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Date: October 30, 2026

To: Recipients

Re: South Jersey Travel Demand Model (SJTDM) Recalibration and Updated Validation Questions and Answers

Q1. The scope of work outlined in the RFP appears to be very similar to the effort completed during the travel demand model update performed approximately 10 years ago. However, the budget allocation identified in the UPWP is significantly lower than the budget for the previous model update.

Could you please clarify whether SJTPO is planning to secure additional funding to bring the available budget more in line with the funding level necessary to complete this similar model update effort as defined in the RFP?

A1. The funding identified in the FY 2027 UPWP for Task 27/402 South Jersey Travel Demand Model Update/Recalibration & Validation represents the total funding available for this project. SJTPO does not anticipate securing additional funding for this effort. Proposals should address the full scope of work outlined in Section II. Scope of Work of the RFP within the available budget.

For context, the FY 2015 SJTPO Model Recalibration and Improvements Contract, completed in June 2015, cost approximately $100,000. The earlier FY 2011-2012 SJTDM Model Improvements Contract cost was approximately $586,000; however, that effort was substantially more extensive than the current project. It included the following major components:

(1) Migration of a much older model (originally developed in the 1980's) from an older platform to a newer platform.
(2) Conduct of traffic and turning movement counts
(3) Conduct and data compilation of a NJ Transit Bus Survey of NJ Transit buses serving the SJTPO region
(4) Improvements and enhancements to the "migrated" model
(5) Model Calibration and Validation of Newly Migrated Model

These historical costs reflect different project scopes and should not be considered directly comparable. Proposals should be developed based on the requirements and deliverables specified in the current RFP.

Q2. Has the model been modified since the 2015 recalibration, and if so, is that documentation available?

A2. No. The model itself has not been modified since 2015. Some data inputs have changed, most notably the socioeconomic data and the model networks, but the model structure and algorithms have not.

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Q3. What is the expected format of the DVRPC/SJTPO HTS data (weighted and expanded, trip and tour files, documentation)? Does SJTPO have an expectation for how many completed households in the four-county SJTPO region will be included?

A3. The weighted and expanded data and trip files will be in Excel and/or CSV format. As SJTPO does not have an activity-based model, trip files depicting individual trips will be available for the SJTPO region. Tour files will not be available.

The expectation is that 1,600 households within the SJTPO region will have completed the survey. To date, fewer than 500 surveys have been completed. The consultant team is actively conducting additional recruitment efforts to increase the number of completed surveys.

Q4. For the Data Collection for SJTDM Recalibration and Validation effort, please confirm count locations, vehicle classification coverage, seasonal coverage, and delivery dates.

A4. The requested information is detailed within Task 2 of the Data Collection for SJTDM Recalibration and Validation. Table 1, found on page 9, lists the count locations and seasonal collection periods. While the project end date of the SJTDM Data Collection project is noted as the end of April 2027, the expectation is that e, all traffic count data will be delivered and available by the time this project receives a "Notice to Proceed" in early February 2027.

Q5. Do SJTPO's LOCUS and INRIX/RITIS licenses allow consultant use of the data and delivery of derived products? Will the LOCUS O-D data cover all of 2026?

A5. Consultants will have access to all INRIX/RITIS data that SJTPO has access to by virtue of the existing license. The winning consultant will be required to complete a separate Data License Agreement. However, no additional license fees will be required for this data.

With respect to LOCUS O-D data, SJTPO has data for calendar year 2023 only. This data will be available to the winning consultant. Any additional LOCUS O-D data or any proprietary data that the consultant believes is necessary to complete this project should be included in their cost proposal and explicitly noted.

Q6. Will SJTPO provide socioeconomic data at the working 2020 TAZ level for 2026, 2030, 2040, 2050, and 2060, or is the consultant expected to allocate forecasts from outside sources to TAZs?

