

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE MEETING  
VINELAND CITY HALL, Vineland, NJ  
Monday, July 8, 2019, 10:00 a.m.  
AGENDA**

1. **Roll Call**

2. **Public Comments** *Current Agenda Matters Only*

3. **Minutes Approval – May 13, 2019**

4. **Meeting Highlights (information only) – June Workshop: NJ Transportation Bank**

Frank Scangarella, NJ Infrastructure Bank's Assistant Director conducted a Workshop on June 10<sup>th</sup> presenting some basic information related to the New Jersey Transportation Infrastructure Bank (NJTIB). A June 14<sup>th</sup> email (attached) was shared with TAC and Policy Board members and provides additional details related to the Transportation Bank.

5. **SJTPO CY 2020 Safety Performance Targets: Recommendation to Policy Board**

NJDOT has established and reported Highway Safety Improvement Program (HSIP) targets for 2020 and intends to include them in their HSIP Annual Safety Report submitted to FHWA later this year. As with last year's and the 2018 targets, SJTPO is supporting the state targets, which it has the option to do. A letter from NJDOT to FHWA, dated June 26, 2019, establishing the 2020 Safety Performance Targets is attached for reference. Staff respectfully requests that the TAC endorse and support the 2020 Safety Performance Targets, as established by NJDOT.

6. **Ocean Drive Upgrades and Bridge Improvements LCD Contract Amendment: Recommendation to Policy Board**

Michael Baker International, Inc. was under contract to develop a Local Concept Development (LCD) study for the Ocean Drive corridor, which included a movable bridge and two smaller bridges, for which a Preliminary Preferred Alternative was selected. The project is nearly 100% complete, with the Subcontract Agreement End Date of June 28, 2019. A Zero-Cost Modification and Time Extension is requested to reallocate \$16,000.01 from other direct expenses to labor and extend the length of the contract through January 31, 2020. At this time, the total cost of the \$1,330,000 amended contract will not be affected by this contract amendment. A formal request letter from Michael Baker International, Inc. is attached for reference.

7. **FY 2020 Air Quality Technical Assistance Consultant Selection: Recommendation to Policy Board**

This technical study seeks consultant assistance to help SJTPO conduct its regional emissions analysis for the 2050 Regional Transportation Plan (RTP), as well as preparation of the SJTPO portion of emissions inventories to the New Jersey Department of Environmental Protection (NJDEP). Proposals for this project were due on June 18<sup>th</sup>. One proposal was received, with AECOM Technical Services, Inc., as the prime, Michael Baker International (MBI), WSP Parsons Brinckerhoff (WSP), and Sobers Consulting, LLC as the subcontractors. The TAC designated Consultant Selection Committee reviewed the proposal and has determined that it

meets the requirements outlined by the RFP. While this project will be funded from Task 20/401 (\$39,999) in the FY 2020 UPWP, the final cost of this project is still being negotiated.

8. **Administrative TIP Action Bridge Preventive Maintenance: Information Only**  
SJTPO approved an Administrative Modification to the Statewide program Bridge Preventive Maintenance (DBNUM 13323). This administrative action increases STBGP funding in Federal FY 2019 from \$10M to \$20M. It also changes \$9.5M of NHPP funding to STBGP in the same year. The increase will be used to fund three Drawbridge Preventive Maintenance Contracts: two in the NJTPA region (totaling \$22M), and one that is 90% SJTPO and 10% DVRPC (\$9M). Because the action increases the overall line item amount by \$10M, only approval from the Executive Director was needed per the terms of the MOU. See the attached eSTIP pages for details.
9. **Demographic Projections for RTP 2050: Discussion Item**  
At the May TAC meeting, SJTPO noted that the population forecasts prepared for the last RTP update were forecasting optimistic growth in the region, which recent Census estimates do not support. SJTPO has prepared revised population forecasts which adjust the population to the 2018 Census estimate and use the State's Department of Labor and Workforce Development growth rates moving forward, which are more realistic. Staff will present the proposed revisions to the population forecasts. Formal approval by TAC and Board is anticipated in September. Please refer to the separate attachment for the full projections.
10. **Summary of SJTPO Future Funding in Draft FY 2020-2029 TIP: Discussion Item**  
The current Draft FY 2020- 2029 STIP database only displays funding in the Atlantic City Urbanized Area in the years beyond FY 2023 for SJTPO Future Projects (DBNUM S044). On June 26, SJTPO staff met with NJDOT Capital Programming, who agreed to display STBGP-L5K (Rural - Less than 5k) and STBGP-5K200K (Urban - 5k to 200k) funding in the future years in addition to the STBGP-AC (Atlantic City Urbanized Area). The revised STIP displaying these funds will be delivered during the public comment period prior to the Public Meeting on August 15<sup>th</sup>. Please see the attached memo for details.
11. **SJTPO Local Lead Project Status and TIP/STIP Project Charts: Update**  
The FY 2019 Local Lead Project Status Chart (6/24/2019) is attached. An additional chart is included, with special tracking of submission and approvals of the environmental documents (CED) for this year's projects (6/24/2019). The FY 2018-2027 TIP/STIP Projects chart (5/22/2019) is attached and includes NJDOT sponsored projects in the SJTPO region.
12. **August 12, 2019 TAC Workshop (2050 RTP Update of Vision/Goals): Information Item**  
Staff has convened Phase I of its public outreach for the 2050 RTP. Four public meetings (one in each of our counties) are occurring. To date, two public meetings, in Salem (Salem City) and Atlantic (Atlantic City) counties, respectively, have occurred. The next meeting will be held on Monday, July 29<sup>th</sup> at Vineland City Hall, (coinciding with the normal CAC meeting), followed by the Cape May County meeting, August 1<sup>st</sup> to be held at the Cape May County Library in Cape May Court House. The focus of this phase of the outreach has been public input on prioritization of the goals in the Plan as well as strategies. The TAC workshop will summarize the comments received and distill them with the TAC, refining and finalizing the 2050 RTP strategies.

13. **Technical Studies: Update**

SJTPO currently has seven (7) technical studies underway; Regional Signal Timing Initiative, Ocean Drive (CR 621) Upgrades and Bridge Improvements Local Concept Development Study, Automated Pavement Condition Data Collection Study, Cumberland County Bicycle/Pedestrian Safety Action Plan, FY 2018 Professional & Technical Services, Regional Bicycle and Pedestrian Trail Network. An additional eighth technical study is being led by DVRPC; NJ Regional Curve Inventory & Safety Assessment. A memo (6/28/2018) provides information regarding the status of all eight (8) technical studies.

14. **Cross County Connection: Update**

Jason Simmons will provide an update on the current and future work program deliverables of interest to our region.

**Other Updates**

*Central Staff*

- NJ State Data Center Annual Meeting

*Member Agencies*

**TECHNICAL ADVISORY COMMITTEE MEETING  
VINELAND CITY HALL CAUCUS ROOM – VINELAND, N.J.  
May 13, 2019 – 10:00 A.M.**

The meeting was called to order at 10:00 a.m. by Chairman John Peterson.

**Roll Call of Attendance**

**Members:**

Jim Rutala, Atlantic City	John Peterson, Atlantic County
Patrick Bomba, SJTPO CAC Chair	Robert Church, Cape May County
Kathleen Hicks, City of Vineland	Robert Brewer, Cumberland County
Brian Leckie, NJDOT	Vivian Baker, NJ Transit (via telephone)
James McKelvie, Salem County (via telephone)	Steve Mazur, SJTA

**Also, in attendance:**

Jim Rutala, Atlantic City	Everest John, Atlantic County
Scott Mullen, Cape May County	Jason Simmons, Cross County Connection
John Knoop, Cumberland County	Doug Whitaker, Cumberland County
Nancy Ridgeway, CAC, Public	Monica Etz, NJDOT
Jennifer Marandino, SJTPO	David Heller, SJTPO
Mike Reeves, SJTPO	Melissa Melora, SJTPO
Andrew Tracy, SJTPO	Alan Huff, SJTPO

**Roll Call**

**Minutes Approval – March 11, 2019**

**On motion** by Pat Bomba and seconded by Kathleen Hicks, the minutes of January 14, 2019 were approved.

**Public Comment** *Current Agenda Matters only*

No comments from the public were made.

**FY 2019 UPWP Amendment: Recommendation to Policy Board**

Alan Huff stated that Task 19/403 in the FY 2019 UPWP was intended for SJTPO Regional Freight Plan Development, which was to be a 2-year study. Mr. Huff reminded everyone that on two separate occasions, SJTPO unsuccessfully released an RFP for this effort. Mr. Huff stated that in March 2019, as a part of its regular quadrennial federal certification review, the need to develop a Limited English Proficiency (LEP) Plan was realized. Mr. Huff noted that to support this Plan, an amendment to the FY 2019 UPWP is required, changing Task 19/403 to Multilingual Outreach Support. This would allow SJTPO to secure resources to translate materials including vital documents, offer translation at outreach events and assess methodologies associated with the LEP Plan development. Mr. Huff added that the Freight Plan RFP is being reevaluated, and SJTPO is participating in discussions with NJDOT regarding data to see how to proceed further. Kathleen Hicks asked if a timeline was in place for the Freight Plan, and Mr. Huff stated there is no current timeline. Jason Simmons asked if mapping will be included with the translations, and Mr. Huff stated that Environmental Justice is covered, but as of now, there is no map showing where language concentration areas are. John Peterson asked what languages are being researched to be used, to which Mr. Huff replied Spanish, Vietnamese, and Chinese.

**On motion** by Bob Brewer and second by Jim Rutala, the TAC unanimously approved the recommendation to Policy Board.

**Public Involvement Plan (PIP): Recommendation to Policy Board**

Melissa Melora explained that on Monday, May 6<sup>th</sup>, SJTPO announced a 10-day comment period extension for the Draft Public Involvement Plan. The comment period was reopened, as substantive changes were made to the previous draft, including the addition of section five - “Addressing Civil Rights in Our Outreach Process.”

**On motion** by Steve Mazur and second by Kathleen Hicks, the TAC unanimously approved the recommendation to Policy Board.

**Transportation Conformity Determination Under the 2015/2008/1997 8-Hour Ozone Standards: Recommendation to Policy Board**

On March 29, 2019, SJTPO released its Transportation Conformity of the current TIP and RTP, under the 2015/2008/1997 8-Hour Ozone National Ambient Air Quality Standards (NAAQS). It was included as an attachment to the TAC mail-out and is also posted on the SJTPO website. There are three different standards for 8-hour ozone, with each one more stringent than the other.\

Mr. Heller explained that while the current governing ozone standard was promulgated in 2015, by virtue of a recent court decision, SJTPO must re-demonstrate conformity to both the 2008 and the 1997 8-Hour Ozone standards, which this conformity determination does. This is somewhat illogical given that the 2015 ozone standard is more stringent than the 2008 and the 1997 standards, and conformity to the 2015 standard, (which is the most stringent), would, by definition, also mean conformity to the less stringent standards, but these are the requirements.

Mr. Heller added that no comments were received during the 30-day public comment period for Transportation Conformity, which ended on April 30<sup>th</sup>. Staff is seeking TAC recommendation for Policy Board approval of the Transportation Conformity Determination, under each of these Ozone standards.

**On motion** by Kathleen Hicks and second by Pat Bomba, the TAC unanimously approved the recommendation to Policy Board.

**Automated Pavement Condition Data Collection Study – Contract Amendment: Recommendation to Policy Board**

Andrew Tracy explained that for this project, pavement condition data is being collected for the City of Vineland; similarly for the Regional Pavement Data Collection (amended in January 2019), there is an opportunity to expand the scope of work to collect additional asset inventories using the right-of-way (ROW) imagery collected for this study. Vineland expressed interest in having the locations of sidewalks, curb ramps, guardrails, inlets, and manholes inventoried from the ROW imagery. Michael Baker International, Inc. has provided a revised scope for the additional work at a cost of \$39,000. SJTPO proposes that this additional asset collection be funded from Task 20/402 Program Support Data Collection in the FY 2020 UPWP. A memo was emailed with the TAC packet that provided additional details. Jason Simmons questioned what the cost of asset collection was for county roadways in the Regional Pavement Data Collection Project. Mr. Tracy replied that he couldn't recall offhand (note: cost for all four counties was \$68,452). The cost for City of Vineland was negotiated with Michael Baker to fall within budget. Mr. Tracy speculated that the higher per-mile cost for City of Vineland is due to the higher density of assets such as sidewalks and drainage features.

**On motion** by Steve Mazur and second by Kathleen Hicks, the TAC unanimously approved the recommendation to Policy Board.

**Transit Asset Transportation Performance Measure Targets: Recommendation to Policy Board**

David Heller explained that the Transit Asset Management (TAM) Final Rule (49 USC 625) prescribed specific transit asset performance measures and targets covering rolling stock, equipment, facilities and infrastructure/track segments. (The actual measures and targets were included as part of the TAC packet.) Mr. Heller added that as with the previous Federally-mandated performance measures, MPOs can either support the State targets (where that is an option), or come up with their own, in which case the MPOs have 180 days after the State sets its targets. He added that NJ Transit released the “draft” targets on November 27, 2018, which would make May 27, 2019, the critical milestone date. SJTPO supports the performance targets set by NJ Transit and is asking for TAC recommendation of Policy Board support for these targets.

