

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
Special Policy Board

Monday, April 26, 2021 - 10:00 A.M.

Virtual GoToMeeting

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AGENDA

- a. **Flag Salute, Open Public Meetings Law Announcement**
- b. **Roll Call**
 - 1. Board Members
 - 2. Other Attendees
- c. **Approval of [Minutes: March 22, 2021](#)**
- d. **Communications**
 - 1. [Ocean Drive \(CR 621\) Upgrades & Bridge Replacements](#)
 - 2. [Low and No-Emission Component Assessment Program \(LoNo-CAP\)](#)
 - 3. [South Jersey Glassboro to Camden Light Rail Coalition of Support](#)
- e. **Report of the Technical Advisory Committee – Leslie Gimeno, Chairperson**
- f. **Chairperson's Remarks**
- g. **[Report of the Executive Director](#) – Jennifer Marandino**
- h. **Unfinished Business**
- i. **Public Comment** *limit to three (3) minutes per person*
- j. **New Business**
 - 1. **[Resolution 2104-11: Supporting the SJTPO FY 2020 Transportation Alternatives \(TA\) Set-Aside Project List](#)**

Presenter: Alan Huff, Program Manager, Safety Initiatives & Public Outreach

NJDOT recently released its lists of projects recommended for funding through the Transportation Alternatives (TA) Set-Aside Program. The program is jointly administered by NJDOT and the MPOs. Thirteen (13) TA Set-Aside projects were submitted in the SJTPO region for more than \$11.1 million in total requests. Millville's Millyard Riverfront Walk project was selected for \$900,000 in this round of funding.
 - 2. **[Resolution 2104-12: Amending the FY 2021 Unified Planning Work Program \(UPWP\) to Add Task 21/402 Air Quality Technical Assistance to the Technical Program](#)**

Presenter: Jennifer Marandino, Executive Director

SJTPO must complete a new regional emissions analysis to model the new regionally significant project of the NJ Turnpike widening project from Exits 1-4. Consultant services are required to conduct the regional emissions analysis as part of the Transportation Conformity determination of

the FY 2022-2031 TIP. This requires a new task to be added to the current FY 2021 UPWP and the reallocation of funds from SJTPO's Central Staff Program Activities.

A corresponding Modification to Task Order PL-SJ-21-01 will be necessary to add the new task with an end date of June 30, 2022 and reallocate the funds from Central Staff Program Activities to Technical Studies.

3. **Resolution 2104-13: Approving a Contract Modification for a No-Cost Time Extension to the Regional Trail Network – Feasibility Study Technical Study**

Presenter: Alan Huff, Program Manager, Safety Initiatives & Public Outreach

WSP, USA remains under contract to identify and evaluate feasible routing for the Atlantic County Bikeway West corridor as part of the Regional Trail Network – Feasibility Survey technical study. Atlantic County has requested that the consultant contract be extended to accommodate additional time for stakeholder and public outreach. A No Cost Time Extension through December 31, 2021 is necessary. The total cost of the contract will not be affected by this Amendment to the Subcontract Agreement.

The technical study is funded through the Task Order PL-SJ-20-01, which will need to be modified, requesting a one-year no-cost time extension associated with Task 20/403 Regional Trail Network – Feasibility Survey. No additional funds will be requested.

4. **Resolution 2104-14: Approving a Contract Modification for Additional Highway Safety Improvement Program Funds and Extending the Contract End Date for the Cumberland County Bicycle/Pedestrian Safety Action Plan Technical Study**

Presenter: Alan Huff, Program Manager, Safety Initiatives & Public Outreach

Urban Engineers remains under contract to advance analyses and develop the Cumberland County Bicycle and Pedestrian Safety Action Plan technical study. The project has needed to adjust as several changes have occurred throughout this effort, most significantly a shift to virtual outreach due to COVID-19 and the extensive efforts employed to solicit public participation. SJTPO additionally requested that Urban conduct the Highway Safety Manual (HSM) analyses. These changes require \$57,145.61 in additional funds, from the original budget of \$344,780.64 for a total revised budget of \$401,926.25.

Additional time is necessary to complete the additional HSM tasks, extending the consultant contract from June 30, 2021 through to June 30, 2022. The technical study is funded through the Task Order PL-SJ-18-02, which will need modification, requesting additional Highway Safety Improvement Program (HSIP) funds in addition to the one-year time extension.

5. **Resolution 2104-15: Approving the Project Evaluation Scores of Local Lead Projects for FFY 2022-2025 Transportation Improvement Program (TIP)**

Presenter: Jason Simmons, Program Manager, Capital Programming & Project Development

The final step of SJTPO's Project Pre-Evaluation and Evaluation Processes requires that SJTPO staff will submit TAC Final Scoring Recommendations to the Policy Board for approval. As the FFY 2022-2025 Local Lead projects and associated project scores are presented for approval.

k. **NJDOT Update**

l. **Adjournment**

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

Policy Board Virtual Teleconference Meeting

Monday, March 22, 2021 - 10:00 A.M.

The meeting was called to order at 10:03 a.m. by Executive Director Jennifer Marandino, followed by the flag salute. Ms. Marandino then advised that the requirements of the New Jersey Open Public Meetings Act were met through Annual Notice early February 2021 to The Press of Atlantic City, The Daily Journal, The South Jersey Times, and to the Clerks of the four-member counties. Also, the Notice was posted on the designated bulletin board in Vineland City Hall.

ATTENDANCE (virtually):

Members:

John Risley, Atlantic County
Gerald Thornton, Cape May County
George Castellini, Cumberland County
Benjamin Laury, Salem County
Marty Small, Sr., City of Atlantic City (Not present)
P. Edward McKelvey, Alloway Township
Leonard Desiderio, Sea Isle City (Not present)
Anthony Fanucci, City of Vineland
James Lewis, NJDOT
Louis Millan, NJ TRANSIT
Stephen Mazur, SJTA

Also, in attendance (virtually):

Kathleen Hicks, City of Vineland
Leslie Gimeno, Cape May County
Megan Wren, NJ Office of Planning Advocacy
Brian Goodson, FHWA
Rudy Rodas, Governor's Authorities Unit
Michael Watson, Esq., Brown & Connery, LLP
Carlin Herbert, Kimley-Horn
Jennifer Bristow, Delaware River and Bay Authority
Nancy Ridgway, resident
Monica Butler, SJTPO
Dave Heller, SJTPO
Jennifer Marandino, SJTPO

APPROVAL OF MINUTES: January 25, 2021

On Motion by Commissioner Castellini and seconded by Commissioner Risley, the minutes of January 25, 2021 were unanimously approved.

COMMUNICATIONS

Executive Director Marandino reported that both she and Monica Butler received correspondence proposing sales tax dedicated to NJ TRANSIT, with a two-tiered structure and a slightly higher tax for the northern counties of New Jersey. The “surcharge” is for the extra cost of providing train and bus service to New York City. Ms. Marandino stated that SJTPO is not advocating for such a tax, but merely sharing the communication that was received.

TECHNICAL ADVISORY COMMITTEE REPORT

Chairperson Leslie Gimeno reported that at the March 8, 2021 virtual meeting, TAC recommended approval of Resolutions 2101-02 through 2103-10.

CHAIRMAN’S REMARKS

Vice Chairman Laury wished everyone a Happy Easter. He also commented that he hoped everyone either received or scheduled their vaccinations, further commenting that things are beginning to look a little brighter.

REPORT OF THE EXECUTIVE DIRECTOR

Executive Director Marandino explained that outside of the Director’s Report submitted, she wanted to draw attention to the following items:

Ms. Marandino mentioned that Resolution 2101-02 Approving Amendments to the Technical Advisory Committee Bylaws is scheduled for approval, however, 2101-03 Approving SJTPO Bylaws is included for discussion purposes only.