A6. SJTPO can provide socioeconomic data at the working 2020 TAZ level for 2026, 2030, 2040, 2050, and 2060. However, as noted within Task 2 in Section II. Scope of work, the consultant will be required to review the TAZ structure. As such, the TAZ demographics at the conclusion of the study may differ slightly from what SJTPO provided at the beginning of the study. SJTPO staff will work with the consultants to review and revise the existing and future zonal data allocation, if it is required.

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Q7. Will SJTPO provide coded future-year networks for 2026, 2030, 2040, 2050, and 2060, or a project list for the consultant to code?

A7. Yes. SJTPO will provide coded future-year networks for 2026, 2030, 2040, 2050, and 2060, including the current project list. The consultant will not be expected to code any projects.

Q8. How many agency coordination meetings (Task 4) and training sessions (Task 6) should be assumed?

A8. The consultant should use their best judgment to determine how many coordination meetings will be required and specifically note it in their proposal. It should be noted that there is no requirement that meetings be held in-person. Coordination meetings can be held virtually, which can be less time-consuming and easier logistically than in-person meetings.

For training sessions, the consultant can assume that one session would be sufficient.

Q9. Is a peer review panel planned for the recalibration, as was used in the prior model update?

A9. No peer review panel is planned for the recalibration.

Q10. Please confirm the budget available for this effort (the FY 2027 UPWP lists $300,000).

A10. The total budget available for this effort is as identified in the FY 2027 UPWP. Please also refer to the response to Question 1 for additional clarification regarding the available funding and project scope.

Q11. Should optional enhancements be included in the primary budget or offered as possible add-on budget?

A11. Optional enhancements should be clearly distinguished from the work necessary to meet the core project requirements. Optional enhancements should be presented as an add-on budget item(s) and may be considered if budget and schedule allow.

Q12. Should work that can be potentially supported by SJTPO staff be included in the primary budget or offered as "if necessary"?

A12. Proposers should develop their cost proposals to address the full scope of work outlined in the RFP. Any that can potentially be supported by SJTPO staff should be clearly identified in the technical proposal, along with the anticipated level of SJTPO staff involvement. The cost proposal should separately identify the potential cost savings, based on the estimated consultant hours and costs that could be reduced through SJTPO staff support.

If a task requires SJTPO staff support for successful completion, the proposer should clearly identify the anticipated staff responsibilities and level of effort, and account for any necessary consultant support in the overall project budget. Any proposed SJTPO staff support is subject to availability and agreement with SJTPO.

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Q13. Does the model currently produce outputs needed for MOVES-related emissions analysis?

A13. Yes, but a specialized post-processor that SJTPO pays for is needed to reformat the outputs into a format MOVES can read and process.

Q14. Are Deliverables 4.a. and 6.b. the same?

A14. Deliverables 4.a. and 6.b. are very similar. The primary difference is that Deliverable 4.a. is intended to be a technical memorandum of model calibration and validation procedures, while Deliverable 6.b. is intended to be a final overall "User's Guide," intended for both a technical and non-technical audience. Materials from Deliverable 4.a. can certainly fold into Deliverable 6.b. Neither deliverable is intended to be a public-facing deliverable.

Q15. Does the DVRPC survey include the entire area?

A15. The DVRPC household travel survey includes the entire SJTPO four-county region.

Q16. Could SJTPO confirm whether Professional Liability policy will be required for the contract? If the Professional Liability policy is required for this project, could SJTPO approve a $75,000 deductible under it?

A16. Proposers should carefully review the insurance requirements outlined in Section VII. Insurance Requirements of the RFP, including the provisions for Professional Liability insurance. Although the RFP identifies Professional Liability insurance as required "where applicable," SJTA/SJTPO's insurance provider has advised that this coverage should be considered applicable to consulting services involving software and technology. Accordingly, proposers should assume that Professional Liability insurance is required for this project. A final determination will be made by SJTA/SJTPO's insurance provider.

Any proposed exceptions to the specified insurance requirements, including a request for approval of a $75,000 deductible, should be clearly identified in the proposal. Such requests will be subject to review by SJTA/SJTPO's insurance provider.

