2008, DPD notified the County Engineer and the SJTPO of its intent to request removal of this project from the S&D program. The SJTPO has responded and requested that the project remain active. (County reportedly supports the project as well) DPD indicated that it will re-assess updated crash data and traffic volumes, which is essentially an effort to establish (or not) a "Purpose and Need Statement" for the project.

Next Steps: Evaluate and summarize crash data and traffic information and report back to the County and SJTPO.

Route 9/CR 625 (Sea Isle Blvd.)

The previously proposed improvements could not be advanced by the NJDOT Rapid Design Team due to issues with increased left turn volumes caused by new private development. DPD will begin efforts to update crash data and traffic information to assess possible “quick-fix” measures.

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.

DPD 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.

DPD met with the ITS Engineering, Traffic Operations South and FHWA in May 2008 to present the proposed ITS improvements. Based on the comments received at this meeting, the proposed ITS improvements are being fine-tuned.

DPD also met with the Office of Emergency Management. Based on the comments received at this meeting, additional VMS are proposed. DPD conducted field trips with Traffic Operations South to confirm the VMS/CCTV locations.

NEXT STEPS: 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 a northbound auxiliary lane through the intersection. Additional ROW would be required if auxiliary lane proposed. The proposed concept was strongly opposed by local residents and local officials as 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. 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.

Review of the project need in 2006 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 showed that delays at this intersection are not severe when compared with other nearby locations, such as Route 47/347 intersection in Dennis Township.

Next Steps: Due to local opposition and insufficient project need, DPD has ceased efforts to pursue the addition of intersection capacity. Project was terminated.

Route 47/347 intersection, in Dennis Township - Addition of auxiliary lanes through the intersection was investigated. 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 the data and traffic modeling revealed 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. It was determined that adding capacity at the 47/347 intersection will not yield sufficient benefit to justify the project and would be strongly opposed by the local community.

Next Steps: Due to lack of community support and the inability of this project to address the congestion problem, DPD has ceased efforts to pursue the addition of intersection capacity. Project terminated.