FFY 2020-2023 Transportation Improvement Program (TIP) Modifications – Ms. Marandino reported that TIP modifications were approved for both NJDOT and NJ TRANSIT. The NJDOT modifications were necessary to advance projects ready for authorization in the SJTPO region including Route 322 project from Route 73 to Route 50, Route 54 from Atlantic City Expressway to Route 30 (Whitehorse Pike), and the Signature Bridge Preventative Maintenance Contract 2020-1. She stated that the NJ TRANSIT items move funds into the current Federal Fiscal Year FFY 2021 with their approved actions.

FFY 2022-2031 Transportation Improvement Program (TIP) Development – Ms. Marandino reported that staff continues to work with subregional partners to evaluate and score locally lead projects for the new Federal Fiscal Year (FFY) 2022-2031 TIP and plans to bring the final scoring recommendations to the TAC and Policy Board at their May meetings. She stated that this is the final step of SJTPO’s Project Evaluation Process, which was adopted July 2020. The FFY 2022-2031 TIP is underway with adoption anticipated this fall, which is a slight delay from July.

SJTPO Local Lead Project Status and TIP/STIP Project Charts – Ms. Marandino reported that status charts for the Local Lead, HSIP, and CMAQ projects were all included in the packet. Based upon email correspondence regarding the Atlantic City Atlantic Avenue Design Project which is funded with Service Transportation Block Grant, the design phase has been having issues and the funding agreement with NJDOT has not been executed. This delay will have implications for the City to receive the construction funds for the project this federal fiscal year, jeopardizes the \$964,000 that is allotted for the

construction portion of the project. Ms. Marandino stated that since Mayor Small is not participating in today's meeting, she will reach out to the City and make them aware of the issue.

Technical Studies – Ms. Marandino happily reported that the Ocean Drive (CR 621) Upgrades and Bridge Improvements Local Concept Development Study in Cape May County was recently completed with the project given the green light to move into the next phase of the project delivery process of Preliminary Engineering. She stated that Cape May County is working on a Request for Proposal for Preliminary Engineering and Final Design services.

Civil Rights Listening Sessions and Public Outreach Opportunity – Ms. Marandino reported that last Thursday evening SJTPO held a virtual listening session for the public to learn about and comment on the documents that guide SJTPO's outreach process in meeting Civil Rights laws and regulations. A second meeting was held on Saturday with the same presentation given in Spanish. She stated that the attendance was less than desirable despite coordinated efforts and targeted outreach. A public comment period for the plans remains open through April 18th. She stated that SJTPO is working with LocalIQ, who is affiliated with The Daily Journal, and will utilize paid advertisement through Facebook/Instagram/YouTube. The ads will continue through the end of the comment period to collect additional feedback. The plans will be brought to the TAC and Policy Board for consideration in May.

2020 Transportation Alternatives Set-Aside Selection – Ms. Marandino stated that the report included in the Policy Board packet shows a breakdown of funding to the MPOs with SJTPO receiving \$353,000, of which \$245,000 was specifically dedicated to the Atlantic City Urbanized Area. This funding allocation did not match up with the top ranked project at SJTPO's initial selection committee meeting held on Friday, March 12th. Ms. Marandino reported that she had subsequent conversations with Michael Russo, Assistant Commissioner and Laine Rankin, Local Aid Director which were very positive and additional resources were made available to SJTPO. She stated that the initial release of TA Set-Aside solicitations was delayed so that equity could be included as a part of the evaluation of projects. In order to keep on the timeline, NJDOT has respectfully asked that SJTPO hold a Policy Board meeting in April to approve the selection project list, which the other MPO's doing something similar. Therefore, Ms. Marandino is proposing that a TAC meeting be held on Monday, April 12th with a Policy Board meeting on Monday, April 26th. Ms. Marandino asked that everyone mark their calendars and mentioned that the 48-hour notice will be sent to the newspapers prior to the meeting.

OLD BUSINESS

1. Resolution 2101-02: Approving Amendments to the Technical Advisory Committee Bylaws

On Motion by Commissioner Director Thornton and seconded by Commissioner Castellini, Resolution 2101-02 was opened for discussion. Executive Director Marandino reported that in January, the TAC Bylaws were tabled with a general overview of proposed revisions provided. Discussions were held with the Governor's Authorities Unit (GAU), specifically related to the new Community Outreach and Engagement Committee (COEC). Since the January meeting, Ms. Marandino stated that along with General Counsel, she has been working with the GAU to resolve the outstanding issues and items of concern associated with the Bylaws. The GAU expressed concern about ensuring that SJTPO continues to provide a voice for the public in the transportation planning process given that, with the proposed amendments, the chairperson of SJTPO's public outreach committee COEC will not be a voting member of the TAC, as was the case with SJTPO's Citizen Advisory Committee. SJTPO provided the GAU with the basic framework for how the COEC will be created along with additional background on the

redevelopment of SJTPO's public outreach process. The GAU was satisfied with the information provided and noted that the TAC Bylaws were deemed ready for approval.

Ms. Marandino then reviewed the highlighted changes of the Bylaws with the members of the Policy Board, noting that the proposed revisions were included in the packet with track changes enabled to easily identify all edits made. She also commented that the Bylaws state that TAC will continue to meet in person, except due to an emergency or inclement weather, and will have the option to conduct meetings remotely. With no further comment, Resolution 2101-02 was unanimously approved by roll call vote.

2. Resolution 2101-03: Approving Amendments to the SJTPO Bylaws (*Discussion Only*)

Executive Director Marandino reported that like the TAC Bylaws, the proposed revisions to the SJTPO Bylaws have track changes enabled in the version, which was shared within the packet, which she reviewed with the Policy Board. She stated that updated changes include considering alternates for the Mayors of Atlantic City and City of Vineland, who would be another elected municipal representative designed by the Mayors. Other text changes include that meetings shall be held in person at a pre-approved location, with provisions for members to attend virtually where appropriate. Clarification was made that notice and other items related to the Policy Board meetings are being done in accordance with the Open Public Meetings Act.

Ms. Marandino stated that upon review and discussions with SJTPO General Counsel, there are other items that SJTPO may want to consider given additional time and cooperation by Policy Board members. She indicated that she had a discussion with the Chairman, and it was agreed that a subcommittee be considered to coordinate proposed revisions, which would allow the Board to have more ownership of the changes that are to be considered. She noted that a meeting is scheduled with herself, Michael Watson (General Counsel), and Monica Butler this Friday to discuss the Bylaws. She further noted she would also like to have a meeting in April with a subcommittee prior to submitting revisions to the GAU for final review. Ms. Marandino is anticipating a May Policy Board consideration with a draft provided to the Policy Board by May 12th, which allows the ten (10) day review as required within the Bylaws. Ms. Marandino then asked that Vice Chairman Laury appoint a Subcommittee. As far as the subcommittee, Ms. Marandino stated that one representative of each of the following should serve on the subcommittee: county representative, state agency, and municipality. Vice Chairman Laury asked the Policy Board for volunteers for the subcommittee, with the following volunteering to serve: Commissioner Castellini, Mayor Fanucci, and Stephen Mazur of SJTA.

PUBLIC COMMENT

Executive Director Marandino shared that members of the public were asked to submit comments on agenda items through SJTPO general comment form on the SJTPO website, and asked Monica Butler commented if any comments were received. Ms. Butler state that no comments were received in advanced. No additional comments were made at the meeting.

NEW BUSINESS

1. Resolution 2103-08: Adopting the FY 2022 Unified Planning Work Program (UPWP)

On Motion by Mayor Fanucci and seconded by Commissioner Director Thornton, Resolution 2103-08 was opened for discussion. Executive Director Marandino explained that the Unified Planning Work

Program (UPWP) is one of the major planning documents serving as the budget for SJTPO. The UPWP describes all transportation and planning related activities to be conducted by central staff, subregions, and member agencies during the state fiscal year effective July 1, 2021 through June 30, 2022 for FY 2022. At the January meeting, Ms. Marandino highlighted some of the budget details and proposed technical studies within the FY 2022 UPWP. She stated that the document has been developed with direct input from NJDOT, NJ TRANSIT, and has been revised to address comments received by NJDOT, FHWA, and FTA and have been included with SJTPO's point-by-point response as an appendix to the UPWP. No additional comments were received other than those made by NJDOT, FHWA, and FTA during the public comment period.