SJTPO cannot guarantee that any requested exception or alternative deductible will be accepted.

Q17. One of the forms references an RFP number, but there doesn't appear to be a clear number listed in the RFP. Can you advise what we should list?

A17. There is no RFP reference number. Any reference to the RFP should list the entire title of the RFP: *South Jersey Travel Model (SJTDM) Update, Recalibration and Validation*.

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Q18. The RFP states the digital submission is due on 11/10, but the physical submission cannot arrive any later than 11/17. It also states they should be sent at the same time. Can you confirm this is accurate to ensure no accidental disqualification?

A18. A digital copy of the RFP is due no later than 11:59 PM on Tuesday, November 10, 2026. A physical copy of the RFP is due by 3:30 PM on Tuesday, November 17, 2026, at SJTPO's mailing address: 817 E. Landis Avenue, 2nd Floor, Vineland, NJ 08360. It is recommended that a physical copy of the proposal be mailed out the same day as the digital copy is submitted to avoid any issues.

Q19. Section B of the RFP highlights that we need to submit Exhibits E, F, and G while the "Consultant Check Off List" shows that we must submit Exhibits A through J for our proposal package. Can you confirm specifically which Exhibits we should submit with our package?

A19. Please refer to the Consultant Checklist. All documentation in the Consultant Checklist (Exhibits A-J) must be submitted in your proposal package.

Q20. For the physical submission, does SJTPO want an ink signed cover letter or will a printed signature suffice?

Q20. Either an original signature in ink or a printed signature on the cover letter is acceptable.

Q21. Does SJTPO prefer the Signed Cover Letter be separated from the technical proposal (i.e. electronically submitting one PDF for the cover letter and one PDF for the technical proposal / physically submitting two separate documents within the same sealed envelope (one document being the cover letter and the other being the technical proposal)?

A21. The Signed Cover Letter and Technical Proposal should be combined into a single document for submission. The submission should follow the order provided within the Consultant Checklist.

Q22. Page 14 refers to an "active consultant-led effort, Data Collection for SJTDM Recalibration and Validation, to provide comprehensive data collection services that are intended to support this recalibration and validation effort." Is this the Imperial Traffic Count effort, and if so, is there data other than traffic counts (at the 80 listed locations in the project scope available online) being collected?

A22. The 80 traffic count locations collected by Imperial Traffic as part of the Data Collection for SJTDM Recalibration and Validation will be the primary dataset for the SJTDM Recalibration and Validation effort.

Q23. Would the consultant have access to updated freight data to validate the freight model?

A23. SJTPO will share any data it owns and/or has access to. This includes any freight data in its possession. The current SJTDM does not have a dedicated freight module. The SJTDM does have vehicle types and modes that include 'trucks' as part of its mode-choice module.

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Q24. Can you please clarify what the project period is? Page 4 of the RFP suggests it is 24 months while Page 18 suggests it is a different timeline.

A24. While the project is considered a two-year study in our UPWP, the anticipated project period is approximately 16 months, beginning in February 2027 and concluding no later than June 1, 2028. The contract will remain in effect through June 30th. SJTPO may consider extending the project period, if necessary, subject to approval and without assuming additional project funding.

Q25. Can you provide survey instruments including supplemental questions related to post-Covid recreational (seasonal) trips?

A25. SJTPO can provide supplemental questions related to recreational and seasonal trips to the winning consultant. However, these questions were not specifically designed to assess post-COVID changes in recreational travel patterns.

Q26. Did the household travel survey include travel data collected during summer weekends?

A26. While some collected travel data may include weekend data, the household travel survey primarily focused on a typical workday and week.

Q27. What level of INRIX data is available through RITIS for this project? Does it include Trip Analytics subscription that provides traffic volumes and trip OD information?

A27. SJTPO will provide the winning consultant access to the RITIS data for which SJTPO currently has a license. This includes the MAP-21 Performance Widget tool, the Bottlenecks Tool, Congestion Scans (including the Cost of Delay), and many other modules used for data visualization. SJTPO will not have access to INRIX Signal Analytics data, nor any trip OD information provided through the RITIS data portal.