Vivian Baker of NJ Transit thanked the TAC for their consideration of voting and appreciate the support. Under rolling stock, Kathleen Hicks questioned the 100% percentage target (indicating percent of revenue vehicles that have met or exceeded their useful life) for articulated buses. Lou Milan explained that since there are no articulated buses in the SJTPO region this should not be of concern. NJ Transit has a smaller number of articulated buses and is in the process of obtaining new buses to replace the ones that are out of date due to their age. Mr. Milan added that the commuter rail self-propelled passenger car is also past its useful life, but the inventory has been rebuilt and maintained. The targets are met through the actual procurement of the replacements.

**On motion** by Brian Leckie and second by Jim Rutala, the TAC unanimously approved the recommendation to Policy Board.

**Written Procedures: Recommendation to Policy Board**

David Heller explained that pursuant to the Performance Planning requirements and the Federal Planning Rule, written procedures must be developed regarding the MAP-21 and FAST Act performance management requirements. These procedures are essentially like an MOU between NJDOT, the MPOs, and NJ Transit on how they will carry out the Federally-mandated performance planning process and the specific roles of each. He added that while NJDOT took the lead in preparing them, staff has provided comments which have been incorporated into this final version. Mr. Heller noted that ataff is seeking TAC recommendation for Policy Board approval of the two Written Procedures (to be voted on separately), both of which were included in the TAC mail-out as separate attachments. Mr. Heller briefly explained the differences.

**a. PM2 Performance Measures**

The first set of Written Procedures apply to the Pavement and Bridge Conditions, also known as PM2.

**b. PM3 Performance Measures**

The PM3 Written Procedures apply to the system performance measures pertaining to Travel Time Reliability, Freight Reliability, and CMAQ On-Road Mobile Source Emissions. Mr. Heller noted that an Addendum, which addresses the CMAQ Traffic Congestion Measures (which is established for Urbanized Areas as opposed to a State or Metropolitan Planning Area), is also attached.

**On motion** by Pat Bomba and second by Brian Leckie, the TAC unanimously approved the recommendation to Policy Board of PM2 Performance Measures.

**On motion** by Bob Brewer and second by Pat Bomba, the TAC unanimously approved the recommendation to Policy Board of PM3 Performance Measures.

**Support of Project List: Recommendation to Policy Board**

Alan Huff explained that NJDOT recently released lists of projects recommended for funding through the Safe Routes to Schools (SRTS) Program and the Transportation Alternatives (TA) Set-Aside Program. Both programs are jointly administered by NJDOT and the MPOs, both are involved with the scoring of the list. Mr. Huff added that staff recommends endorsement of the projects for both programs (to be voted on separately). Mr. Huff noted a spreadsheet listing the projects funded in the SJTPO region, along with the rating criteria for Safe Routes to School Program was included in the TAC packet. He also noted that no SJTPO projects were disqualified this year, which has been a problem in the past. Mr. Huff added that for the Safe Routes to School Program, five (5) SRTS projects were submitted in the SJTPO region with three (3) selected at a total of \$961,000.

Mr. Huff stated that fifteen (15) projects were submitted in the SJTPO region for the 2018 Transportation Alternatives Set-Aside Program. Three (3) projects were selected at \$1,531,000, with no projects disqualified. Mr. Huff noted that NJDOT did oversubscribe the program by about 1.5 times. He noted that every county that submitted an application has at least one project, except for Salem County, who neither submitted nor received a project.

John Peterson asked if this is federally funded, and Mr. Huff stated that the TA is a federal program, as well as, Safe Routes was continued. Pat Bomba questioned why Salem County did not submit an application, and Mr. Huff stated he was not sure, but added that for Safe Routes to School, student travel tallies are required but the program is released during the summer which leaves a small window to apply so the timing is not the best. Comments were sent about changing the timeline in the future and possibly promote the program more in the future. Mr. Peterson noted his recent experience with Ventnor City Bike Rack project, noting that the City could not qualify for the funding directly based on NJDOT guidelines. Jason Simmons questioned who was on the selection committee, to which Mr. Huff explained that he represented SJTPO, with other members being DVRPC, NJTPA, Local Aid, NJDOT Environmental, as NJDOT Safe Routes to School of the SRTS applications.

**On motion** by Kathleen Hicks and second by Steve Mazur, the TAC unanimously approved the recommendation to Policy Board of the Safe Routes to School Program selections.

**On motion** by Steve Mazur and second by Pat Bomba, the TAC unanimously approved the recommendation to Policy Board of the Transportation Alternatives Set-Aside Program selections.

Jason Simmons stated that when grants like this are awarded it is helpful to reach out to see if a project can still be completed if it was not funded fully based on what was requested. Alan Huff agreed but noted that NJDOT led the process and did not allow any communication with applicants before winners were announced.

**Designation of Consultant Selection Committee – FY 2020 Air Quality Technical Assistance**

David Heller explained that Task 20/401 Air Quality Technical Assistance in the FY 2020 UPWP will fund specialized services to support the conformity analysis for the 2050 Regional Transportation Plan. This consultant-led effort will focus on the running of the latest MOVES emissions model and reporting of results, as well as development of the appropriate input data. Staff is seeking TAC members to serve on the Consultant Selection Committee to review and rank all proposals received, which in the past was

only one proposal. He added that the RFP for this project is tentatively scheduled to be released on May 15, 2019, with proposals due on June 12<sup>th</sup>. John Gorgol (NJDEP), Jason Simmons (Cross County Connection), John Peterson (Atlantic County), and both Andrew Tracy and David Heller (SJTPPO) all agreed to serve on the Consultant Selection Committee.

### **Updated Plan 2050 Demographic Projection Forecasts: Initial Discussion**

Andrew Tracy stated that for the upcoming update to SJTPPO's Regional Transportation Plan, the horizon year is being extended from 2040 to 2050, adding that he planned to take the current forecast and extend it by an additional 10 years. Mr. Tracy noted that he will be revising the population estimates SJTPPO commissioned as part of the demographic forecasts for the prior update, which were completed in 2016. The forecasts showed optimistic growth rates, but recent US Census Bureau data suggests that the regional population may be in decline, which is not reflected in the demographic forecasts. Mr. Tracy also presented growth rates from the State's Department of Labor & Workforce Development, which forecasts more modest growth. Mr. Tracy proposed using the Census Bureau estimates for 2018 as the new population base year and to use the State's growth rates through 2050 to forecast population for the new plan update.

Kathleen Hicks asked when the State completes the projections, to which Mr. Tracy stated they were finalized in 2013. The first year of the estimate was in 2014 and then every five (5) years thru 2034. Jason Simmons questioned how 2020 Census numbers impact this, and Mr. Tracy stated that the RTP will be released spring of next year, however, the census will not be used for this RTP because the Census numbers will not be released. John Peterson stated that he is not comfortable with using state projection numbers, adding that according to Atlantic County data, the perspective is a continued decrease in Atlantic County. Mr. Tracy stated that he would like to find a source of projections to use, possibly from the Counties. He then asked if anyone had information to reach out to him. Mr. Tracy stated that this is something that can be revisited in July prior to September approval.

### **SJTPPO Local Lead Project Status and TIP/STIP Project Charts: Update**

Andrew Tracy explained that the FY 2019 Local Lead Project Status Chart (5/2/2019) was included in the TAC packet. An additional chart included shows special tracking of submission and approvals of the environmental documents (CED) for this year's projects (5/2/2019). Mr. Tracy added that work for preliminary PSE submissions should begin, and he noted the importance of August redistribution, and if anyone had intended to get them submitted to contact him or Local Aid. The FY 2018-2027 TIP/STIP Projects chart (4/29/2019) included NJDOT sponsored projects in the SJTPPO region.

John Peterson mentioned that at the NJAC conference he attended regarding TTF funds, it was stated that the subregions are the reason that there is a holdup of funding "hitting the streets". Mr. Peterson stated that he did not have an opportunity to address this assumption, however, he did advise everyone to contact their state local aid representative to make it clear in writing where the hold up is. Mr. Tracy stated that staff will keep track of when submissions are made and will keep track of the status of where things are. Kathleen Hicks asked if the bill number related to spending TTF funds within specific timeframe is available, and Mr. Peterson replied that he would email it to her. Mr. Tracy added to contact him if any letter or notification goes out so that he can provide hard data; factoids could be provided. Jennifer Marandino stated that she will also email NJDOT Bureau of Environmental Protection (BEPR) to request a status update on any outstanding approvals of CEDs.

### **Technical Studies: Update**

Jennifer Marandino stated that the SJTPPO currently has eight (8) technical studies underway; Regional Signal Timing Initiative, Ocean Drive (CR 621) Upgrades and Bridge Improvements Local Concept Development Study, Automated Pavement Condition Data Collection Study, Cumberland County



Bicycle/Pedestrian Safety Action Plan, Regional Bicycle and Pedestrian Trail Network, Local Safety Program Design Assistance, and Regional Pavement Data Collection. The eighth technical study, NJ Regional Curve Inventory & Safety Assessment, is being led by DVRPC. The final invoice for the FY 2018 Professional & Technical Services study has been paid and the project is 100% complete. A memo (5/3/2019) in the TAC packet provided information regarding the status of all eight technical studies.

### **Cross County Connection (CCC): Update**

Jason Simmons stated that CCC has been working with Pennsville, Salem County on various walk to school initiatives, therefore, data is available to them if needed for the Safe Routes to School/TAP initiatives. Mr. Simmons noted that CCC has been working with Vineland Police and Highway Safety to launch and campaign. SJTPO attempted to have conversations with DHTS regarding a Street Smart Campaign in Vineland, which did not go very well. Jennifer Marandino explained that DHTS told SJTPO that CCC would not be able to lead the project and that SJTPO would need to. Ms. Marandino stated that since SJTPO is a smaller organization there is no manpower to lead. Mr. Simmons stated the he will report how the meeting between CCC and the Vineland Police Department went, and he will let SJTPO know where it is going and what the next steps are. Mr. Simmons added that CCC is trying to locate data from Cape May County regarding shuttle data to update NJTPA efforts and that they are looking for Cape May County for contacts for safety presentations. Mr. Simmons noted that there is continued progress with Pennsville where mapping was completed. Ms. Marandino added that is a good precursor for SRTS application.

### **Other Updates**

#### ***Central Staff***

- **Quarterly NJSACE Meeting – March 26, 2019 Meeting Notes attached**  
Ms. Marandino stated that this meeting was attended by Dale Foster and he is going to continue to forward meeting notes to the subregions for the future.
- **Staff Replacement Plan**  
Ms. Marandino stated that part of the Risk Assessment conducted by NJDOT, the Staff Replacement Plan is something for which SJTPO has been flagged for not having one in place. She added that this sets the stage if limited staff is out for a period for time who would complete their job responsibilities during their absence.
- **Continuity of Operations Plan – Alternative Office Location**  
Ms. Marandino stated that if SJTPO offices were rendered unusable, an alternative location needs to be identified as a secondary site in the event of an emergency. SJTA has offered their Atlantic City location as a second alternative, if needed, and she asked if any of the Counties could provide a space for SJTPO staff.
- **FY 2019 Salem County Subregional Program – Equipment Purchase**  
Ms. Marandino noted that Salem Freeholder Director Ben Laury requested to use their the County's Task III funds to purchase Traffic Count Equipment. No formal action is needed to allow this change, but instead shared as information only. No change to the UPWP is required.
- **FY 2020-2029 TIP timeline**  
Andrew Tracy noted that the Draft Capital Program was received in April. The draft STIP should be available May 17<sup>th</sup>. Public comment is scheduled for July 15<sup>th</sup> thru August 21<sup>st</sup>. TIP approval is scheduled for both TAC and Policy Board at their September meetings.
- Ms. Marandino stated that she received an email "Commitment to Communities" that included information on how funding gets spent and stated that she would forward to TAC members.
- Ms. Marandino noted that currently NJ Transit Application Data is expanding its reach for additional pilots. Vivian Baker explained that this will collect data in GIS format to help understand what is going on in the areas around transit. John Carnegie of Rutgers University is

the main contact for this project with an upcoming call scheduled with SJTPO staff to discuss further.

- Ms. Marandino added that Rutgers CAIT is offering a “Robotic Solutions for Infrastructure Management” workshop on May 30<sup>th</sup> to which she noted she will forward the information to TAC members.
- John Peterson requested a NJ Transit Atlantic City Line Update, and Ms. Baker stated that it is up and running over the weekend. Mr. Peterson asked if the early morning trips to Philadelphia were reinstated and requested ridership information as it gets reestablished in the next few months.
- John Peterson stated that the Atlantic City Chamber of Commerce and Atlantic County Economic Alliance created a transportation subcommittee that he will serve on. The Committee is currently discussing rail and requested an additional contact from NJ Transit. Ms. Baker stated that Lou Millan could possibly help and anyone else that may be needed.

- **SJTPO RTP 2050**

David Heller noted that in gearing up for the next Regional Transportation Plan, which is tentatively referred to as “RTP 2050,” four (4) public meetings will be scheduled, with at least one within an Environmental Justice (EJ) area within each county, before the actual Plan gets released. Mr. Heller stated that he emailed the Planning Directors soliciting their possible venues for these meetings. Mr. Heller added that the intent is to have these public meetings in June and July then reconvene at a Workshop in August to bring the comments/feedback collected from the public meetings back to the TAC for a more in-depth discussion. He noted that as far as content, input would be gathered at two points; including prioritizing the goals. As the goals are comprehensive and based on the FAST Act, they are unlikely to change, and comments on existing strategies and suggestions of new strategies would be the bulk of the input that will be solicited.