Ms. Marandino stated that the tasks and activities within the UPWP are intended to advance the priorities of the region, guided by SJTPO's federally required long-range regional transportation plan and the planning requirements within the current federal legislation. The UPWP also incorporates planning priorities shared annually by NJDOT, FHWA, and FTA. She stated that consistent with previous years, the UPWP continues with much of the same Central Staff Program areas from previous years with a few exceptions.

SJTPO has added the Regional Transportation Plan (RTP) Development task back into this year's UPWP. The Safety Outreach & Collaboration task was renamed to Safety Education Collaboration & Professional Development, and Equity & Public Health was renamed from Title VI & Environmental Justice. She stated that all other tasks remain with the specific activities and products changed to reflect new priorities. In response to a FHWA request, Ms. Marandino noted that this year's UPWP separates Activities and Products for each of the Central Staff Program tasks, which provides more clarity and enhanced transparency.

Ms. Marandino stated that the total FY 2022 program is \$1.92M, which includes \$66,240 in Local Match funds for nearly \$1.86M in USDOT programmed resources. The \$154,000 for the SJTPO Regional Freight Plan Data Collection and Analysis technical study will continue from FY 2021 into FY 2022. The USDOT resources does not include grant funding received from the New Jersey Division of Highway Traffic Safety (NJ DHTS), which is estimated to be \$14,000, consistent with last year's grant. She explained that there are two technical studies anticipated in the FY 2022 UPWP; Task 22/401: Automated Traffic Signal Performance Feasibility and Development and Task 22/402: Regional Trails Network – Feasibility Survey, Cape May County.

Ms. Marandino stated that she is working through final estimates for Central Staff salaries and labor with SJTA, which will impact the budget available for those technical studies. There is approximately \$162,000 available for the technical studies, however, that amount may change based on final salary and labor figures. She noted that the FY 2022 budget assumes the salaries of nine (9) full-time and two (2) part-time positions, with one vacancy left with Mike Reeves' resignation. Consistent with previous years, the budget assumes a 2% merit pool with increases considered annually at the end of the fiscal year.

Ms. Marandino stated that a copy of the current FY 2022 UPWP is available on the SJTPO website, with the initial draft provided to the State Depository Libraries in the SJTPO region that are open to the public. SJTPO Policy Board approval is required to ensure federal funding is available for staff tasks and activities to be carried out for the upcoming state fiscal year. Upon formal approval, the final UPWP will be transmitted to the libraries in the SJTPO region, which make federal publications available for public use. With no further comment, Resolution 2103-08 was unanimously approved by roll call vote.

2. Resolution 2103-09: Adopting the Access for All Transit Plan as the 2020 Update to the 2015 Coordinated Human Services Transportation Plan

On Motion by Stephen Mazur and seconded by Commissioner Risley, Resolution 2103-09 was opened for discussion. David Heller explained that SJTPO's draft Regional Coordinated Human Services Transportation Plan, known as the Access for All Transit Plan, underwent a 31-day public comment period from January 25, 2021 through February 24th, with the document available on the SJTPO website. The major sections of the Access for All Transit Plan include:

- Demographics of the transit dependent populations (e.g., population aged 65 and over, those households below the poverty level, those with an ambulatory disability, and those with zero vehicles)
- A list and locations of the major current destinations for human services transportation trips
- Identification of the needs of the transit-dependent population based on the density of human services transportation populations (as indicated by the above demographics) within each census block group
- Maps depicting gaps in service where there is a viable travel demand; and
- Recommendations for improved human services transportation by county

Mr. Heller explained that the Access for All Plan is important because applications for human services transportation funding, or vehicles under FTA Section 5310, must show that the proposal is responding to an unmet need or recommendation included in a Coordinated Human Services Transportation Plan. In addition, for other funding programs, even though inclusion in a Coordinated Human Services Transportation Plan may not be explicitly required, if the application identifies a need in the Plan, it will likely receive a "higher priority".

Mr. Heller reported that two virtual public meetings, as well as a TAC workshop, was held. There was extensive coordination with the four-county steering committees, (one for each of the four counties), in the development of the document. He noted that all comments and responses are incorporated into the Plan as Appendix F. With no further comment, Resolution 2103-09 was unanimously approved by roll call vote.

3. Resolution 2103-10: Supporting NJ TRANSIT's Public Transportation Agency Safety Plan (PTASP) Safety Performance Targets

On Motion by Louis Millan and seconded by Stephen Mazur, Resolution 2103-10 was opened for discussion. David Heller explained that the Public Transportation Agency Safety Plan Regulation (49 CFR Part 673), requires public transportation providers and State DOTs to establish Safety Performance Targets addressing seven different safety performance measures identified in the National Public Transportation Safety Plan.

Mr. Heller stated that in October 2020, NJ TRANSIT released its Public Transportation Agency Safety Plan (PTASP) containing the safety performance measures and targets. There are seven specific measures and targets covering fatalities, injuries, and safety events such as collisions, employee injuries, and major bus fire events.

The specific measures and targets for bus operations are included in the technical memorandum that was part of the packet and are all one-year targets for calendar year 2021. He stated that as with most of the other federally required performance targets, the MPO has the option of establishing its own targets or

supporting those set by the state (or in this case, the state transit authority). SJTPO has decided to support those targets set by NJ TRANSIT. With no further comment, Resolution 2103-10 was unanimously approved by roll call vote.

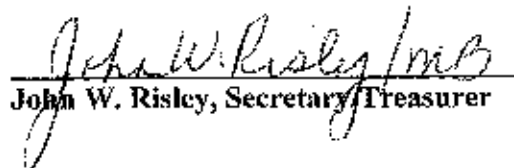
NJDOT UPDATE – James Lewis

James Lewis expressed the Department's appreciation for scheduling the April 26th special board meeting to help with the obligation of the TA Set Aside funds.

ADJOURNMENT

On Motion by Commissioner Director Thornton and seconded by Commissioner Risley, the meeting was adjourned at 10:37 a.m.

Approved Minutes Certified Correct:


John W. Risley, Secretary/Treasurer



South Jersey Transportation Planning Organization

*Serving Atlantic, Cape May, Cumberland,
and Salem Counties since 1993.*

Leonard Desiderio, *Chairman*

Benjamin H. Laury, *Vice Chairman*

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Jennifer Marandino, P.E.
Executive Director

John W. Risley, *Secretary/Treasurer*

April 9, 2021

The Honorable Jeff Van Drew
Congressman 2nd District of New Jersey
331 Cannon HOB
Washington, DC 20515

**Re: Federal Funding
Ocean Drive (CR 621) Upgrades & Bridge Replacements
Lower Township, Cape May County, New Jersey**

Dear Congressman Van Drew,

On behalf of the South Jersey Transportation Planning Organization (SJTPO), I am pleased to provide this letter of support for advancement of the Preliminary Preferred Alternative (PPA) #3 related to the Ocean Drive (County Road 621) Upgrades & Bridge Replacements within Lower Township, Cape May County, New Jersey. The project is an excellent candidate for receipt of federal funds. Upon confirmation of receipt of federal funds, staff will work in coordination with NJDOT to incorporate the project into SJTPO's Transportation Improvement Program (TIP) and thus, the State TIP.

SJTPO is the Metropolitan Planning Organization (MPO) serving Atlantic, Cape May, Cumberland, and Salem Counties in southern New Jersey. SJTPO serves as a technical resource, provides access to funding, and works to provide a regional approach to address transportation planning and engineering issues. SJTPO staff work with regional partners and agencies to advance transportation projects of regional interest.

The Ocean Drive (CR 621) causeway links the communities of Cape May and the Wildwoods (the Cities of Wildwood and North Wildwood, Wildwood Crest and West Wildwood Boroughs, and Lower Township). This route provides a critical link and coastal evacuation route that connects the barrier island communities to the mainland and provides access to the commercial fishing facilities on the mainland side. This port is the largest in the State of New Jersey and ranks 9th nationally in landings revenues, thus making it vital to the Cape May County and South Jersey economies.