Q28. What geographic area is covered by the LOCUS dataset? In addition to trips occurring within the SJTDM study area, does the dataset include trips to and from major external markets such as the Philadelphia metropolitan area and the North Jersey/NYC metropolitan area?

A28. The LOCUS dataset covers SJTPO's four counties: Atlantic, Cape May, Cumberland, and Salem. The dataset includes external trips into and out of the region, but it does not specify which metropolitan areas trips originate from. It should be noted that SJTPO has data for calendar year 2023 only.

Q29. Is the LOCUS dataset available for multiple seasons (e.g., spring, summer, fall, and winter)? If so, can the data be used to identify and quantify seasonal origin-destination travel patterns that may be relevant for recreational and visitor travel modeling?

A29. The LOCUS dataset is organized by each quarter of the calendar year in 2023, not necessarily by season. However, it should be noted that SJTPO has data for calendar year 2023 only.

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Q30. What is the finest geographic level at which the LOCUS data sets are available (e.g., TAZ, Census Tract, MCD/Municipality, ZIP Code, County, or another geography)?

A30. The three modes SJTPO currently has access to include Walk, Bike, and Motorized.

Q31. When was the most recent transit on-board survey conducted for buses and ACRL?

A31. According to New Jersey Transit, the Atlantic City Rail Line (ACRL) was last surveyed by DVRPC in 2022. The South Jersey bus routes that primarily run through the DVRPC's region have been surveyed by DVRPC over the last four years (Year 1 – Spring 2023, Year 2- Spring 2024, Year 3 – Spring 2025, and Year 4 – Spring 2026). Additionally, the routes that primarily run in SJTPO's region were surveyed in 2025. All results from the survey data will be provided to the winning consultant.

Q32. Will SJTPO make route level ridership data available for Jitneys for average weekday and summer weekends?

A32. SJTPO will coordinate with the Jitneys operators to request route-level ridership data for average weekday and summer weekends. However, the availability of this data is dependent on the operators and cannot be guaranteed.

Q33. Will SJTPO provide/update required inputs for Casinos, or will the selected consultant be required to contact CRDA and/or individual casinos?

A33. SJTPO can coordinate with CRDA and/or individual casinos to obtain or update the required inputs, with guidance from the consultant regarding the data needed for the study. The consultant should identify the specific data requirements and provide directions as to the information needed to support the project.

Q34. Are parking garages and surface parking lots occupancy datasets by hour by day available for use in model update and validation?

A34. SJTPO does not currently have parking garage and surface parking lot occupancy data by hour and day for use in the model update and validation. If the consultant determines that this data are necessary for the project, they will need to be collected as part of the project. SJTPO can assist with coordinating with appropriate agencies and stakeholders to obtain the necessary data, as directed by the consultant team.

Q35. Does SJTPO anticipate that the recreational travel component will primarily involve recalibration and refinement of the existing shore, casino, visitor, event, and other special-generator procedures, or whether development of enhanced recreational travel methodologies is expected as part of the core scope?

A35. SJTPO anticipates that the recreational travel component will include recalibrating and refining existing shore, casino, visitor, event, and other special-generator procedures. SJTPO does not expect the development of enhanced recreational travel methodologies as part of the core project requirements.

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Q36. In addition to the Regional Household Travel Survey, traffic-count program, and other datasets identified in the RFP, what recreational and visitor-related datasets does SJTPO anticipate making available for the update, particularly for shore destinations, casinos, hotels, special events, and seasonal travel patterns?

A36. SJTPO anticipates that recreational and visitor-related travel data will be available primarily through the Regional Household Travel Survey and other datasets identified in the RFP. The consultant should identify additional data needed to support the recreational module update, including data on shore destinations, casinos, hotels, special events, and seasonal travel patterns, and discuss availability and feasibility with SJTPO.