Mr. Heller added that the aim is to focus the comments on areas where the public can make an impact. While identifying problems and ideas on maps have been positively received by the public, this has not had as meaningful of an impact, and this is not where projects are generated. Strategies can help to inform SJTPO technical studies, as they did with the Salem Port Study which was completed recently, and guide the direction of staff work, which makes them more impactful. SJTPO staff will meet internally to discuss suggestions for additions, deletions, and other modifications to the existing list of strategies in the coming weeks and then TAC will be emailed a draft list for an initial review around the end of the month. Mr. Heller noted that now is a good time to look for major things you feel should be added and note other major concerns before we take these out for public discussion.

John Peterson asked if a map was created for EJ areas, and Mr. Huff replied that one was created but location help for the meetings will be appreciated because specific locations have not yet been determined.

### ***Member Agencies***

On motion by Patrick Bomba and second by Steve Mazur, the meeting was adjourned.

## Jennifer Marandino

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**From:** Jennifer Marandino  
**Sent:** Friday, June 14, 2019 10:40 AM  
**To:** 'Frank Scangarella'  
**Subject:** New Jersey Transportation Infrastructure Bank

TAC and Policy Board members –

*Earlier this week, a workshop was held with Frank Scangarella, NJ Infrastructure Bank's Assistant Director presenting some basic information related to the New Jersey Transportation Infrastructure Bank (NJTIB). The information shared was very informative. Below you will find a short write-up of the New Jersey Transportation Infrastructure Bank. Frank's contact information is provided below, should you have any questions.*

*The New Jersey Transportation Infrastructure Bank (NJTIB) was established by the New Jersey Infrastructure Trust Act of 2016. According to the NJTIB mission statement, "The New Jersey Transportation Infrastructure Bank is an independent State Financing Authority responsible for providing and administering low interest rate loans to qualified municipalities, counties, and regional authorities in New Jersey for the purpose of financing transportation quality infrastructure projects." The New Jersey Transportation Infrastructure Bank is a partnership between the New Jersey Department of Transportation (NJDOT) and the New Jersey Infrastructure Bank (I-Bank). The NJDOT is responsible for defining project eligibility, project prioritizing, and technical review, and the I-Bank manages loan applications, loan administration, and legal compliance. The Transportation Infrastructure Bank's review of technical submissions is modeled after the NJDOT's Local Aid and Economic Development Program. The Loan application process is modeled after the successful NJ Water Bank (formerly, the New Jersey Environmental Infrastructure Financing Program), which has been in existence since 1985. The NJTIB is funded with state local aid infrastructure fund dollars. Applicants are required to satisfy the Local Aid requirements for State funded projects.*

*The NJTIB is expected to lend approximately \$42 million in State Fiscal Year 2020. Applications are accepted on a rolling basis and evaluated quarterly, with the expectation that approximately \$10 million in loans will be awarded each quarter. NJTIB Loans are available for capital projects for public highways, approach roadways and other necessary land-side improvements, ramps, signal systems, roadbeds, transit lanes or rights of way, pedestrian walkways and bridges connecting to passenger stations and servicing facilities, bridges, and grade crossings. Projects with the highest transportation benefit will be allocated for funds.*

*The NJTIB offers 50% market rate loans. All projects initially receive short-term loans during which funds are disbursed for engineering design and construction as costs are incurred. Upon completion of construction, long-term loans are awarded for terms of up to 31 years, or the useful life of the project, whichever is shorter. The recommended project size is at least \$1 million.*

*During its first year of operations, the NJTIB, allocated approximately \$42 million in program loans to four counties and six municipalities. To date, the NJTIB has awarded loans to Burlington County, Camden County, Essex County, Cape May County, and the City of Orange. More information on the NJTIB may be found at <https://www.njib.gov/njtib>. Please call Frank Scangarella, the NJ Infrastructure Bank's Assistant Director with any questions at 609-219-8605.*

As additional information you can find both the January and May Reports on the NJTIB website. The January Report is a Project Priority Report submitted to the NJ State Legislature for each State fiscal year; similarly the May Report is the Financial Plan submitted to the Legislature for each State fiscal year.



## State of New Jersey

DEPARTMENT OF TRANSPORTATION  
P.O. Box 600  
Trenton, New Jersey 08625-0600

PHILIP D. MURPHY  
*Governor*

DIANE GUTIERREZ-SCACCETTI  
*Commissioner*

SHEILA Y. OLIVER  
*Lt. Governor*

June 26, 2019

Robert Clark, Division Administrator  
Federal Highway Administration, New Jersey Division  
840 Bear Tavern Road, Suite 202  
West Trenton, NJ 08628

Dear Mr. Clark:

I am pleased to provide New Jersey's 2020 Safety Performance Targets required to be reported for the Highway Safety Improvement Program (HSIP). The New Jersey Department of Transportation (NJDOT) intends to include these targets in New Jersey's Annual Safety Report this year. These targets were established after careful consideration of previous trends, recently built projects and the current socioeconomic environment. The targets are based on five year rolling average values and are reported to satisfy federal requirements with the understanding that New Jersey's safety vision is to achieve zero deaths on all public roads. This long-term safety vision requires time to change attitudes and behaviors and to construct infrastructure improvements to reduce the frequency and severity of crashes.

The 2015 New Jersey Strategic Highway Safety Plan (SHSP) guides the allocation of safety funding and resources to reduce highway fatalities and serious injuries on NJ's public roadways. The SHSP is data driven, sets long-term goals, and is a coordinated statewide plan that identifies the most significant infrastructure and behavioral safety issues on New Jersey's public roads. The SHSP identifies 16 key safety emphasis areas, including Lane Departure, Drowsy and Distracted Driving, Aggressive Driving, Intersections,

Pedestrians and Bicyclists, and Mature Drivers, and the supporting strategies that are likely to have the greatest impact on improving safety on our roadways.

NJDOT is committed to directing resources to these infrastructure related safety strategies as we diligently strive to drive down fatalities and serious injuries with an ultimate safety vision of zero deaths.

To satisfy 23 CFR 924.15(a)(1)(iii)(B) requirements, the following are the targets set by New Jersey Department of Transportation for 2020 Safety Performance Measures, based on 5 year rolling averages:

<b>PERFORMANCE MEASURE</b>	<b>TARGET 2016-2020 - 5 YEAR ROLLING AVERAGE</b>	<b>BASELINE 2014-2018 - 5 YEAR ROLLING AVERAGE</b>
NUMBER OF FATALITIES	582.8	581.6
RATE OF FATALITIES PER 100 MILLION VMT	0.744	0.759
NUMBER OF SERIOUS INJURIES	1167.9	1110.8
RATE OF SERIOUS INJURIES PER 100 MILLION VMT	1.489	1.449
NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES	407.9	392.7

Although some of the five year rolling average targets above indicate an increase, this is due to annual levels for 2014 that were relatively low. 5-year rolling averages after that date lose the benefit of 2014, resulting in higher 5 year rolling average values. However, projected annual values are trending down, as indicated below.

<b>PERFORMANCE MEASURE</b>	<b>TARGET 2020 ANNUAL</b>	<b>BASELINE 2018 ANNUAL</b>
NUMBER OF FATALITIES	560	565
RATE OF FATALITIES PER 100 MILLION VMT	0.700	0.722
NUMBER OF SERIOUS INJURIES	1189	1270
RATE OF SERIOUS INJURIES PER 100 MILLION VMT	1.485	1.623
NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES	410	424

NJDOT's target setting process included coordination with NJ's three Metropolitan Planning Organizations (MPOs) and FHWA's NJ Division Office, along with NJ's Division of Highway Traffic Safety (DHTS) to ensure a consistent approach for target setting. The identified targets reflect coordination and collaboration with NJ's Governor's Highway Safety Representative. The selected targets for number of fatalities, fatality rates, and number of serious injuries are consistent with the targets which will be reported in NJ's Highway Safety Plan by the Division of Highway Traffic Safety.

If you have any questions, please contact my office.

Sincerely,



Diane Gutierrez-Scaccetti  
Commissioner

bc: M. Ameen, NJTPA  
B. Seymour, DVRPC  
J. Marandino, SJTPO  
E. Heitmann, NJDHTS  
M. Russo, NJDOT  
A. Swords, NJDOT

June 27, 2019

Ms. Jennifer Marandino  
South Jersey Transportation Planning Organization  
782 S Brewster Road, Unit B6  
Vineland, New Jersey 08361

**Subject: Ocean Drive (CR 621) Upgrades and Bridge Improvements  
Local Concept Development Study  
Contract Extension and Zero Cost Modification Request**

Dear Ms. Marandino:

As you are aware, Michael Baker International, Inc. (Michael Baker) has been working towards completing the Local Concept Development Phase for the subject project in accordance with the original schedule before the current contract expires on June 28, 2019. However, due to a delay in receiving approval by the Interagency Review Committee (IRC), the overall project schedule will need to be extended.

It is anticipated that the IRC will be formally documenting their decision in a letter within a matter of weeks. At this time, we request that the contract end date be moved to January 31, 2020 to account for additional work efforts. Additionally, based on Michael Baker's current understanding of the additional work efforts that will be requested by the IRC, Michael Baker formally requests a Zero Cost Modification with no impact to the overall project cost. Attached you will find a redistribution of project line item budgets between Michael Baker's direct costs, labor, overhead and fee. A redistribution of Subconsultants costs is not anticipated.

Your favorable consideration of this requested Contract Extension and Zero Cost Modification would be greatly appreciated. If you have any questions, please feel free to contact me at 609-807-9585 or Marty Wade at 609-807-9524.

Sincerely,

**MICHAEL BAKER INTERNATIONAL, INC.**



Joseph Romano, P.E.  
Associate Vice President/Project Manager



**Budget Plan Adjustment Request and Approval Form**

**SUMMARIZED BUDGET PLAN ADJUSTMENT REQUEST FORM**

**FIRM'S NAME:** Michael Baker International, Inc.  
**SUBCONTRACT PROJECT TITLE:** Ocean Drive (CR 621) Upgrades and Bridge Improvements Local Concept Development Study  
**DATE:** June 27, 2019

	<b>Current Authorized Budget</b>	<b>Proposed Adjustment</b>	<b>Proposed Adjusted Budget</b>	<b>% Change</b>
PART I: LABOR COSTS (PERSONNEL SERVICES)				
1. SALARIES	\$ 266,920.90	\$ 6,024.46	\$ 272,945.36	2%
2. OVERHEAD (141.44%)	\$ 378,107.93	\$ 8,521.00	\$ 386,628.93	2%
SUBTOTAL LABOR COSTS	\$ 645,028.83	\$ 14,545.46	\$ 659,574.29	2%
PART II: NON-LABOR DIRECT EXPENSES				
SUBTOTAL DIRECT EXPENSES	\$ 22,531.56	\$ (16,000.01)	\$ 6,531.55	-71%
PART III: FEE				
FIXED FEE (10%)	\$ 64,502.88	\$ 1,454.55	\$ 65,957.43	2%
PART IV: SUBCONSULTANT COSTS				
WSP	\$ 440,474.43	\$ -	\$ 440,474.43	0%
CHURCHILL CONSULTING ENGINEERS	\$ 143,376.80	\$ -	\$ 143,376.80	
RICHARD GRUBB & ASSOCIATES, INC.	\$ 14,085.50	\$ -	\$ 14,085.50	
SUBTOTAL SUBCONSULTANT COSTS	\$ 597,936.73	\$ -	\$ 597,936.73	0%
TOTAL BUDGET	\$ 1,330,000.00	\$ -	\$ 1,330,000.00	0%



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO: **Statewide**

PROJECT: **Bridge Preventive Maintenance**

DBNUM: 13323

TRACK #: SW-13323-4-M-2018

TYPE OF PROJECT CHANGE: Project Cost increase, Change of funding source

ACTION TAKEN: Increases STBGP funding for EC in FFY 19 from \$10.0M by \$10M to \$20M.  
Changes \$9.5M of NHPP funding for EC in FFY 19 to STBGP.

REASON FOR CHANGE:

Increases the Bridge Preventive Maintenance Program to fund the following:  
Drawbridge Preventive Maintenance Contract, 2017-3 (NJTPA), approximately \$13M  
Drawbridge Preventive Maintenance Contract, 2019-1 (NJTPA), approximately \$9M  
Drawbridge Preventive Maintenance Contract, 2019-2 (90% SJTPO, 10% DVRPC), approximately \$9M

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 18-27 FC Chart #24

CONFORMITY:

- The current conformity determination will not be impacted. The Metropolitan Planning Organization (MPO) has determined that this project is exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127).

PUBLIC INVOLVEMENT:

- The MPO has followed their adopted public involvement procedures for this type of amendment / modification.