The bridges along the corridor have been determined to be structurally deficient and functionally obsolete. Currently, the Middle Thorofare Bridge is load posted to 15 tons and is unable to support legal loads, including emergency vehicles. The Mill Creek, Upper Thorofare, and Middle Thorofare bridges, which comprise the structures along the corridor, lack shoulders and have substandard lane widths. Although the County has and will continue to spend millions of dollars repairing the bridges to extend their serviceable life, the bridges must be replaced.

Portions of Ocean Drive are below the 100-year flood zone elevation, and prone to occasional flooding. This portion of Ocean Drive serves as an evacuation route for the communities of Lower Township and the Wildwoods, and its present elevation limits its ability to effectively serve as a viable evacuation route in the event of a significant storm. For these reasons and more, the Ocean Drive (CR 621) Upgrades & Bridge Replacements are of critical importance to the County and the SJTPO region.

The Honorable Jeff Van Drew

April 9, 2021

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SJTPO recently concluded serving as the contract administrator for Local Concept Development services on behalf of Cape May County. The multi-year effort included an inventory and evaluation of the existing bridge structures along the Ocean Drive corridor, including Mill Creek Bridge, Upper Thorofare Bridge, Middle Thorofare Bridge, and the Old Lower Thorofare Culvert. Through consultant support, an extensive evaluation of nine (9) alternatives were completed, with Alternative #3 emerging as the PPA. This alternative recommended the replacement of the three bridges and the reconstruction of the roadway corridor to a higher elevation. The Old Lower Thorofare Culvert will be replaced and properly sized to reduce the speed of water flow. Full consideration of the advantages and disadvantages of all alternatives were vetted and supported by the Commercial Fishing Industry, other stakeholders, and the public through Section 106 public outreach requirements.

As part of the Local Concept Development work, a Value Engineering Analysis was conducted by the New Jersey Department of Transportation (NJDOT). Ultimately, NJDOT's Value Engineering Unit recommended that the PPA advance to the Preliminary Engineering phase of work, which was supported by the Interagency Review Committee (IRC), comprised of NJDOT and FHWA representatives. Approval of the (IRC) is required for the project to advance into the next phase of the project delivery process.

While the Local Concept Development phase of work was facilitated by SJTPO, with the estimated total project costs (including engineering services) approximated at \$267.3 million, there is not sufficient funds in the region for this critically important project to advance. All work has been conducted in accordance with federal regulations to appropriately leverage any future federal funds should they become available.

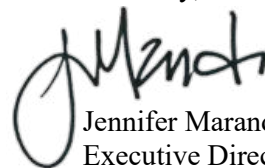
The proposed Ocean Drive (CR 621) Upgrade and Bridge Replacements project is currently listed as a Major Project of Regional Importance within SJTPO's Regional Transportation Plan, RTP 2050 (Table 27). Replacement of the bridges will advance several aspects of SJTPO's RTP 2050. Specifically, improvement to the bridges will aid in:

1. Promoting accessibility and mobility for the movement of people and goods
2. Promoting efficient system operation
3. Restoring, preserving, and maintaining the existing transportation system
4. Supporting the regional economy
5. Improving the resiliency and reliability of the transportation infrastructure, and
6. Increasing and enhancing opportunities for travel and tourism.

SJTPO is pleased to be a partner in this effort and in the anticipated replacement of these Ocean Drive bridges and the upgrades to the roadway corridor, as this project is of critical importance to the County and the SJTPO region. Upon confirmation that the project has been accepted by the United States Department of Transportation (USDOT) for federal funds, SJTPO will work in coordination with NJDOT to incorporate the Ocean Drive (CR 621) Upgrades & Bridge Replacements in SJTPO's Transportation Improvement Program (TIP) and subsequently in the State TIP.

I respectfully request that you give the project application your full consideration.

Sincerely,



Jennifer Marandino, P.E.
Executive Director

JM:nh

c: Robert Church, P.E. Cape May County Engineer
Leslie L. Gimeno, PP, AICP, MPA, Cape May County Planning Director
Commissioner Will Morey, Director of Economic Development, Education, Engineering and Planning



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Jennifer Marandino, P.E.
Executive Director

John W. Risley,
Secretary/Treasurer

April 9, 2021

The Honorable Nuria Fernandez, Acting Administrator
Federal Transit Administration
US Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

**Re: Letter of Support – Low and No-Emission Component Assessment Program (LoNo-CAP)
Atlantic City Jitney Association Electric Vehicle Replacement**

Dear Acting Administrator Fernandez,

On behalf of the South Jersey Transportation Planning Organization (SJTPO), I am pleased to provide this letter of support for the Atlantic City Jitney Association's application for a Low and No-Emission Component Assessment Program (LoNo-CAP) and their purchase of 190 medium sized electric passenger vehicles in the amount of \$19 million.

SJTPO is the Metropolitan Planning Organization serving Atlantic, Cape May, Cumberland, and Salem Counties in southern New Jersey. SJTPO serves as a technical resource, provides access to funding, and works to provide a regional approach to address transportation planning and engineering issues. We commonly work with regional partners and agencies to advance transportation projects of regional interest, including projects to improve transit options throughout the region.

The Atlantic City Jitney Association (ACJA) is a 106-year-old nonprofit trade association and is one of the oldest private transportation companies in the United States. The ACJA has partnered with the state transit authority to provide shuttle services in the Atlantic City metropolitan area, 24 hours a day, 7 days a week. Each of the ACJA's vehicles are equipped with wheelchair lifts, and the ACJA is instrumental in transporting Atlantic City's disabled population.

The SJTPO region is a non-attainment area for the 8-Hour Ozone standard, meaning that the concentration of ground-level ozone in the four-county area exceeds the ozone standards as mandated by the US Environmental Protection Agency (USEPA). SJTPO's latest Conformity Demonstration has been completed of our Regional Long-Range Transportation Plan, RTP 2050, and shows that the planning document and associated projects meets the current emissions budgets that are in effect.

The Honorable Nuria Fernandez
April 9, 2021
Page Two

Through the money available through FTA's LoNo-CAP grant, the ACJA intends to purchase electric vehicle buses and related charging infrastructure to replace the association's aging compressed natural gas jitney fleet. The project will provide an essential element for post COVID economic relief and revitalization in Atlantic and Cape May Counties. This investment will create efficiencies that reduce carbon emissions and provide zero emission transportation options, which aligns with commitments from both the Governor of New Jersey and our current President, having a positive impact on the immediate region and serve as a model for other public and private transportation entities in the State.

This ACJA project is consistent with SJTPO's Regional Long-Range Transportation Plan, RTP 2050, advancing several aspects of the regional planning document. In addition to protecting the environment, this project will aid in promoting accessibility and mobility for the movement of people and goods, help promote efficient system operation, enhance the integration and connectivity of the transportation system, as well as support the local and regional economy.

SJTPO is pleased to offer this letter of support for the Atlantic City Jitney Association Electric Vehicle Replacement project. With a positive selection, working in coordination with the New Jersey Department of Transportation, this project will be included in SJTPO's Transportation Improvement Program (TIP) and subsequently in the State TIP, as appropriate.

We appreciate the opportunity to support this application and respectfully request that you give the project application your full consideration.

Sincerely,



Jennifer Marandino, P.E.
Executive Director

JM:mb

c: Louis N. Magazzu, Counsel for the Atlantic City Jitney Association and Endera Corporation



**LAW OFFICES
LOUIS N. MAGAZZU, LLC**

March 30, 2021

South Jersey Transportation Organization
782 S. Brewster Road, Ste B 6
Vineland, NJ 08361

Honorable Leonard Desidario, Chairman, SJTPO
Mayor, City of Sea Isle

Honorable Gerald Thornton
Director, Cape May County Commission

Honorable John W. Risley, Sec-Treasurer
Atlantic County Commissioner

Honorable Marty Small, Jr.
Mayor, City of Atlantic City

Attention: Jennifer Marandino, Executive Director

Gentlemen and Ms. Marandino,

I am writing to you on behalf of the Atlantic City Jitney Association (ACJA) relative to your elected positions in Atlantic and Cape May counties as well as your leadership positions with the South Jersey Transportation Planning Organization (South Jersey Transportation Organization) on a project which will provide an essential element for the post COVID economic revitalization in Atlantic and Cape May counties. I am also copying Jennifer Marandino in her position as the Executive Director of the SJTPO.