Q37. To what extent is the DVRPC/SJTPO Regional Household Travel Survey expected to capture seasonal and recreational travel, and does SJTPO anticipate that the available summer survey data will be sufficient to support recalibration of the recreational travel components of the SJTDM?

A37. The Regional Household Travel Survey does include targeted seasonal questions. SJTPO anticipates that the survey will be the primary source for recreational and visitor-related travel data to support recalibration of the recreational travel components of the SJTDM. SJTPO will provide the list of survey questions to the winning consultant.

However, traffic counts were collected during the summer of 2026 (the first two weeks of August) and the off-season (May). This data should be used in the recalibration of the recreational travel components of the SJTDM.

SJTPO can also coordinate with the NJ Casino Control Commission, the Atlantic City and other Chambers of Commerce, and the New Jersey Division of Travel and Tourism to help build the dataset needed to support recalibrating the recreational module.

Q38. Is the updated model expected to be implemented in Cube/Voyager 6.5.1 (current release) or could it take advantage of Bentley OpenPaths functionality?

A38. The current model does use CUBE/Voyager 6.5.1. While this technical effort is not expected to change the platform from CUBE/Voyager 6.5.1, if the same model can run using Bentley's OpenPaths functionality while still meeting the specifications requested in this RFP, SJTPO would not be averse to this approach.

Q39. Is it acceptable to identify level of effort in the cost proposal by labor classifications or are staff names required?

A39. It is acceptable to identify the level of effort by labor classifications. Staff names are not required.

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Q40. Please clarify the physical submission requirement. Does the printed hard-copy proposal need to be mailed or dispatched on the same day as the electronic submission, or may it be sent later, provided that it is received by SJTPO no later than 3:30 P.M. on November 17, 2026?

A40. A similar question was asked and answered. Please refer to the response to Question 19 for clarification regarding the submission requirements.

Q41. Please confirm which forms/exhibits subconsultants are required to complete.

A41. The contract agreement will be between SJTA/SJTPO and the prime consultant. The prime consultant is responsible for submitting all required documentation identified in the Consultant Checklist (Exhibits A–J) as part of its proposal package. Subconsultants should be identified in the proposal, along with a description of the work they will perform; however, subconsultants are not required to complete or submit separate forms or exhibits.

Q42. The DVRPC Household Travel Survey data collection is expected to conclude in Spring 2027. Could you please provide the anticipated schedule for processing and release of the survey data for use in the travel demand model update?

A42. As noted in Task 3. Data Coordination and Input Confirmation (page 14) of the RFP, the full household survey dataset, including weighting and expansion, is expected to be available in early April 2027. However, some portions of the dataset, such as the data collected up through the summer of 2026, could be released earlier and made available to the winning consultant in early February 2027, for the anticipated kick-off of this effort.

Q43. Could you please provide additional information regarding the LOCUS data referenced in the RFP, including the types of data available, temporal coverage, and key attributes relevant to model update, recalibration and validation?

A43. LOCUS is location-based services data provided through Cambridge Systematics SJTPO, purchased through its contract with DVRPC for work on the Regional Household Travel Survey.

The LOCUS has various data types available. Charts can be downloaded as .csv and .xlsx files with filters such as: Residency Status, Purpose, Travel Mode, Community Type, Day of the Week, Time of Day, Trip Length, and Trip End Type. Spatial data can be downloaded as an image, shapefile, or GeoJSON. Spatial data is available at the census tract level. LOCUS data can also be downloaded as summaries and cross-tab tables that have Trip Origins and Destinations and Trip Periods among the Chart data types listed above. Up to 5000 Origin-Destination flows can also be downloaded at one time. Available travel modes in the LOCUS data are Walk, Bike, and Motorized Vehicle trips. For temporal coverage, the LOCUS data spans the full calendar year 2023 and is organized by quarter. More granular temporal coverage is available for 'days of the week' and 'time of day.'

The LOCUS data is intended to recalibrate trip distribution by comparing LOCUS OD patterns with the SJTDMs OD patterns and matrices. The data can also be used to validate regional travel patterns and address seasonal travel patterns.