**Date:** July 1<sup>st</sup>, 2019  
**To:** TAC  
**From:** Andrew Tracy SJTPO  
**Re:** SJTPO Future Funding in Draft 2020-2029 TIP

On Wednesday, June 26, 2019, SJTPO met with NJDOT Capital Programming to discuss how STBGP will be displayed in the upcoming FY 2020-2029 TIP. SJTPO proposed that funding in future years remain the same as the current FY 2018-2027, by using the following methodology:

- SJTPO looked at the projects in both our current TIP and upcoming FY20-29 TIP and compiled six years of projects (FY18-23).
- In total, 42 projects across all four counties were in the sample.
- Certain projects in Salem County were funded using STBGP-Flex, as they fell in the Philadelphia Urbanized Area. We propose that future projects in Salem be funded using STBGP-L5K, as Salem has a high proportion of rural highways. We will work with Salem County to choose eligible roadways in the <5k area.
- Of the projects outside the AC Urban Area, 62% were in the B5K200K area, and 38% were in the L5K area (or in Philly Urban Area).
- We used the 62% to 38% ratio to compute the following proposed STBGP figures:

	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>
<b>STBGP-AC (remains the same)</b>	\$4.50	\$4.60	\$4.70	\$4.90	\$5.00	\$5.10
<b>Proposed STBGP-B5K200K (62%)</b>	\$5.08	\$5.15	\$5.27	\$5.33	\$5.39	\$5.52
<b>Proposed STBGP-L5K (38%)</b>	\$3.12	\$3.15	\$3.23	\$3.27	\$3.31	\$3.38
<b>Total (same as FY 18-27 TIP)</b>	\$12.70	\$12.90	\$13.20	\$13.50	\$13.70	\$14.00

- If these values are used, the total funding available will remain the same as in the current 18-27 TIP.
- FYs 2028 and 2029 were projected based on the assumption that overall funding would continue to increase at the same rate.

SJTPO will work with subregions when preparing project pool sheets to ensure that the proper amount of funding is spent in each area.

## SJTPO FY 2019 LOCAL LEAD PROJECT STATUS

DB Number	Funding Source	Project Name	Phase	Cost (millions)			CED/ECE		Preliminary PS&E Submitted	Final PS&E Submitted	Authorization	
				Programmed	Authorized	Difference	Submitted	Approved			Submitted	Approved
<b>Atlantic City</b>												
S1602	2017 TTF	<b>Atlantic Avenue, Morris Avenue to Rhode Island Avenue</b>	CON	\$1.110	FY 2017 Dollars		3/18/2016	4/26/2016				
	Policy Board Action 11/23/15 to add project to TIP; Recertification interview completed 8/4/16. City's eligibility renewed 8/18/17; design phase of project authorized 9/17/18 in amount of \$116,909.06; Resolution for DES phase on City's Council mtg 1/17/19; based on pool sheet requests, limits for construction to be changed to "California Avenue to Indiana Avenue"; as of 1/22/19, agreement could be processed for DES phase (City received letter from LA regarding issues 12/4/18, received follow up letter 1/8/19); as of 2/15/18 agreements were submitted to LA on 1/24/19; as of 3/28/19 (LA status meeting), change in scope of work, CME no longer design consultant, City has to readvertise, RFP for Road Safety Assessment from Boston Ave (MP 5.73) to Maine Ave (MP 8.15) issued on 3/26/19, proposals due on 4/26/19; JMT selected as consultant for RSA (\$180,557.69); additional TTF funds in amount of \$63,648.63 were approved by Local Aid on 6/19/19 to increase total funding to an amount of \$180,557.69 for design phase (RSA); Local Aid provided award concurrence on 6/28/2019.											
S1915	2020 STBGP-SJ	<b>Atlantic Avenue, Rhode Island to Maine Avenues</b>	DES	\$0.100	FY 2020 Dollars							
Project has to be added to current TIP with a TIP amendment, needs to receive support of SJTPO TAC and Policy Board (next meeting is March 2019); new DBNUM requested on 11/20/18 and received on 12/18/18; as of 2/15/18 City cannot begin work on this project until the project is approved and added to current TIP; City will be unable to pursue authorization on this project until after it is added to the new Capital Program in July of 2019; project pushed to FY 2020												
X107	2017 TAP	<b>Caspian Pointe Pedestrian and Bicycle Connection</b>	CON	\$0.558	FY 2017 Dollars							
	NJDOT Notice of Award per 7/8/17 letter; field visit by LA (V.Darji) on 5/8/18 for purposes of original CED review; RFP released using City dollars; award of consultant selection for design (Ponzo) at September 2018 mtg; field visit by LA staff on 10/25/18 (City received letter on 10/26/18), no CON activity for NJDEP bulkhead project; as of 1/22/19 CED is still on hold until NJDEP project (seawall construction) gets underway b/c bikepath would be on top (design may change); City received letter from LA dated 1/8/19 stating LA contacted NJDEP; as of 1/24/19 J.Rutala sent documents to NJDEP; City requested a time extension until July 9, 2019 authorization deadline; NJDEP advertised bulkhead project on 2/14/19 (expected to take 4 to 5 months); bid opening 4/25, award in June and CON in July then City's project can advance; CED and plans to be resubmitted by City; field visit by LA staff on 6/5/19 (City received letter from Local Aid on 6/6/19) no CON activity for bulkhead project. Local Aid unaware of status of bulkhead project. Since CED has not been approved/no final PS&E has been submitted, not possible for project to receive federal authorization by July 2019. Local Aid instructs City to withdraw application and reapply when ready in future. NJDOT will rescind funding approved in July 2019;											
S1703	2020 STBGP-SJ	<b>Chelsea Section, Albany Avenue</b>	CON	\$1.000	FY 2020 Dollars		3/15/2018	5/15/2018	Estimated 7/2019			
Portions of roads being resurfaced: Albany Ave (MP 64.08 to MP 64.32), Captain O'Donnell Parkway, and Atlantic Ave; CED approved on 5/15/18 during design phase; consultant for design (CME); design phase authorized 9/14/18 in amount of \$133,834.00, as of 1/15/18 FHWA has deobligated excess funds in amount of \$13,851.00 from amount authorized on 9/27/18 as consultant contract was awarded for amount of \$119,983.00; as of 1/17/19, LA processed and sent agreement for DES phase to DAG for signatures as City submitted signed agreement to LA on 1/16/19 (City received letter from LA regarding issues 12/4/18). LA office is unable to concur with award of contract until agreements have been fully executed; as of 1/24/19 construction phase of project pushed to FY 2020, can pursue authorization earliest as in October 2019; project kick-off meeting held on 3/27/19, CME to generate kick-off meeting minutes, plans/specs anticipated to be sent to LA July 2019;												
<b>Atlantic County</b>												
X107	2016 TAP	<b>Lighthouse District Streetscape Improvement Program (Project Sponsor: Brigantine City)</b>	CON	\$1.000	FY 2017 Dollars							
Received support of SJTPO Policy Board 5/22/17, NJDOT Notice of Award per 7/8/17 letter addressed to Mayor Philip J. Guenther, project must be authorized for implementation by May 5, 2019; kick-off meeting held 8/17/17; City requested Design Assistance from NJDOT, City is waiting for NJDOT to schedule a Design Assistance meeting; GPI is design consultant, once design schedule is determined, submittal dates for CED and plans will be determined;												
S1709	STBGP-SJ	<b>Westcoat Road (CR 685), Mill Road to Delilah Road</b>	CON	\$1.900		-	8/31/2018	10/11/2018	5/28/2019	Estimated 7/2019		
County submitted CED to LA on 7/25/18; CED approved on 10/11/18; project must be authorized in FY 2019; ROW needed, ROW to be obtained by 7/2019; currently under design; County (D.Weis) sent Preliminary Plans to Local Aid on 5/28/19, via email (hard copies sent in mail), comments received from Local Aid on 6/3/19; CON cost estimate increased from \$1.6M to \$1.9M (includes CE services), Final PS&E to be submitted by County mid-July;												
X107	2017 TAP	<b>Cedar Creek/Egg Harbor Lake Pedestrian Connection (Project Sponsor: Egg Harbor City)</b>	CON	\$0.723	FY 2017 Dollars							
Received support of SJTPO Policy Board 5/22/17, NJDOT Notice of Award per 7/8/17 letter addressed to Mayor Lisa Jampetti; City requested design assistance from Julie Seaman; LA provided comments on Design Assistance cost proposal, Design kick-off meeting held on 11/13/18, proposal received on 12/21/18; based on schedule provided by the consultant, final design is expected to be complete in 2021; PE phase authorization request sent on 5/22/19;												
04314	2019 HSIP	<b>Egg Harbor Township Centerline Rumble Strips (Project Sponsor: Egg Harbor)</b>	CON	\$0.618		-	9/12/2018	11/29/2018	12/21/2018			
City received notification from A.Huff on 7/6/18 that project received final approval by Traffic Data & Safety for project to advance; Townships' eligibility approved; CED approved by BEPR on 11/29/18; Township submitted Preliminary PS&E, City is working on final PS&E; after discussions via phone with Peter Miller on 5/30/19; City sent RFP for CE/1 to Local Aid on 1/14/19 for review and approval, City sent follow up email on 3/7/19 to Local Aid asking if LA reviewed RFP yet, City had mtg with Local Aid on 3/25/19 to go over project since City's PM was leaving, City (Peter Miller) reached back out on 5/30/19 asking if RFP was approved, Local Aid (Vijesh) stated he provided approval at the 3/25/19 in-person mtg, but City staff did not recall a verbal approval. City is now going to finalize RFP and release it week of June 3rd then provide Local Aid with top-ranked firms proposal, City's scoring criteria, and evaluations for LA to review before submitting for authorization; City also needs to submit Final PS&E to Local Aid;												
S1707	STBGP	<b>Third Street (aka Wiltseys Mill Rd CR 724), Old Forks Road to Wood Street</b>	CON	\$1.100		-	8/31/2018	5/2/2019	3/11/2019	6/21/2019		
County submitted CED to LA on 7/25/18 and LA forwarded CED to BEPR on 8/31/18; J.Musto sent via email (on 1/23/19) Draft Preliminary Plans to LA/BEPR for their review for CED approval; project must be authorized in FY 2019; D.Weis sent Preliminary Plans to LA on 3/7/19, via email, LA received in the mail on 3/11/19; ROW acquisition needed; LA reviewed the plans and provided comments to the county on 3/25/19; CED approved by BEPR on 5/2/19; County sent CE Services RFP and cost estimate to Local Aid on 6/7/19 (via email, hard copies sent in mail), RFP anticipated to be advertised June 30th (anticipated to submit negotiated cost fee to Local Aid by mid to end August), \$143,272.65 for CE services; CON cost estimate increased from \$0.60M to \$1.1M (includes CE services), Final PS&E hand delivered at Local Aid meeting on June 21st;												
X065	CMAQ	<b>Atlantic County Route 629 Pedestrian and Traffic Signal Improvements</b>	DES	\$0.246		\$0.246					2/25/2019	3/25/2019
	2020 CMAQ		CON	\$3.217		-	1/17/2017	3/20/2017	Estimated 8/2019			
Design phase authorized on 8/25/17 for \$0.637; CON may be phased due to CMAQ availability; kick-off meeting held on 12/4/17; as of 2/19/19 County requested additional funding for design (\$245,900), A.Tracy sent email to Local Aid (V.Darji) to provide written SJTPO approval. LA to process additional authorization request to FHWA; Additional Design funds authorized on 3/25/19; still under design by consultant, county reviewed 90% design plans, anticipate to submit Preliminary PS&E August 2019;												
99358	2016 SRTS	<b>Margate SRTS Infrastructure Improvement Plan</b>	CON	\$0.371	\$0.400	\$0.029	5/30/2018	9/27/2018	12/27/2018	2/19/2019	3/18/2019	4/4/2019
City's eligibility approved on 7/10/18; CED approved on 9/27/18; as of 2/19/19 (Federal Status Conference call spreadsheet), LA reviewed the submitted Preliminary PS&E, City submitted final PS&E submission; Project authorized on 4/4/19 in the amount of \$399,913.54 for construction and \$0.00 for construction inspection;												
X065	2020 CMAQ	<b>Margate-Ventnor Bicycle Infrastructure Project</b>	CON	\$0.245		-	12/8/2016	1/26/2017				
Received support of SJTPO Policy Board 7/25/16; project broken into DES + CON; Professional services agreement with RVE for all design plans; DES phase of project authorized 3/5/18 in amount \$34,927.00; County issued NTP to R&V for design; ER required; County submitted a Draft PS&E to LA, which was reviewed and comments were provided. Proposals due on July 12th, then selection/negotiations and approval at freeholder meeting on July 16th; push to FY 2020												