To be clear from the outset, the ACJA is NOT requesting any funding from the SJTPO. We are requesting the support of the SJTPO to act as a government co-sponsor required in an application with the United States Department of Transportation (DOT). However, due to an April 12 deadline, time is of the essence and will require a special meeting of the SJTPO.

In August of 2020, the ACJA and Endera provided a joint response to the New Jersey Economic Development Authority (NJEDA) RFI for zero emission vehicles. Our submission proposed funding 190 EV buses and related charging infrastructure to replace the ACJA's aging ten-year-old compressed natural gas (CNG) jitney fleet. Although our proposal was well received by the NJEDA, it was not funded. The Board determined it should begin with a pilot program for Camden, Newark and communities within thirty miles of both of those cities.

Cumberland County: 614 Landis Avenue, Suite 2A | P.O. Box 812 | Vineland, NJ 08362-0812

Atlantic County: 1616 Pacific Avenue, Suite 216 | Atlantic City, NJ 08401

O: 856-839-4660 F: 856-839-2892 C: 856-304-2033 C: 856-899-0074

LNMLaws.com

Although disappointed by the decision of the NJEDA, the ACJA and Endera are committed to bringing zero emission electric vehicles to South Jersey. To that end, ACJA and Endera have been working diligently to find other sources of funds for the project. The ACJA has decided to apply for the Federal Transit Administration Low or No Emission Grant Program application which is due on April 12 and we would like the support of the SJTPO.

This project aligns with the commitment of the administrations of President Joe Biden and Governor Phil Murphy to provide zero emission transportation, and also has the added benefit of saving over 200 existing jobs in the Atlantic City metropolitan area, and creating as many as 200 construction jobs, and another permanent 200 green jobs if Endera manufactures electric vehicles at a new assembly plant in Gloucester County. If the ACJA purchases 190 medium size electric passenger vehicles, Endera has committed to locating its manufacturing plant at the Rowan University Innovation Center in Glassboro New Jersey to assemble electric buses and trucks. These vehicles could revitalize the transportation options and the economy at the Jersey Shore from Asbury Park to Cape May, which would of course be anchored by the historic Atlantic City routes.

Further, if the ACJA is able to acquire an electric fleet of vehicles, it will serve as a model for private and public transportation entities throughout the State. As proposed, this project will have a positive economic impact upon thirteen municipalities, five counties, four Legislative Districts, five Congressional Districts as well as universities, colleges and technical schools, a list of which has been attached to this correspondence.

As demonstrated below, the ACJA is working closely with the Murphy Administration as well as federal and state legislators to obtain broad based bi-partisan state-wide support for the initiative. The ACJA has developed a plan which anticipates federal and state assistance as well as a contribution by the individual operators.

Below is a brief summary of the background and benefits of the ACJA –Endera project:

- A) History and Demographics** - The Atlantic City Jitney Association (ACJA) is a 106-year-old nonprofit trade association. It is one of the oldest private transportation companies in America. The ACJA's members consist of one hundred-ninety (190) ethnic and gender diverse jitney owner-operators, all of whom reside in Atlantic County with a significant number residing in Atlantic City. Each driver is an independent small business owner, who owns their own vehicle, and is responsible for the associated costs to operate the same.

Nearly two thirds of these small business owners are from diverse minority groups. The group includes male and female owners, who are ethnically and culturally diverse, many of whom are immigrants, ranging in age from 35 - 70. In addition to its 190 owners, the ACJA employs an equally diverse group of 9 additional union drivers, 4 mechanics, 5 dispatchers, and 2 clerical employees for a total of 210 individuals/families which rely upon the ACJA for household income of between \$33,000-\$58,000.

Endera is an American owned OEM of electric shuttle buses with production currently based in Colorado, and soon a 250,000 square foot factory in Ohio. Endera is the only American owned EV company currently building vehicles in this class

- B) Existing and prospective routes** - Thousands of residents, and hundreds of thousands of visitors rely upon the ACJA to safely and inexpensively travel throughout Atlantic City and other shore communities. The Association's fleet operates two routes in Atlantic City; 24 hours a day, 7 days a week. The ACJA delivers critical public services in the Atlantic City metro area, including providing discounts rates for residents on fixed incomes, students, senior citizens, and disabled individuals. Each of the ACJA's 190 vehicles is equipped with wheelchair lifts, and the ACJA is instrumental in transporting Atlantic City's disabled population.

In addition to servicing Atlantic City, the ACJA provides seasonal routes to Avalon, Sea Isle City, the City of Cape May, and Stone Harbor. The ACJA's services have helped reduce impaired driving in these municipalities, alleviate parking concerns, and improve air quality for these shore communities. If the ACJA obtains the requested funding, its members would consider adding services in Asbury Park, Point Pleasant Beach, Long Beach Island, and the Wildwoods in the future subject to the approval by local governing authorities.

- C) Multi-decade collegial working relationship with New Jersey Transit and the South Jersey Transportation Authority; ACJA plays critical role in "Emergency Evacuation Plan"**

The ACJA has long enjoyed a cooperative and collegial relationship with both New Jersey Transit and the South Jersey Transportation Authority. The ACJA has partnered with New Jersey Transit to provide complimentary shuttle services to the Atlantic City Rail Terminal. The ACJA also operates a discounted shuttle service from the Atlantic City Airport, which the organization subsidizes at an annual loss of approximately \$30,000 as a service to the South Jersey Transportation Authority. By providing these services, the ACJA plays an essential role in connecting residents and visitors traveling to and from Atlantic City to other public transportation services outside of the City limits.

The ACJA is committed to the communities it serves and to acting as a good corporate citizen. The ACJA is a crucial component of Atlantic City's "Emergency Evacuation Plan," and it has the capacity to evacuate thousands of people from Atlantic City in the case of an emergency. For example, the ACJA was one of the first responders to help move senior citizens from Atlantic City to shelters during Hurricanes Sandy and Irene and has provided transportation services during other disasters such as fires. The ACJA would be pleased to provide emergency service to communities proposed to be served in this proposal.

Very few organizations in New Jersey have the flexibility and capacity to quickly and safely move as many passengers as the ACJA.

Endera has advised and guaranteed that the new vehicles could also be used as “mobile batteries” as directed by for emergency response leaders in the event of an emergency and the ACJA would be delighted to make such arrangements once the jitneys have been acquired.

D) Customers and Fares –

1. **Fares and Sales** - Standard fares for the Jitney are \$2.25 one way, however the ACJA offers subsidized fares to Senior Citizens and disabled individuals for 75¢. New Jersey Transit subsidizes the fare from 76¢ - \$1.90, with the remaining 35 cents absorbed by the ACJA members. In addition to the senior discount, a frequent rider discount is offered on tickets sold in packs of 10 at \$1.75 each. Stockton University students are also able to purchase tickets at \$1.75 per ticket. In both instances the ACJA members once again absorb the difference in cost for the benefit of the rider.

2. **Poor and Working Poor** –

a) **Unemployment rate** – One year after the pandemic, Atlantic County still has one of the highest unemployment rates in the nation at 10.0%. The unemployment rate in Atlantic City is even higher at 17.9%. The 2010 US Census registered a poverty rate of 37.7% in Atlantic City. As a tourism and hospitality destination Atlantic City was hit especially hard by the economic downturn caused by COVID-19. The other shore communities either already served by the ACJA or proposed to be served have also sustained significant an economic downturn as a result of COVID-19. The expansion of the ACJA services with zero emission vehicles can play an important part in the revitalization of the economies of those communities.

b) **Food Desert** - Much of Atlantic City is classified as a “food desert” as there is only one supermarket to serve the residents for the entire city. The USDA classifies an urban area as a food desert as “any low-income urban area over a mile away from the closest supermarket.” Many residents cannot afford the costs of a private vehicle and the ACJA provides essential transportation for them when shopping for food, going to medical appointments, and commuting to and from work.

3. **COVID protection and demand feature of the Endera software** - Endera's shuttle buses include a proprietary AI driven telematics system, Endera GO, that automates rider counts and reporting through computer vision technology. Endera's technology package includes an IP network camera that detects and logs rider counts as passengers enter the bus. This information is displayed in real time on Endera's rider app and fleet management portal, where riders and dispatchers can see the number of available seats and ETA of each bus along the route. Endera GO automates reporting compliance and saves operators hundreds of thousands of dollars in labor and administrative costs.

Endera GO also analyzes historical patterns of operations through machine learning and offers suggestions to optimize bus routes. By way of example, Endera GO suggests adding or subtracting buses to maintain optimal ridership and passenger wait times thereby lowering the overall cost of operations and improving rider experience. Endera GO provides uber like functionality to shuttle routes bringing bus transportation into the 21st century.

Every Endera vehicle delivered in 2022 will include Endera Sense, a thermal recognition camera and tablet installed in the doorway. Endera Sense automatically detects if a rider has an elevated temperature. Riders with normal temperatures are cleared to board with a green pass, while those with an elevated temperature receive a red pass thereby permitting ridership to be declined. Endera Sense provides efficient, compliant technology that assists with reducing the spread of COVID-19 in public transportation. In addition, Endera is tracking the development of "vaccine passport" regulations at the federal and state level and will continue to analyze its technology offerings in an effort to further combat COVID-19.

Each Endera bus provides an industry leading HEPA sanitization filter similar to those used on airplanes that sanitize the air and prevent airborne spread of COVID-19 and other diseases. Endera's vehicles offer industry leading technology providing an efficient and safe experience for the rider in the post pandemic world.

- E) **Climate Change and Environmental Justice Impact** - Upon receipt of the requested funding, the ACJA's goal is to convert its fleet from CNG to zero-emission electric vehicles over the next two years. The ACJA has previously taken significant steps in reducing its carbon footprint by powering its 28,000 square foot facilities with an on-site solar array, and converting its fleet to CNG from conventional fossil fuels a decade ago. Over the last decade the ACJA has operated one of the largest CNG stations in Atlantic County. As its current fleet approaches the end of its life cycle, converting to zero emission vehicles

would even further reduce the organization's carbon footprint. This shift will also reduce the amount of air pollution which will improve the air quality for residents resulting in significant health benefits. As communities with a high poverty rate, residents of Atlantic City, Asbury Park, and Wildwood are particularly vulnerable to the negative health impacts of pollution. Converting the ACJA's fleet to 100% electric powered vehicles would achieve an important environmental justice result for these residents.

Further, the ACJA is hopeful that an electric fleet will serve as a model for other public and private transportation entities to develop more sustainable and climate friendly practices.

F) Financial Barriers and Source of Funding-

1. **Cost** - The cost of 190 medium Electric Passenger Vehicles is \$219,985 each will total \$41,797,150 for the entire fleet. The costs for building a charging infrastructure at the ACJA's site as well as on the various routes in Atlantic City, at the Atlantic City International Airport, the Atlantic City Train Station and other served municipalities, is covered in the quoted cost. The vehicles will be designed to accept both AC and DC fast charging. Due to the catastrophic impact of COVID-19, the ACJA is unable to purchase these electric vehicles without government assistance. The current CNG fleet of vehicles is over ten years old and must be replaced. Without government funding, the ACJA may not be able to continue its current level of operations and services.
2. **Source of Funds** – Ten percent (10%) from ACJA franchise owner/driver; forty-five percent (45%) state funding and forty-five percent (45%) federal funding. Accordingly, we anticipate applying for \$19 Million in funding from this DOT FTA program.

G) Support from Federal, State and Local Officials – Representatives from ACJA and Endera have met with and obtained the support of the following officials:

1. **Federal** –Senator Robert Menendez, Senator Cory Booker, Congressmen Donald Norcross, and Jeff Van Drew. We are also reaching out to Congressmen Chris Smith, Frank Pallone, and Andy Kim regarding the ACJA interest in providing service to shore communities within their Congressional Districts. We are also setting up meetings with the new Transportation and Energy Secretaries as well as the White House to advance the case for funding the federal match for this exciting project.

2. **State** - Lt. Governor Sheila Oliver, Senate President Steve Sweeney, Deputy Speaker John Burzichelli as well as State Senators Chris Brown, Vin Gopal and Michael Testa as well as Assemblymen Antwan McClellan, Erick Simonsen, Vince Mazzeo, John Armato and Adam Taliaferro. This project also received the support of Matt Doherty the Executive Director of the CRDA.
3. **Local** - Atlantic County Executive Dennis Levinson; Atlantic City Mayor Marty Small; Avalon Business Administrator, Scott Whal; Cape May City Manager Jerome Inderwies Jr.; Executive Director Gary Hill of the Metropolitan Business and Citizens Association and Mohammed Z. Islam, President Bangladesh Association of South Jersey.
4. **Alignment with Federal Energy Priorities** - On Tuesday, March 2, 2021, Democrats on the House Energy and Commerce (E & C) Committee introduced a sweeping climate proposal-the Climate Leadership and Environmental Action for our Nation's (CLEAN) Future Act- an amended version of draft legislation released last year in the 116th Congress. The measure, which authorizes \$565 billion in spending over 10 years, sets two overachieving goals with respect to national greenhouse gas pollution: (1) achieving net-zero emissions nationwide by 2050 (a goal endorsed by President Joe Biden); and (2) a 50 percent reduction in nationwide greenhouse gas pollution from 2005 levels by 2030. We believe that our proposal aligns quite well with this legislation.

H) Endera Commitment to Manufacturing in New Jersey- Upon receiving the ACJA contract, Endera has committed to establishing a manufacturing facility at the Rowan University Innovation Center in Glassboro, New Jersey. Endera will train and hire New Jersey residents providing opportunities in financially distressed communities that have been disproportionately impacted by COVID-19 related unemployment. Endera will work with Rowan University, Rowan College, the Gloucester County Technical School, and the Gloucester County American Job Center to recruit, train, and hire employees. Creating a manufacturing plant in Southern New Jersey will align with the Murphy Administration's goal of building a resilient and clean economy. Further, Endera plans to work with Rowan University to create internships and career opportunities for engineering students who want to enter this industry. Endera also looks forward to working with the New Jersey Economic Development Authority on any applicable state financial incentives. This project has the potential to turn South Jersey, which has been economically challenged for years, into an innovation hub.

I) **New Jitneys Will Charge An On-Site Solar Array -**

The ACJA is also working with DCO Energy and Jingoli Construction to evaluate an additional benefit from this project, which is to expand its 3500 square foot solar array which currently powers its headquarters and maintenance facilities. The ACJA has another 3.5 acres available for the expansion of the solar array. We have been advised that the expansion of the existing system will allow the ACJA to not only provide much of the energy needed to powers the EV jitneys but also increase the solar production which the ACJA can then add to the energy grid. The ACJA plans to inquire to determine if this project will fit within incentive programs offered by the Board of Public Utilities and Atlantic City Electric.

J) **Endera Commitment to Responsible Battery Reuse and Sustainability** - The battery packs integrated into Endera electric vehicles have been designed for end of use disassembly, reuse, and/or recycling. Through its “charging-as-a-service” program, Endera plans to repurpose batteries contained in its vehicles into its energy storage and charging network. At the end of the batteries’ useful life in the vehicles, Endera’s “charging-as-a-service” model provides a second life application for the batteries in the form of energy storage and charging infrastructure.

In addition, Endera’s vehicles can be used as mobile battery storage. Each Endera vehicle comes equipped with a 110v and 240v outlet, allowing for two-way mobile power access in the event of an emergency or natural disaster.