## SJTPO FY 2019 LOCAL LEAD PROJECT STATUS

DB Number	Funding Source	Project Name	Phase	Cost (millions)			CED/ECE		Preliminary PS&E Submitted	Final PS&E Submitted	Authorization	
				Programmed	Authorized	Difference	Submitted	Approved			Submitted	Approved
<b>Cape May County</b>												
99358	2017 SRTS	<b>Cape May Bikeway Network Expansion</b>	CON	\$0.350	FY 2017 Dollars		Estimated 7/2019					
		SJTPO Policy Board support 3/23/15; Design Assistance mtg 4/6/17; Cape May City original sponsor; CMC sponsor through shared services; design phase through Design Assistance Program; DES phase in two agreements (PE and FD); PE authorized on 3/21/18; NTP to consultant (WSP) on 10/30/18; project kickoff (refresher) mtg for design 12/7/18 w/ city, county, and consultant; PE schedule from consultant; 60% design completion, consultant is ready to submit CED once County reviews plans from the consultant, CED anticipated to be submitted in July;										
X107	2012 TAP	<b>Pedestrian Multi-Modal Enhancements (Project Sponsor: North Wildwood City)</b>	CON	\$0.450	FY 2012 Dollars							
		Waiting on response from North Wildwood City, other utility work to be completed before project; City has to finish other two projects before starting this project; as of 3/26/19 (Federal Status Conference call) project is going to be deleted, a rescind letter to be sent to sponsor										
X065	2019 CMAQ	<b>Improving Air Quality and Reducing Traffic Congestion through Biking in Ocean City</b>	CON	\$0.222		-	6/6/2016	7/19/2016	Estimated 8/2019			
		Received support of SJTPO Policy Board 7/27/15; Project kickoff-meeting 1/6/16; Need ER as CED was approved in 2016; County reviewed plans & specs submitted by Ocean City, provided comments to Ocean City Engineer on 4/29/19, awaiting changes to plans by city, once comments are addressed County will submit Prelim. PS&E to Local Aid;										
S1004	STBGP-SJ	<b>Corsons Tavern Road (CR 628), Resurfacing Woodbine-Ocean View Road to US Route 9</b>	CON	\$1.682		-	1/12/2017	9/1/2017	Estimated 6/2019		Estimated 8/2019	
		CED covered entire length of Corsons Tavern projects in FY17 and FY19; CED approved on 9/1/2017; project must be authorized in FY 2019; ER required; Plans completed, however checking survey datum, required easement parcel plans/descriptions completed and now awaiting review by county counsel prior to mailing to residents on 12/30/18; Preliminary PS&E anticipated to be submitted by County to Local Aid by the third week in June;										
X107	2017 TAP - Regional	<b>Seashore Road Missing Link (Courthouse to Cape May)</b>	CON	\$0.376	FY 2017 Dollars		5/30/2017; revised 8/9/2017	11/8/2017	Estimated 6/2019	Estimated 7/2019	Estimated 8/2019	
		Request to increase programmed amount submitted to MRusso 6/9/17; Local Aid working with BEPR to address environmental issues ineligible for 100% TAP funds; issue with resurfacing; Julie S. to send revised cost and proposal from October; Urban for design; design authorized in amount of \$107,100.00 on 2/16/2018; CON phase FY 2019 authorization anticipated; ER required; still in design, plans 99% complete; Preliminary PS&E anticipated to be submitted by County to Local Aid by end of June;										
04314	2020 HSIP	<b>Cape May County Centerline Rumble Strip Project</b>	CON	\$0.956 (FY '20)	FY 2020 Dollars							
		County received notification from A.Huff on 7/6/18 that project received final approval by Traffic Data & Safety for project to advance; County submitted to A.Huff finalized list of locations, revised cost estimate, and letters of support on 4/15/19; County provided additional materials/information needed to SJTPO on 6/6/19, A.Huff to forward documents to NJDOT TD&S for review and approval; County to submit CED and Preliminary PS&E after revised list of locations is approved by NJDOT Safety;										
X065	2021 CMAQ	<b>Natural Gas Powered Vehicle Purchase (Project Sponsor: Cape May County Municipal Utilities Authority, CMCMAU)</b>	CON	\$0.126	FY 2021 Dollars							
		Received support of SJTPO Policy Board 7/25/16; Kick-off meeting schedule 9/2/16; Eligibility assessment pending, Local Aid to follow-up; CMAQ availability pending; as of 12/6/18 (CMC LA Status meeting) this project is pending fuel facility construction, fueling station has not been installed yet, County may need to submit CED for whole project, Laurelee to check with Elkins;										
X065	2019 CMAQ	<b>Cape May County Route 621 Improvements</b>	CON	\$1.245		-	5/26/2017	8/24/2017	Estimated 6/2019	Estimated 7/2019	Estimated 8/2019	
		DES phase was authorized 9/19/17; under design (GPI); received support of SJTPO Policy Board 7/25/16; kick-off meeting held; CED approved under design phase on 8/24/19, ER needs to be submitted by County; still under design, plans 99% complete; County to scale back scope of work, final design will exclude 3 intersections effected by road diet plan proposal, 9 intersections remain; ER required; County needs to submit Prelim. PS&E plans;										
04314	2019 HSIP	<b>Cape May County Pilot Roundabout 2 (Woodbine)</b>	CON	\$1.310		-	6/6/2018	9/4/2018	3/7/2019	Estimated 6/2019		
		At Woodbine Ocean View Rd (CR 550)/Dennisville-Petersberg Rd (CR 610); received support SJTPO Policy Board 7/25/16; under design by LPA; due to CMAQ availability, project switched to HSIP funds; revised cost from County on 6/13/18, funding amount increased from \$90,000 to \$1,310,000; funding for CON/CI only; CED approved 9/4/18; Pinelands approval, county submitted Pinelands application on 9/18/18; project received final approval by Traffic Data & Safety for project to advance on 10/30/18; county received Pinelands approval of their application at its 1/11/19 mtg; Prelim. PS&E submitted to Local Aid on 3/7/19; All permits have been acquired, ER required, County received approval for Preliminary PS&E week of 4/1/19, county anticipates Final PS&E by third week in June;										

## SJTPO FY 2019 LOCAL LEAD PROJECT STATUS

DB Number	Funding Source	Project Name	Phase	Cost (millions)			CED/ECE		Preliminary PS&E Submitted	Final PS&E Submitted	Authorization	
				Programmed	Authorized	Difference	Submitted	Approved			Submitted	Approved
<b>City of Vineland</b>												
04314	2020 HSIP	Garden Road & Mill Road Traffic Signalization	ROW	\$0.108	FY 2020 Dollars		Estimated 6/2019		Estimated 6/2019		Estimated 11/2019	
	2017 STP-SJ			\$0.139	FY 2017 Dollars							
	2020 HSIP		CON	\$1.005	FY 2020 Dollars							
	2017 STP-SJ		\$0.277	FY 2017 Dollars								
Presented to Local Safety Technical Review Committee 1/29/15; recommended by NJDOT TD&S for HSIP funding 5/29/15; Public Information Session 7/11/17; STP-SJ & HSIP money will be utilized for purchase of ROW; design phase underway, design CED approved on 8/28/15; initial ROW negotiations began end of June 2018; ER was approved 5/9/18 for ROW; City anticipated submitting all appraisals in November for purchase of ROW; City had re-kickoff meeting week of April 29th with design consultant (RVE), appraisals are old and City has to re-negotiate with property owners, anticipate 6 months before can submit for ROW authorization with final negotiated prices; City to provide cost for CON (broken out by source) and will provide revised breakdown of cost for ROW after negotiations are finalized; ROW and CON authorization both in FY 2020; plans are 95% complete, City to submit CED and Preliminary PS&E for construction phase first week of June 2019;												
X065	2019 CMAQ	Landis & Mill, Landis & Orchard Traffic Signal Upgrades	CON	\$0.548		-	5/7/2018	2/25/2019	Estimated 5/2019	Estimated 7/2019	Estimated 8/2019	
Design funded by City; Contract with RVE for design awarded of City Council 2/27/18; CED submitted to BEPR on 5/7/18; lots of coordination with Landis Avenue Phase V required; City submitted draft Concept Plan showing the widening associated with the traffic signals to Local Aid on 2/11/19, Local Aid forwarded to BEPR on 2/13/19, City sent revised project description to BEPR on 2/15/19; CED approved on 2/25/19; project is still currently under design with RVE (using City funds); ER (for supplement of sidewalks) submitted on 4/29/19; City to submit Preliminary PS&E by end of May 2019;												
S1901	STBGP	Landis Avenue, Phase 0, From Main Rd to Myrtle St	DES	\$0.100		-	2/13/2019	4/29/2019			Estimated 8/2019	
	2021 STBGP		CON	\$1.800 (FY '21)	FY 2021 Dollars							
Project added to current TIP with a TIP amendment, received support of SJTPO Policy Board on 11/26/18; new DNUM requested and received on 11/19/18; City will be unable to pursue authorization on this project until after it is added to the new Capital Program in July of 2019 (project needs to be submitted for authorization by September 2019); City submitted CED on 2/13/19; preliminary RFP sent to LA on 4/1/19, LA provided review comments on RFP on 4/11/19; RFP to be released in May with proposals due in June, City anticipates to submit for authorization by August 2019; BEPR approved CED on 4/29/19; Preliminary plans by 6/28/19;												
S1407	STBGP	Landis Avenue, Phase V, Mill Road to Orchard Road (CR 628)	CON	\$1.710		-	5/16/2017	8/15/2017	Estimated 5/2019		Estimated 8/2019	
CED that was previously approved during the design phase was a complete CED for design and construction, CED was approved on 8/15/2017; design is ongoing (RVE); Local Aid waiting on City to submit Preliminary PS&E; ER needs to be submitted												
<b>Cumberland County</b>												
X065	CMAQ	Millville Broad Street Traffic Signal Upgrades (Project Sponsor: DES - Cumberland County, CON - City of Millville)	DES	\$0.019 (additional)	\$0.019	\$0.000					4/23/2019	5/7/2019
	2020 CMAQ		CON	\$0.825	FY 2020 Dollars							
DES phase authorized 3/8/17; new CED requested for CON; RVE for design; as of 1/4/19 (email from B.Prohovich), City of Millville will be sponsor of construction phase of project instead of Cumberland County; as of 2/19/19 (Federal Status Conference call spreadsheet), plans were sent to NJDOT Traffic Department for review/recommendation. Received comments back on 2/8/19. Based on comments received, project will not be able to pursue authorization in time for FY 2019, FY 2020 authorization is anticipated; as of 4/23/19 County requested additional funding for design (\$19,404.70), A.Tracy sent email to Local Aid (A.Shah) to provide written SJTPO approval. LA to process additional authorization request to FHWA; Additional Design funds authorized on 5/7/19; CED and Preliminary PS&E need to be submitted;												
X107	2017 TAP	Maurice River Bikeway Trail - Phase V (Project Sponsor: City of Millville)	CON	\$0.517	FY 2017 Dollars				Estimated 9/2019		Estimated 8/2020	
Received support of SJTPO Policy Board 3/23/15; NJDOT working with City on Eligibility; in-house DES; TWT selected as Design Assistance Consultant, NJDOT to serve as Project Manager for Design; Design Assistance kick-off meeting held 7/17/17; PE phase authorized on 9/15/18; Local Aid sent agreement to City for signature, City to send signed agreement to LA by end of 4/2019 (after 4/16 meeting); CED has to be submitted; anticipated CON auth. depends on progress of Design Assistance and delivery of plans;												
S1403	STBGP	Cumberland County Federal Road Program; CR 623 Ye Greate Street and CR 604 Gum Tree Corner Road	ERC	\$2.600			10/25/2018; revised 3/6/19	4/23/2019	10/10/2018; revised 3/8/19		Estimated 8/2019	
County originally submitted CED and Preliminary PS&E to Local Aid and BEPR (Laurelee) via email on 10/5/18; initial (original) PS&E review complete, original CED forwarded to BEPR on 10/25/18; LA provided comments to County on plans, once CED is approved, County will submit Final PS&E; as of 3/4/19, County has switched one of the roadways so the non-urban areas matched for both roadways (cost increased from \$2.1M to \$2.6M); County submitted revised CED and Preliminary PS&E to Local Aid via email on 3/6/19, PS&E hard copies delivered to Local Aid on 3/8/19, Local Aid forwarded revised CED to BEPR on 3/6/19; Local Aid provided comments on plans to County on 3/13/19; BEPR approved CED on 4/23/19;												
04314	2019 HSIP	Cumberland County Flashers (10 Locations)	CON	\$1.104		-	1/2/2019	2/14/2019	1/31/2019	Estimated 6/2019	Estimated 7/2019	
Conditionally approved by Technical Review Committee for funding on 3/5/18; as of 5/18/18 project received final approval by Traffic Data & Safety for project to advance; County submitted CED to Local Aid via email on 12/26/18, Local Aid reviewed and forwarded CED to BEPR on 1/2/19; County submitted Preliminary PS&E to LA (at Local Aid mtg) on 1/31/19; LA review comments sent to county on 3/13/19; anticipated PS&E package to be hand delivered to Local Aid at final inspection meeting week of June 10th; received State Force Cost estimate for project (\$45, 521) from Afrina via email on 6/14;												