K) **The SJTPO will be being the Leader in Zero Emission Vehicles-** If SJTPO is the government co-sponsor of this application it will be on the forefront of a technology which will be quickly embraced throughout the state as follows;

1. **New Jersey Transit** -When in New Jersey, Endera also met with representatives of New Jersey Transit. Their leadership indicated tremendous interest in evaluating how the Endera vehicles satisfy the needs of the ACJA when determining if such vehicles could be incorporated within the New Jersey Transit fleet.
2. **School Systems** - School systems are evaluating procuring zero emission vehicles. Since visiting New Jersey, Endera has begun the process of purchasing an EV school bus company in Ohio. This acquisition will allow Endera to provide similar high quality zero emission vehicles for school systems throughout the state.
3. **Counties and Municipalities** – Many counties and municipalities operate bus systems or use other vehicles which could be manufactured by Endera once this program is funded. Those counties and municipalities will have the advantage of the data which comes from the new ACJA fleet.

ACJA AND ENDERA FOLLOW UP WITH WHITE PAPER AND EXECUTIVE SUMMARY

The original ACJA and Endera response to the NJEDA RFI will be revised into a white paper entitled; "Funding A Zero Emission Fleet to Serve New Jersey Shore Communities, A Proposal from The Atlantic City Jitney Association". A version of this correspondence will become an executive summary of that white paper as an advocacy tool to solidify support to fund these very ambitious related projects. Both documents would highlight the critical role of the SJTPO in this process and also incorporate additional developments which we anticipate occurring and identify further support obtained as the project continues to progress.

CONCLUSION

For the reasons noted above, we respectfully submit that the requested funding formula for the ACJA/Endera project will align perfectly with the SJTPO commitment to expand transportation in south jersey using zero emission vehicles. The project as outlined will save over 200 ACJA jobs and create as many as 200 construction and 200 permanent green jobs in a sector which will define the Twenty-First Century. This project will demonstrate the commitment of the SJTPO to continue to assist individuals, businesses, in Atlantic and Cape May counties and throughout south jersey which were devastated by the COVID-19 economic downturn. New Jersey would be the home of the only American owned EV company currently building vehicles in this class.

This proposal will also align with President Joe Biden's commitment to replace fossil fuels. With the support of the SJTOP we are confident of the success of this application.

This innovative public-private partnership will help revive the shore economy, save jobs, create construction and permanent jobs, and support a zero-emissions transportation system and assist in the re-branding of New Jersey as a leader in the field of clean energy.

Respectfully,



Louis N. Magazzu

Counsel for the Atlantic City Jitney Association and Endera Corporation

LNM/hd

CC: Todd Harman, President, Endera Corporation

Melissa Lee, General Counsel, Endera Corporation

Manny Mathioudakis, President, Atlantic City Jitney Association

Anthony Morgano, Levine, Staller, General Counsel, Atlantic City Jitney Association

John Walsh, Chief Executive Officer, Endera Corporation

Gary Fromer, CEO, DCO Energy

Joseph R. Jingoli, Jr., CEO, Joseph Jingoli & Sons, Inc.

Jennifer Marandino, Executive Director, SJTPO

SOUTH JERSEY BUSINESS COALITION IN SUPPORT OF GCL

DRAFT

April x, 2021

South Jersey Business Community Coalition Letter of Support Sent to Elected Officials including Governor Murphy, SJ Legislative Delegation, County Commissioners, Municipal Officials, Members of the Press

RE: South Jersey Glassboro to Camden Light Rail Coalition of Support

Dear

As leaders of the region's businesses, organizations and associations, we wish to express our overwhelming support for the Glassboro Camden Line (GCL), a transportation infrastructure investment that will promote sustainable economic development and business growth in southern New Jersey.

We recognize that transportation infrastructure is the cornerstone to economic success across the region. The GCL will provide light rail passenger service connecting Glassboro to Camden, with stops in bustling downtowns along the way, will spur economic development and bring much needed jobs to our region as our economy recovers from the Coronavirus Pandemic.

The GCL would offer an alternative to automobile dependency by restoring passenger rail service to communities with limited public transit options and would give underserved communities increased affordable transit options. Its strategic location and use of primarily existing rail, takes advantage of an underutilized transportation corridor which minimizes necessary property acquisition.

Additionally, the planned station stop at the Walter Rand Transportation Center in Camden will provide increased accessibility for travelers and employees between established neighborhoods and job centers, by providing connections to Philadelphia, Trenton and other areas via the PATCO Speedline, the NJ Transit River Line, and other NJ Transit Bus Routes. This improved accessibility to south jersey will encourage economic development and increase property values in downtowns such as Gloucester City, Woodbury and Glassboro along the corridor.

The construction, operation, and maintenance of the GCL system would provide jobs and economic stimulus, such as those seen in the areas surrounding the NJ Transit River Line, as well as promote development consistent with the Smart Growth programs and policies currently in

place at the local, State, and regional levels to reduce sprawl by encouraging transit-oriented development.

As we've seen with the expansion of Rowan University in Glassboro and Rutgers University – Camden, the proposed GCL will provide a convenient transportation link to facilitate further collaboration and growth of research and education in the region, dubbed the “eds & meds corridor”, which has already proven to be a significant factor in the revitalization of Camden and the southern NJ region.

Creating a new public transit option for our region will also have an immediate environmental benefit by reducing the level of congestion on our increasingly overburdened roadways. This reduction in traffic will have a direct impact on the single greatest contributor of greenhouse gas emissions in New Jersey.

It is no surprise that the many regional organizations, on behalf of their members, see the benefits of the GCL and are providing their support for the new light rail line including:

- Southern New Jersey Development Council
- Chamber of Commerce of Southern New Jersey
- Gloucester County Chamber of Commerce
- Camden County Regional Chamber of Commerce

The GCL will reduce our carbon footprint, increase property values for homeowners, increase economic opportunities for businesses, and provide a convenient means of transportation for workers, students, and those who want easy access to the universities, hospitals, and cities.

It is for these reasons that we, the South Jersey Business Coalition, fully support the Glassboro to Camden Line and will continue to work and advocate on its behalf to successful completion of extended rail service in southern New Jersey.

Sincerely,

Southern New Jersey Development Council
CPI Companies
Coordinated Project Solutions
JGSCGroup
Hoffman's Exterminating
Land Dimensions Engineering

From: [Marlene Asselta](#)
To: dhunter@vinelandchamber.org; joe@camdencountychamber.com; crenna@chambersnj.com; [Jennifer Marandino](#); bseymour@dvrpc.org; [Kristi Howell](#); [Janet Garraty](#)
Cc: [Randi McDonnell](#); [Ben Gallinelli](#); [Jane Asselta](#); gdavila@callpm.com
Subject: Glassboro Camden Line
Date: Friday, April 9, 2021 3:20:40 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[GCL Business Coalition Support Letter \(002\) - Copy.docx](#)

Greetings. We are gathering support for the GCL from the business community and would like to call out the support of regional organizations in the body of the attached letter.

With your permission, we'd like to include your organization as a supporter of the GCL in the [draft] letter.

Our intention is to circulate the letter to our membership and to add businesses to the bottom of this letter. We hope you would consider doing the same.

If you would like to 'opt out'; please let me know. If you also decide to circulate among your members, we'd be happy to coordinate adding those supporters and including you in the public release to the press and elected officials.

Many thanks and have a great day. *Marlene*

Marlene Z Asselta, President
Southern New Jersey Development Council
900 Rt 168 Suite D-4
Turnersville, NJ 08012
www.snjdc.org
856-228-7500

 Please consider the environment before printing this email





South Jersey Transportation Planning Organization

Serving Atlantic, Cape May, Cumberland,
and Salem Counties since 1993.

Leonard Desiderio, *Chairman*

Benjamin H. Laury, *Vice Chairman*

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Jennifer Marandino, P.E.
Executive Director

John W. Riskey, *Secretary/Treasurer*

EXECUTIVE DIRECTOR'S REPORT – April 26, 2021

FFY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) Modifications

NJ TRANSIT has requested TIP Modifications for two Statewide Program Line Items: ***DBNUM T112 Rail Rolling Stock Procurement*** and ***DBNUM T135 Preventative Maintenance-Bus***. The Committee Action would approve a net change of \$0.00 million. Funding with T112 will increase by \$6.952 million. Funding within T135 will decrease in the amount of \$11.455 million with \$4.503 million being moved from Fund Type Section 5307 to Section 5337.