## SJTPO FY 2019 LOCAL LEAD PROJECT STATUS

DB Number	Funding Source	Project Name	Phase	Cost (millions)			CED/ECE		Preliminary PS&E Submitted	Final PS&E Submitted	Authorization	
				Programmed	Authorized	Difference	Submitted	Approved			Submitted	Approved
<b>Salem County</b>												
S1906	STBGP	<b>Hook Road (CR 551), Phase 3</b>	DES	\$0.150		-	4/26/2019				Estimated 7/2019	
	2020 STBGP		CON	\$1.500 <i>(FY '20)</i>		<i>FY 2020 Dollars</i>	Estimated 3/2020		Estimated 4/2020	Estimated 6/2020	Estimated 7/2020	
Resurfacing of Hook Road from Route 49 to East Pittsfield St (MP 0.0 to MP 2.16); Project added to current TIP with a TIP amendment, received support of SJTPO Policy Board on 11/26/18; new DBNUM requested and received on 11/19/18; County will be unable to pursue authorization on this project until after it is added to the new Capital Program in July of 2019 (project needs to be submitted for authorization by September 2019); County submitted CED to LA for review, LA forwarded to BEPR on 4/26/19; County submitted design funding pkg to Local Aid on 5/31/19 in mail, Local Aid will review/approval and then wait for BEPR approval on CED before submitting for design authorization;												
S1406	2016 TTF	<b>CR 551 (Hook Road), E. Pittsfield Street to Route 295 (Phase II)</b>	DES	\$0.100		-	4/26/2019				Estimated 7/2019	
	2016 TTF		CON	\$0.469 <i>(FY '20)</i>		<i>FY 2016 Dollars</i>	Estimated 1/2020		Estimated 1/2020	Estimated 4/2020	Estimated 7/2020	
Design authorized on 7/5/16 for \$150,005.14 (TTF); Construction phase of project broken into Phase 1 CON (FY 18) and Phase 2 CON (FY 20, \$0.469); Phase II is from Station 143+75 to 155+00 (MP 2.73-2.94); CED (Phase 1) approved on 6/14/18; Phase I of CON authorized 9/20/18 in amount of \$1,152,218.00. County received fully executed agreement from NJDOT on 2/6/19; as of 1/24/19 county wants to add additional funding to design phase for FY19 (\$100,000) using TTF and push Construction Phase II to FY 2020 and switch funding from STBGP to TTF; County submitted EO215 to LA for review, LA forwarded to BEPR on 4/26/19; County submitted design funding pkg to Local Aid on 5/31/19, Local Aid will review/approval and then wait for BEPR approval on CED before submitting for design authorization;												
04314	2019 HSIP	<b>Salem County Pilot Roundabout (Five Points)</b>	PE	\$0.105	\$0.168	\$0.064					11/8/2018	12/12/2018
	2021 HSIP		FD	\$0.124 <i>(FY '20)</i>		<i>FY 2020 Dollars</i>	Estimated 1/2020					
	2022 HSIP		CON	\$1.052 <i>(FY '21)</i>		<i>FY 2021 Dollars</i>			Estimated 9/2020	Estimated 2/2021		
Location at Porchtown Road (CR 613), Upper Neck Road (CR 690), and Lawrence Corner Road (CR 621); project received final approval by Traffic Data & Safety for project to advance on 10/1/18; project is apart of SJTPO's FY 2019 Local Safety Program Design Assistance, RFP for design issued on 9/6/18; Urban selected as design consultant; PE authorization sent to NJDOT LA (D.Patel) on 11/8/18; PE phase authorized on 12/12/18 for consultant costs of \$104,550.38 and state forces costs of \$63,821.56; received fully executed task order agreement and letter to incur costs from NJDOT on 3/12/19; NTP issued 3/26/19, kick-off meeting held on 5/1/19;												
04314	2019 HSIP	<b>Salem County Roundabout (Six Points)</b>	PE	\$0.110	\$0.167	\$0.057					11/8/2018	12/27/2018
	2021 HSIP		FD	\$0.124 <i>(FY '20)</i>		<i>FY 2020 Dollars</i>	Estimated 1/2020					
	2022 HSIP		ROW	\$0.100 <i>(FY '21)</i>		<i>FY 2021 Dollars</i>						
	2023 HSIP		CON	\$1.100 <i>(FY '22)</i>		<i>FY 2022 Dollars</i>			Estimated 9/2020	Estimated 2/2021		
Location at Garden Road (CR 674), Parvin Mill Road (CR 645), and Alvine Road (CR 655); Project received final approval by Traffic Data & Safety for project to advance on 5/4/18; project is apart of SJTPO's FY 2019 Local Safety Program Design Assistance, RFP for design issued on 9/6/18; Urban selected as design consultant; PE authorization sent to NJDOT LA (D.Patel) on 11/8/18; PE phase authorized on 12/27/18 for consultant costs of \$109,852.00 and state forces costs of \$57,350.35; received fully executed task order agreement on 2/26/19 and letter to incur costs on 2/27/19 from NJDOT; NTP issued 3/26/19, kick-off meeting held on 5/1/19;												
S1905	STBGP	<b>Willow Grove Road CR 639</b>	CON	\$1.500		-	5/1/2018	7/11/2018	6/27/2019	Estimated 7/2019	Estimated 8/2019	
From Centerion Road CR 610 MP 0.0 to Alvine Road CR 655 MP 2.77; Design/Construction CED approved on 7/11/18; Design authorized 9/15/18 in amount of \$43,881.00; Project added to current TIP with TIP amendment, received support of SJTPO Policy Board on 11/26/18; new DBNUM requested and received on 11/19/18; County unable to pursue authorization on this project until after it is added to new Capital Program in July 2019 (project needs to be submitted for authorization by September 2019); as of 12/11/18 (Federal Status Conference call) construction phase of project is on hold until design agreement, LA office is unable to concur with the award of contract until agreements have been fully executed; County received fully executed agreement from DOT on 2/6/19, project kick-off meeting held on 2/21/19, County to check with consultant (TWT) on the status of the surveying; CED submitted by County to Local Aid for review, Local Aid forwarded to BEPR on 5/9/19; as of 5/28/19 (Federal Status Conference call), CED submitted in DES was for DES and CON, need ER instead;												
99358	2017 SRTS	<b>Sidewalk, crosswalk and signalization improvements at various locations (Project Sponsor: Woodstown Borough)</b>	CON	\$0.237		<i>FY 2017 Dollars</i>						
Received support of SJTPO Policy Board kick-off and eligibility meeting scheduled 7/1/2017; 12/19/17 design assistance kick-off; PE authorized 11/21/18; project currently under design (Design Assistance);												
<b>New Jersey Department of Environmental Protection</b>												
X065	2021 CMAQ	<b>It Pay\$ to Plug in: New Jersey's Electric Vehicle Charging Grants Program</b>		\$0.399		<i>FY 2021 Dollars</i>						

24-Jun Total \$38.781 \$1.001 \$0.150

## SJTPO Subregions Pending CED Approval List

DBNUM	Project Name	Phase	CED Submitted	CED Approved	Prelim. PS&E Submitted
<i>Atlantic City</i>					
X107	<b>Caspian Pointe Pedestrian and Bicycle Connection</b>	CON			Estimated 3/2020
	<i>STATUS: field visit by LA (V.Darji) on 5/8/18 at request of BEPR for CED review; as of 6/26/18 (Federal Status call) BEPR was working on CED, but had additional questions for City regarding NJDEP seawall construction b/c bikepath would be on top, design may change; CED on hold until NJDEP project gets underway and city has better grasp on construction completion schedule; NJDEP advertised bulkhead project on 2/14/19: bid opening 4/25, award in June and construction in July then City's project can advance; CED and plans to be resubmitted by City; field visit by LA staff on 6/5/19 (City received letter from Local Aid on 6/6/19) no CON activity for bulkhead project. Since CED has not been approved/no final PS&amp;E has been submitted, not possible for project to receive federal authorization by July 2019. NJDOT will rescind funding approved in July 2019;</i>				
<i>Atlantic County</i>					
04314	<b>Egg Harbor Township Centerline Rumble Strips</b>	CON	9/12/2018	11/29/2018	12/21/2018
	<i>STATUS: CED submitted to BEPR on 9/12/18; as of 11/27/18 (Federal Status Conference call), CED not approved yet; CED approved 11/29/18</i>				
S1709	<b>Westcoat Road (CR 685), Mill Road to Delilah Road</b>	CON	8/31/2018	10/11/2018	Estimated 4/2019
	<i>STATUS: County submitted CED to LA on 7/25/18; CED forwarded to BEPR on 8/31/18; CED approved on 10/11/18</i>				
S1707	<b>Third Street (aka Wiltseys Mill Rd CR 724), Old Forks Road to Wood Street</b>	CON	8/31/2018	5/2/2019	3/7/2019
	<i>STATUS: County submitted CED to LA on 7/25/18; CED forwarded to BEPR on 8/31/18; CED approved on 5/2/19;</i>				
99358	<b>Margate SRTS Infrastructure Improvement Plan</b>	CON	5/20/2018	9/27/2018	12/27/2018
	<i>STATUS: CED submitted to BEPR on 5/20/18; CED approved on 9/27/2018</i>				
S1708	<b>CR 559 (Tilton Road), Coolidge Avenue to Delilah Road</b>	CON	Estimated 7/2019		
	<i>STATUS: County anticipates submitting CED in July 2019 ;</i>				
<i>Cape May County</i>					
99358	<b>Cape May Bikeway Network Expansion</b>	CON	Estimated 7/2019		
	<i>STATUS: County anticipates submitting CED in July 2019 ;</i>				
04314	<b>Woodbine Roundabout</b>	CON	6/6/2018	9/4/2018	3/7/2019
	<i>STATUS: CED submitted to BEPR on 6/6/18, BEPR approved CED on 9/4/2018</i>				
<i>City of Vineland</i>					
X065	<b>Landis &amp; Mill, Landis &amp; Orchard Traffic Signal Upgrades</b>	CON	5/7/2018	2/25/2019	Estimated 5/2019
	<i>STATUS: CED submitted to BEPR on 5/7/18; as of 2/19/19 (Federal Status Conference call spreadsheet), CED not approved yet, LA is waiting on a status of the CED approval from Jim Sweet (BEPR); CED approved on 2/25/19; ER (for supplement of sidewalks) submitted on 4/29/19;</i>				
S1901	<b>Landis Avenue, Phase 0, From Main Rd to Myrtle St</b>	DES	2/13/2019	4/29/2019	
	<i>STATUS: CED submitted to BEPR on 2/13/19, as of 4/23/19 (Federal Status Conference call spreadsheet), CED is pending approval; BEPR approved CED on 4/29/19 ;</i>				

## SJTPO Subregions Pending CED Approval List

DBNUM	Project Name	Phase	CED Submitted	CED Approved	Prelim. PS&E Submitted
<i>Cumberland County</i>					
X107	<b>Maurice River Bikeway Trail - Phase V</b> <i>STATUS: as per FY18 Local Lead Project Status chart - NJDOT working with City on Eligibility; in-house DES; TWT selected as Design Assistance Consultant, NJDOT to serve as Project Manager for Design; Design Assistance kick-off meeting held 7/17/17; as of 5/28/19 (Federal Status Conference call), CED has to be submitted ;</i>	CON			<i>Estimated 9/2019</i>
S1403	<b>Cumberland County Federal Road Program; CR 555 Dividing Creek Road and CR 604 Gum Tree Corner Road</b> <i>STATUS: County submitted CED and Prelim. PS&amp;E to LA/BEPR (Laurelee) via email on 10/5/18; CED forwarded to BEPR on 10/25/18; as of 3/4/19, County switched one of the roadways so non-urban areas matched for both roadways; County submitted revised CED and Preliminary PS&amp;E to LA via email on 3/6/19, PS&amp;E hard copies delivered to LA on 3/8/19; LA forwarded revised CED to BEPR on 3/6/19; BEPR approved CED on 4/23/19 ;</i>	ERC	10/25/2018; revised 3/6/19	4/23/2019	10/25/2018; 3/9/19
04314	<b>Cumberland County Flashers (10 Locations)</b> <i>STATUS: County submitted CED to Local Aid via email on 12/26/18, Local Aid reviewed and forwarded CED to BEPR on 1/2/19; CED approved on 2/14/19</i>	CON	1/2/2019	2/14/2019	1/31/2019
<i>Salem County</i>					
S1906	<b>Hook Road (CR 551), Phase 3</b> <i>STATUS: CED submitted to LA by County for review, LA forwarded to BEPR on 4/26/19 ;</i>	DES	4/26/2019		
S1406	<b>CR 551 (Hook Road), E. Pittsfield Street to Route 295 (Phase II)</b> <i>STATUS: E0215 submitted to LA by County for review, LA forwarded to BEPR on 4/26/19 ;</i>	DES	4/26/2019		
04314	<b>Salem County Pilot Roundabout (Five Points)</b> <i>STATUS: Under design assistance (Urban), CED anticipated to be submitted by January 2020;</i>	DES	<i>Estimated 1/2020</i>		
04314	<b>Salem County Roundabout (Six Points)</b> <i>STATUS: Under design assistance (Urban), CED anticipated to be submitted by January 2020;</i>	DES	<i>Estimated 1/2020</i>		

24-Jun

## FY2018-2027 TIP/STIP PROJECTS

DBNUM	Project Name	SPONSOR	MUNICIPALITY	COUNTY	MPO	PHASE	FUND	2019	2020	2021	2022	2018 - 2027
S1702	Baltic Avenue, Maine to Missouri Avenues	Atlantic City	Atlantic City	Atlantic	SJTPO	DES	STBGP-SJ					\$ 0.100
						CON	STBGP-SJ				\$ 1.000	
S1703	Chelsea Section, Albany Avenue	Atlantic City	Atlantic City	Atlantic	SJTPO	DES	STBGP-SJ					\$ 0.164
						CON	STBGP-SJ	\$ 1.000			\$ 1.000	
S1914	Atlantic Avenue, Albany to Morris Avenues	Atlantic City	Atlantic City	Atlantic	SJTPO	DES	STBGP-SJ			\$ 0.100		\$ 0.100
S1915	Atlantic Avenue, Rhode Island to Maine Avenues	Atlantic City	Atlantic City	Atlantic	SJTPO	DES	STBGP-SJ	\$ 0.100				\$ 0.100
S1916	Atlantic Avenue, Tennessee to Maine Avenues	Atlantic City	Atlantic City	Atlantic	SJTPO	CON	STBGP-SJ			\$ 0.864		\$ 0.864
S1913	Atlantic Avenue, Albany to California Avenues	Atlantic City	Atlantic City	Atlantic	SJTPO	CON	STBGP-SJ				\$ 1.000	\$ 1.000
S1917	Kentucky/New York Avenues, Absecon Boulevard to Baltic Avenue	Atlantic City	Atlantic City	Atlantic	SJTPO	DES	STBGP-SJ				\$ 0.100	\$ 0.100
						CON	STBGP-SJ				\$ 1.000	
S1706	CR 559 Alternate (Ocean Heights Avenue), Harbor Ave to Salma Terrace	Atlantic County	Egg Harbor Twp	Atlantic	SJTPO	CON	STBGP-SJ			\$ 1.571		\$ 1.571
S1708	CR 563 (Tilton Road), Coolidge Avenue to Delilah Road	Atlantic County	Egg Harbor Twp	Atlantic	SJTPO	CON	STBGP-SJ		\$ 2.300			\$ 2.300
S1707	Third Street (aka Wiltseys Mill Rd CR 724), Old Forks Road to Wood Street	Atlantic County	Hammonton Twp	Atlantic	SJTPO	CON	STBGP	\$ 0.600				\$ 0.600
S1709	Westcoat Road (CR 685), Mill Road to Delilah Road	Atlantic County	Egg Harbor Twp	Atlantic	SJTPO	CON	STBGP-SJ	\$ 1.600				\$ 1.600
S1912	Brigantine Avenue (CR 638), 2nd Street South to Terminus	Atlantic County	Brigantine	Atlantic	SJTPO	CON	STBGP-SJ					\$ 1.600
S1911	Brigantine Avenue (CR 638), 29th Street to 2nd Street South	Atlantic County	Brigantine	Atlantic	SJTPO	CON	STBGP-SJ				\$ 2.900	\$ 2.900
S1004	Corsons Tavern Road (CR 628), Resurfacing Woodbine-Ocean View Road to US Route 9	Cape May County	Upper Twp	Cape May	SJTPO	CON	STBGP-SJ	\$ 1.682				\$ 1.682
S1710	Ocean Drive (CR 619), 62nd Street to 80th Street	Cape May County	Avalon Boro	Cape May	SJTPO	CON	STBGP-SJ			\$ 1.676		\$ 1.676
S1711	Pacific Avenue (CR 621), Fish Dock Road to Rambler Road	Cape May County	Lower Twp	Cape May	SJTPO	CON	STBGP		\$ 2.148			\$ 2.148
S1910	Third Avenue (CR 619), 96th Street (CR 657) to 80th Street	Cape May County	Stone Harbor Boro	Cape May	SJTPO	CON	STBGP-SJ					\$ 1.710
S9911	Beach Avenue (CR 604), Second Avenue to Wilmington Avenue	Cape May County	City of Cape May	Cape May	SJTPO	CON	STBGP				\$ 1.785	\$ 1.785
S1403	Cumberland County Federal Road Program	Cumberland County	Various	Cumberland	SJTPO	ERC	STBGP	\$ 2.600	\$ 2.100	\$ 2.100	\$ 2.200	\$ 13.909
S1713	Landis Avenue Resurfacing Phase VI, Mill Road to Rt 55	Vineland City	Vineland City	Cumberland	SJTPO	DES	STBGP					\$ 0.096
						CON	STBGP	\$ 1.295			\$ 1.295	
S1407	Landis Avenue, Phase V, Mill Road to Orchard Road (CR 628)	Vineland City	Vineland City	Cumberland	SJTPO	CON	STBGP	\$ 1.710				\$ 1.710
S1901	Landis Avenue, Phase 0, Main Road to Myrtle Street	Vineland City	Vineland City	Cumberland	SJTPO	DES	STBGP	\$ 0.100				\$ 0.100
						CON	STBGP		\$ 1.800		\$ 1.800	
S1714	Mill Road, Landis Avenue to CR 540 (Almond Road)	Vineland City	Vineland City	Cumberland	SJTPO	DES	STBGP			\$ 0.100		\$ 0.100
						CON	STBGP				\$ 1.640	
S1716	Park Avenue, NW Boulevard to West Avenue	Vineland City	Vineland City	Cumberland	SJTPO	CON	STBGP					\$ 2.065
S1902	Park Avenue/Quigley Avenue (CR 540)	Vineland City	Vineland City	Cumberland	SJTPO	CON	STBGP				\$ 2.200	\$ 2.200
S1905	Willow Grove Road (CR 639)	Salem County	Pittsgrove Twp	Salem	SJTPO	CON	STBGP	\$ 1.500				\$ 1.500
S1909	South Greenwich Street/Telegraph Road (CR 540), Phase I	Salem County	Alloway Twp	Salem	SJTPO	DES	STBGP		\$ 0.150			\$ 0.150
						CON	STBGP			\$ 1.500		\$ 1.500
S1906	Hook Road (CR 551), Phase 3	Salem County	Carneys Point Twp	Salem	SJTPO	DES	STBGP	\$ 0.150				\$ 0.150
						CON	STBGP		\$ 1.500		\$ 1.500	
S9912	Welchville Road (CR 540)	Salem County	Alloway Twp and Mannington Twp	Salem	SJTPO	DES	STBGP				\$ 0.100	\$ 0.100
						CON	STBGP				\$ 0.750	
S1904	Perkintown Road (CR 644)	Salem County	Oldmans	Salem	SJTPO	DES	STBGP					\$ 0.150
						CON	STBGP				\$ 1.500	
S1908	Telegraph Road (CR 540), Phase 2	Salem County	Quinton Twp	Salem	SJTPO	DES	STBGP			\$ 0.150		\$ 0.150
						CON	STBGP				\$ 1.500	\$ 1.500
S1903	Griffith Street/Grant Street (CR 657)	Salem County	Salem City	Salem	SJTPO	DES	STBGP				\$ 0.100	\$ 0.100
						CON	STBGP				\$ 0.750	

## FY2018-2027 TIP/STIP PROJECTS

DBNUM	Project Name	SPONSOR	MUNICIPALITY	COUNTY	MPO	PHASE	FUND	2019	2020	2021	2022	2018 - 2027
15420	ADA South, Contract 1 w/o ROW	NJDOT	Somers Point City	Atlantic	SJTPO	CON	STATE		\$ 3.000			\$ 3.000
15420A	ADA South, Contract 1 with ROW	NJDOT	Galloway Twp	Atlantic	SJTPO	CON	STATE			\$ 1.600		\$ 1.600
16322	ADA South, Contract 5	NJDOT	Galloway Twp	Atlantic	SJTPO	CON	STATE	\$ 1.360				\$ 1.360
11416	Route 30, Atco Avenue to Route 206	NJDOT	Hammonton Twp	Atlantic	SJTPO	CON	NHPP		\$ 1.844			\$ 1.844
14427	Route 30, Bridge over Beach Thorofare	NJDOT	Atlantic City	Atlantic	SJTPO	DES	STATE	\$ 2.000				\$ 2.000
						CON	NHPP		\$ 16.600			\$ 16.600
14428	Route 30, Bridge over Duck Thorofare	NJDOT	Atlantic City	Atlantic	SJTPO	PE	STATE	\$ 0.700				\$ 0.700
						DES	STATE			\$ 1.000		\$ 1.000
						CON	NHPP					\$ 12.600
16350	Route 30, Bridge over Newfound Thorofare	NJDOT	Atlantic City	Atlantic	SJTPO	PE	STATE					\$ 0.400
						DES	STATE	\$ 0.600				\$ 0.600
						CON	NHPP					\$ 14.400
11337	Route 30, Elwood Rd/Weymouth Rd (CR 623) to Haddon Ave.	NJDOT	Mullica Twp	Atlantic	SJTPO	CON	NHPP	\$ 28.400				\$ 28.400
						DES	STATE					\$ 1.900
08371	Route 40, Atlantic County, Drainage	NJDOT	Egg Harbor Twp	Atlantic	SJTPO	ROW	STATE	\$ 1.000				\$ 1.000
						CON	NHPP		\$ 10.900			\$ 10.900
15370	Route 40, Hamilton Common Drive to West End Avenue (CR 629)	NJDOT	Hamilton Twp	Atlantic	SJTPO	CON	STATE		\$ 7.200			\$ 7.200
						PE	STATE	\$ 0.700				\$ 0.700
196A5	Route 40/322, Median Closures, Delliah Road to East Fire Road	NJDOT	Hamilton Twp	Atlantic	SJTPO	DES	STATE			\$ 1.200		\$ 1.200
						ROW	NHPP					\$ 1.000
						CON	NHPP					\$ 6.700
15448	Route 322, Bridge over Great Egg Harbor River	NJDOT	Hamilton Twp	Atlantic	SJTPO	PE	STATE	\$ 1.000				\$ 1.000
						DES	STATE			\$ 1.800		\$ 1.800
						ROW	STBGP					\$ 0.150
						CON	STBGP					\$ 6.545
12433	Route 322, Route 50 to Leipzig Avenue	NJDOT	Hamilton Twp	Atlantic	SJTPO	ROW	STATE	\$ 1.500				\$ 1.500
						CON	STBGP		\$ 12.476			\$ 12.476
17303	Route 47, Bridge over Dennis Creek	NJDOT	Dennis Twp	Cape May	SJTPO	PE	STATE					\$ 0.500
						DES	STATE	\$ 1.000				\$ 1.000
						CON	NHPP				\$ 0.850	\$ 0.850
12320	Route 47, Nummytown Mill Pond Dam	NJDOT	Middle Twp	Cape May	SJTPO	CON	STATE	\$ 0.700				\$ 0.700
2149F1	Route 47/347 and Route 49/50 Corridor Enhancement	NJDOT	Various	Cape May	SJTPO	CON	CMAQ	\$ 7.900				\$ 7.900
15421	ADA South, Contract 2	NJDOT	Various	Cumberland	SJTPO	CON	STATE	\$ 7.500				\$ 7.500
						PE	STATE					\$ 0.800
16346	Route 47, Bridge over Menantico Creek	NJDOT	Maurice River Twp	Cumberland	SJTPO	DES	STATE	\$ 1.000				\$ 1.000
						CON	STATE			\$ 4.150		\$ 4.150
15314	Route 49, Bridge over Maurice River	NJDOT	Millville City	Cumberland	SJTPO	PE	DEMO-R					\$ 0.758
						PE	NHPP					\$ 0.390
						DES	STATE	\$ 1.100				\$ 1.100
						ROW	STATE	\$ 0.050				\$ 0.050
						CON	STATE		\$ 5.300			\$ 5.300
95017	Route 49, Buckshutem Road, Intersection Improvements (CR 670)	NJDOT	Bridgeton City	Cumberland	SJTPO	DES	NHPP	\$ 2.500				\$ 2.500
						ROW	STATE	\$ 3.700				\$ 3.700
						CON	STATE		\$ 7.350			\$ 7.350
15390	Route 77, Route 49 to Friesburg Road (CR 640)	NJDOT	Bridgeton City	Cumberland	SJTPO	CON	STATE		\$ 4.100			\$ 4.100
12413	Route 40, Elmer Lake to Elmwood Avenue	NJDOT	Upper Pittsgrove Twp	Salem	SJTPO	DES	DEMO-R					\$ 0.648
						CON	STATE			\$ 4.589		\$ 4.589
11414	Route 130, Plant Street to High Hill Road (CR 662)	NJDOT	Logan Twp	Salem	SJTPO	ROW	STATE					\$ 0.962
						CON	STATE		\$ 9.409			\$ 9.409

## FY2018-2027 TIP/STIP PROJECTS

DBNUM	Project Name	SPONSOR	MUNICIPALITY	COUNTY	MPO	PHASE	FUND	2019	2020	2021	2022	2018 - 2027
03304	Bridge Deck/Superstructure Replacement Program	NJDOT	Various	Various	SJTPO	ERC	NHPP	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 24.621
10347	Local Aid Consultant Services	NJDOT	Various	Various	SJTPO	EC	STBGP-SJ	\$ 0.100		\$ 0.100		\$ 0.500
06326	Local Concept Development Support	NJDOT	Various	Various	SJTPO	PLS	STBGP-SJ	\$ 0.275	\$ 0.275	\$ 0.275	\$ 0.275	\$ 2.750
X35A1	Rail-Highway Grade Crossing Program, Federal	NJDOT	Various	Various	SJTPO	EC	HWYINF	\$ 1.000				\$ 1.000
						EC	RHC	\$ 2.000	\$ 2.200	\$ 2.200	\$ 2.400	\$ 24.090
						EC	STBGP	\$ 0.450				\$ 1.062
99327A	Resurfacing, Federal	NJDOT	Various	Various	SJTPO	ERC	NHPP				\$ 3.000	\$ 31.000
X107	Transportation Alternatives Program	NJDOT	Various	Various	SJTPO	ERC	TAP	\$ 0.510	\$ 0.510	\$ 0.510	\$ 0.510	\$ 5.100
X065	Local CMAQ Initiatives	Local Lead	Various	Various	SJTPO	EC	CMAQ	\$ 1.900	\$ 1.900	\$ 1.900	\$ 1.900	\$ 19.000
X41A1	Local County Aid, SJTPO	Local Lead	Various	Various	SJTPO	ERC	STATE	\$ 23.079	\$ 23.240	\$ 23.240	\$ 23.240	\$ 227.379
X98A1	Local Municipal Aid, SJTPO	Local Lead	Various	Various	SJTPO	ERC	STATE	\$ 13.558	\$ 13.560	\$ 13.560	\$ 13.560	\$ 132.568
04314	Local Safety/High Risk Rural Roads Program	Local Lead	Various	Various	SJTPO	ERC	HSIP	\$ 2.000	\$ 2.000	\$ 2.000	\$ 2.000	\$ 20.000
X30A	Metropolitan Planning	MPO	Various	Various	SJTPO	PLS	PL	\$ 1.048	\$ 1.069	\$ 1.069	\$ 1.069	\$ 10.630
						PLS	PL-FTA	\$ 0.273	\$ 0.273	\$ 0.273	\$ 0.273	\$ 2.730
						PLS	STBGP-SJ		\$ 0.265		\$ 0.265	\$ 1.325
						PLS	STBGP	\$ 0.265		\$ 0.265		\$ 1.325
S044	SJTPO, Future Projects	SJTPO	Various	Various	SJTPO	ERC	STBGP-SJ	\$ 1.193	\$ 0.842	\$ 1.773	\$ 0.050	\$ 52.503
09361	South Inlet Transportation Improvement Project	SJTA/CRDA	Atlantic City	Atlantic	SJTPO	CON	STATE	\$ 1.504	\$ 1.504	\$ 1.504	\$ 1.504	\$ 13.225

22-May



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**Date:** June 28, 2019

**To:** TAC

**From:** SJTPO Staff

**Re:** Technical Studies Update

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**Regional Signal Timing Initiative;** Andrew Tracy

*Urban Engineers, Inc., with subconsultants Traffic Databank (DBE), Signal Control Products, Inc. and Traffic Products*

The purpose of the project is to develop and implement revised signal timings at 38 intersections throughout the SJTPO region. The consultant team is led by Urban Engineers, with Scott Diehl serving as project manager. The Notice to Proceed for this effort was issued on October 3, 2017.

Project work resumed in early August, following a UPWP and Contract Amendment to include additional scope of work. An additional \$24,962 was added to allow for more advanced modeling of proposed improvements to Airport Circle. Urban has migrated the Airport Circle model to Vissum and conducted field visits to Airport Circle during the AM and PM peak periods. On May 1<sup>st</sup>, Urban provided a memo summarizing findings for the Airport Circle modeling. A meeting was held on May 20<sup>th</sup> with the consultant team and Atlantic County to discuss the analysis. Atlantic County agreed to test out the proposed timing revisions. The timing plans were implemented on June 25<sup>th</sup> by Signal Control Products, with Atlantic County and Urban present. Urban observed the operation of the signals during the AM and PM peak periods and reported noticeable reduction in queueing. Urban is preparing a memo summarizing the implementation at the Airport Circle.

Urban has provided a memo to Cumberland County detailing alternatives for Sherman and the Boulevards; this task is complete. Cumberland County obtained a purchase order for GPS clocks for Main Road. The revised timings were implemented on Main Road in June, with Urban present to observe the timings. Urban noted that the cycle length at two of the signals still needed to be adjusted and is working with Traffic Products to correct the issue. Cape May County approved the revised signal timings and Urban is coordinating with the County to implement. The project is 99% complete.

**Ocean Drive (CR 621) Upgrades and Bridge Improvements Local Concept Development Study;** Jennifer Marandino

*Michael Baker International, Inc. in association with WSP, Churchill Consulting Engineers (DBE), and Richard Grubb & Associates (DBE)*

Project website [www.capemaytwomilebridge.com](http://www.capemaytwomilebridge.com)

The scope of the technical effort includes Ocean Drive (County Road Number 621) from NJ Route 109 to Madison Avenue in Lower Township, Cape May County with the main objective of the LCD Phase is to



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identify and compare reasonable alternatives and strategies that address the requirements of the initial stages of the project delivery process, and to select a Preliminary Preferred Alternative (PPA).

Alternative 3 was selected as the PPA, which includes the realignment of the Middle Thorofare Bridge to the South and realignment of the Mill Creek and Upper Thorofare Bridges to the north. The Middle Thorofare Bridge will be a fixed bridge with an 80-foot vertical under clearance. Three rounds of public meetings with local officials, stakeholders, and the public were completed. The consultant team has shared a DRAFT of the Local Concept Development Report for review and comment by the Project Team Stakeholders. Richard Grubb & Associates delivered an Area of Potential Effects (APE) report delineate the APE for historic architecture and archaeology for a cultural resources' investigation for the revised PPA identified as part of this technical study. This task was added to the original scope of work to help increase the DBE/ESBE participation and serves as a good first step leading into Preliminary Engineering.

An Internal Review Committee (IRC) meeting with NJDOT, FHWA, and the project team was held on June 18<sup>th</sup>. NJDOT indicated that they could not recommend that the project advance to Preliminary Engineering at this time due to the lack of a Value Engineering analysis being completed during the LCD phase and the issues related to rehabilitation of the bridge and the need to consider the Secretary of Interior Standards for Rehabilitation. A contract extension is needed to resolve the outstanding issues, the contract end date is June 28, 2019.

## **Automated Pavement Condition Data Collection Study;** Andrew Tracy

*Michael Baker International, Inc. in association with Rowbear Consultants (DBE)*

For this project, pavement condition data was collected on the 260 miles of municipal roadways in the City of Vineland. The project manager for Michael Baker, Inc. is Kenneth Contrisciane.

A Notice to Proceed was issued on February 20, 2018 with the kickoff meeting held on March 15<sup>th</sup> at Vineland City Hall. Data collection was conducted in mid-April. Rowbear Consulting (DBE firm) is performing the GIS integration. Michael Baker has delivered the draft data to Vineland on an external hard drive and is temporarily hosting the data on their ArcGIS online account. Michael Baker is working with City of Vineland to migrate the data hosting to Vineland's ArcGIS Online account. City of Vineland requested that cross-streets be added to the pavement layer, which Michael Baker will include in the final deliverable.

Discussions were held with City of Vineland regarding the extraction of additional assets from the right-of-way imagery. Michael Baker has prepared a scope and cost for additional asset collection, to be funded with the remaining FY 2019 Program Support Data Collection funding and the FY 2020 Program Support Data Collection funds. The contract amendment was approved by the Policy Board approval (Resolution 1905-12) as part of their May 28, 2019 meeting. The Subcontract Amendment has been sent to Michael Baker for signature; a Notice to Proceed is pending final execution of the Subcontract Amendment.





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**Date:** June 28, 2019

**Re:** Technical Studies Update

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## **Cumberland County Bicycle/Pedestrian Safety Action Plan;** Alan Huff

*Urban Engineers, Inc. in association with Fitzgerald & Halliday, Inc. (DBE), Civic Eye Collaborative, LLC (DBE), and NV5, Inc.*

This effort includes several action-oriented tasks geared towards advancing data-driven bicycle and pedestrian projects in Cumberland County, through SJTPO's Local Safety Program. The project is being funded through the federal Highway Safety Improvement Program (HSIP).

A delayed Notice to Proceed was issued by NJDOT in April with a kick-off meeting held on May 4, 2018 at SJTPO. The first Steering Committee meeting was held on October 24, 2018. A public officials meeting was held on February 11, 2019 with follow-up meetings underway for officials who could not make the meeting. To-date, network screening has been completed, public feedback received and summarized, and municipalities have selected their project locations for advancement. SJTPO has received a resolution of support from Vineland and is awaiting resolutions from Bridgeton and Millville. The toolbox of safety countermeasure strategies has been drafted and updated to reflect SJTPO comments.

A No Cost Time Extension was granted, extending the deadline from the original June 30, 2019 deadline to January 31, 2020.

## **Regional Bicycle and Pedestrian Trail Network;** Alan Huff

*TransPro Consulting, LLC in association with the New Jersey Bike & Walk Coalition and Kayla Creative Design (DBE)*

This effort will lead to the development of a communications and marketing plan to advance the development of a regional trails system in the SJTPO region. The effort is intended to raise the profile of the conversations about trails to better communicate the benefits of trails, better serve residents who wish to see more trails in the region and help prioritize needed trail segments and advance conversations about those projects to see them come to fruition.

The project concluded on June 28, 2019. This effort included extensive work to identify stakeholders in the region, it included a well-attended, energetic SWOT analysis activity in October 2018, which helped develop a brand for South Jersey Trails, which was overwhelmingly selected among alternatives through public outreach. A final plan was developed that discusses the brand, the existing conditions for trails in South Jersey, and identifies priority projects and next steps for the effort. This effort led to the development of a right-of-way study for potential trails, which is in the FY 2020 UPWP.

Among the final deliverables is a video to promote bikeable planning in communities. The effort provided a great deal of value-added items, including design guidelines for trail signage and maps as well as an agreement between SJTPO and Mike McCormick, a local resident who independently developed <https://southjerseytrails.org/> and has developed social media following that complements it as well as initiating discussions with the Circuit Trails on collaboration and funding – conversations that will continue in the future. Unfortunately, SJTPO learned that Cyndi Steiner has left the New Jersey Bike Walk



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Coalition, leaving a major hole in the organization and questions as to the ability of NJBWC to assist in promoting trails in South Jersey.

## **Regional Pavement Data Collection;** Andrew Tracy

*Advanced Infrastructure Design, Inc. (DBE firm) with AECOM as subconsultant*

For this project, Advanced Infrastructure Design Inc. (AID) collected pavement condition data on approximately 1,500 miles of county roadways in all four counties. Discussions were held with the counties regarding the extracting asset inventories for drainage features, sidewalks, ramps, and guardrails from the right-of-way imagery. A contract amendment covering the additional data collection was approved by the SJPTO Policy Board in January, with a Notice to Proceed issued in February. AID has collected the asset inventories for all four counties from the ROW imagery already collected. AID has provided hard drives containing the final deliverable dataset to SJPTO and the four counties. AECOM compiled the GIS deliverables for both the pavement and asset data and delivered the data to all four counties. Two webinars were held during the week of June 24<sup>th</sup> to present the final deliverables and answer questions from the counties. The project is complete.

## **Local Safety Program Design Assistance;** Stephanie Wakeley

*Urban Engineers, Inc., in association with Churchill Consulting Engineers (DBE/ESBE)*

The purpose of this project is to assist Salem County in advancing two roundabout projects selected under the Local Safety Program through the federal authorization process for construction with assistance in the preparation of plans, specifications, and cost estimates. This study is to be funded with Federal Highway Safety Improvement Program (HSIP) funding. The consultant team is led by Urban Engineers, with Adam Brown serving as Project Manager.

The Notice to Proceed was issued on March 26, 2019. The kick-off meeting was held on May 1<sup>st</sup> at the Salem County Engineering office. Urban has begun the process of analyzing the base files provided from Churchill (DBE/ESBE). The conceptual designs are being adjusted based on the new base mapping. Urban is also working on coordinating with the Utility companies by sending out a Utility Letter for both project locations. The project is progressing on schedule.

## **DVRPC/SJPTO NJ Regional Curve Inventory & Safety Assessment;** Jennifer Marandino

*Greenman-Pedersen, Inc. (GPI). in association with CH2M, MBO Engineering, LLC (DBE), and Rieker, Inc. (Vendor)*

DVRPC is leading a technical study which will result in a multi-county regional curve inventory and safety assessment to include the four NJ counties in DVRPC and all counties in the SJPTO region. The scope of work includes the evaluation of horizontal curves on County 500, 600, & 700 series routes and municipal (local) routes with a functional classification of Collector or higher.



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The GPI team has completed all Task 1 activities, which included Curve Advisory Speed Evaluations. GPI held a conference call with telephone conference calls with each of the eight (8) Counties to discuss our Task 1 deliverables and to answer any questions relating to the information shared. During the calls the following was noted:

1. Task 1 deliverables included all the information necessary relative to horizontal curve warning signs for each County to advance sign design and installation consistent with the 2009 MUTCD mandate (the deadline for sign installation is December 31, 2019).
2. The required sign design work (not included as a part of this contract) could either be performed by each County using their own staff or the work could be contracted out to an engineering consulting firm. GPI has been performing sign design services for NJDOT for many years and is currently performing this work for each Morris and Warren Counties.
3. Task 2 (systemic analysis) deliverables would be made available to each of the Counties in the Fall of 2019.
4. GPI is available at any time if the Counties have any questions about the information or the overall initiative.

GPI will be meeting with DVRPC and SJTPO staff (July 19<sup>th</sup>) to solicit input on the draft Risk Factor Analysis Results. This is an important step in the horizontal curve systemic analysis process. The project is continuing to advance on schedule and budget with no changes required / anticipated relative to the initial scope of work with an anticipated completion date of September of 2019.