A third action is the corresponding *NJ TRANSIT* is required to take to add CMAQ/5310 funding in the amount of \$1.096 million for ***DBNUM T150 Section 5310 Program***. An action was initially taken by SJTPO to flex funds from SJTPO to *NJ TRANSIT* for the purchase of vehicles in Atlantic and Cape May Counties. This action by *NJ TRANSIT* is required to add the funds into the appropriate *NJ TRANSIT* Statewide Program Line Item.

All three of these actions (*modifications for NJ TRANSIT's DBNUM T112, T135, and T150*) were handled as Committee Actions and approved by SJTPO's Technical Advisory Committee at their April 12, 2021 meeting.

SJTPO approved an Administrative Modification related to the Atlantic County-led project of ***DBNUM S1706 CR 559 Alternate (Ocean Heights Avenue)***. Additional Highway Infrastructure funds, specifically Z005 Highway Infrastructure Funds, were available to the region. The \$326,000 that must be obligated by before the end of FFY 2021, September 30, 2021 has been programmed to Atlantic County project for a total programmed amount of \$1.897 million.

NJDOT has requested approval of an Administrative Action related to ***DBNUM X30A Restriping Program & Line Reflectivity Management System***. The Long-Life Pavement Markings Contract, South - 2020 has come in for authorization in the amount of \$9.025M, however there is a current balance of the program is \$2.676M. As such, an increase of \$6.349M is necessary. An Amendment associated with ***DBNUM 13323 Bridge Preventive Maintenance*** is forthcoming

All actions will be approved by SJTPO in eSTIP and are subject to approval from either *NJ TRANSIT* or *NJDOT* and subsequently FTA or FHWA, as appropriate.

AIR QUALITY TECHNICAL ASSISTANCE CONSULTANT SELECTION

The timeline for this technical study is very short, with the Request for Proposal released on Thursday, April 8, 2021. Proposals are due 14 working days later Wednesday, April 28th. This timeline will allow SJTPO to hire a consultant to do the regional emissions analysis for the upcoming FY 2022-2031 TIP and RTP 2050 Transportation Conformity to allow modeling in advance of the public outreach this summer of the TIP and consideration of adoption in the fall.

Consultant selection will be brought to the May TAC and Policy Board meetings.

SJTPO LOCAL LEAD PROJECT STATUS AND TIP/STIP PROJECT CHARTS

The FFY 2021 Local Lead Project Status Chart is attached along two additional project charts, which display the HSIP and CMAQ projects programmed in the SJTPO region. All three charts are updated as of 3/30/2021.

TECHNICAL STUDIES UPDATE

SJTPO currently has three (3) ongoing technical studies; Cumberland County Bicycle/Pedestrian Safety Action Plan, Local Safety Program Design Assistance, and Regional Trail Network – Feasibility Survey. The Multilingual Outreach Services technical study was recently completed. The attached memo, dated 4/19/2021, provides information regarding the status of all four technical studies.

SJTPO is actively seeking consultant support for the Regional Freight Plan Data Collection and Analysis technical study. Proposals were received on March 16th with consultant interviews scheduled for the week of April 19th. Consultant Selection is anticipated to be brought to the May TAC and Policy Board meetings.

FFY 2021 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	Submitted	Approved			Submitted	Approved
Atlantic City											
S1916	2021 STBGP-AC	Atlantic Avenue, Tennessee to Maine Avenues	CON	\$0.964				Estimated 6/1/21		Estimated 8/1/21	
CED submission estimated for March 2021; City has hired R&D as consultants to design corridor, anticipate CED in March 2021; Preliminary PS&E anticipated for June 2021; 3/23/21: Action to delete the project upcoming in April TAC meeting and funds will be reprogrammed to Cape May County's Ocean Drive (CR 619) project											
S1602?	TTF	Atlantic Avenue, Albany to Maine Avenues	DES	\$0.450	\$0.409						1/19/2021
On 7/23/20, DOT notified the city they can proceed with the advertisement of the RFP; 11/16/20 bid opening for RFP held in Atlantic City; DES is for the entire corridor, CON phases are S1916 for FY21 and S1913 (Albany to Tennessee) fro FY22											
X107	2020 TAP-AC	Caspian Pointe Pedestrian and Bicycle Connection	CON	\$0.558	\$0.935	3/28/2018	9/4/2019	11/27/2019	3/26/2020	4/8/2020	5/21/2020
CED submitted on 3/28/18; field visit by LA (V.Darji) on 5/8/18 for CED review; RFP released using City dollars; design (Ponzio); field visit by LA staff on 10/25/18, no CON activity for NJDEP bulkhead project; as of 1/22/19 CED still on hold until NJDEP project (seawall construction) gets underway; 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 for authorization deadline; NJDEP advertised bulkhead project on 2/14/19 (expected to take 4 to 5 months); bid opening 4/25, award in June, CON in July then City's project can advance; field visit by LA staff on 6/5/19 no CON activity for bulkhead project; pre-CON meeting for NJDEP held early July; Original CED scope hasn't changed. BEPR to move forward with review; CED approved on 9/4/19; Revised cost of project \$1.1 million, Local Aid sent request for additional funding to Julie Seaman, Local Aid provided additional materials requested by JS week of 11/4, additional funding request approved by Local Aid; Local Aid received Prelim. PS&E on 11/27/19 and is reviewing pkg and will provide comments back to City; ER required; Darji/Amin (3/10/20) City is advertising RFP for CEI services. A request for federal authorization can be submitted when City has negotiated a price for CEI; 4/8/20 Authorization request sent; Authorized on 5/21 for \$935,181.65. Requested more funding from FHWA for construction on 11/5/20.											
Atlantic County											
X107	2021 TAP-AC	Lighthouse District Streetscape Improvement Program <i>(Project Sponsor: Brigantine City)</i>	CON	\$1.000							
Received support of SJTPO Policy Board 5/22/17, NJDOT Notice of Award per 7/8/17 letter addressed to Mayor Philip J. Guenther; kick-off meeting held 8/17/17; City requested Design Assistance from NJDOT, GPI is design consultant; once design schedule is determined, submittal dates for CED and plans will be determined; Design Assistance meeting held on 6/5/19 with City/GPI; PE phase authorized; J.Seaman to send out agreement to City with GPI (design consultant); 6/15/20 Agreement received from LPA; Environmental document approved for DES, should be authorized soon based on status call 1/26/21; FD has been submitted as of status call on 2/23/21;											
X107	2021 TAP-AC	Cedar Creek/Egg Harbor Lake Pedestrian Connection <i>(Project Sponsor: Egg Harbor City)</i>	CON	\$0.723							
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; PE phase authorized on 5/29/19; FY 2021, CED still not submitted; Environmental document approved for DES, should be authorized soon based on status call 1/26/21; DES authorization anticipated for 4/23/21 as of status call 2/23/21; FD authorized 1/27/21											
X107	2023 TAP-FLEX	Borough of Folsom 13th Street Pedestrian Path <i>(Project Sponsor: Folsom Boro)</i>	CON	\$0.414							
Kick-off meeting held 8/9/19; design assistance kickoff mtg with LPAs to be held by J.Seaman; Darji/Amin; DES to occur in FY 2021											
X107	2023 TAP-AC	Linwood/Seaview Bike Path Extension <i>(Project Sponsor: Linwood City)</i>	CON	\$0.127							
Kick-off meeting held; design assistance may be needed; As of 12/11/20 status meeting with Atlantic County & DOT, design will be done in-house; Authorization anticipated for 5/29/21; 3/23/21: City is using its own consultants for DES. CED has not been submitted as of the meeting											
99358	2023 SRTS	Ventnor School Safety Improvement Program <i>(Project Sponsor: Ventnor City)</i>	CON	\$0.207							
Kick-off meeting held; Local Aid met with Ed Stinson, Local Aid needs to reach out again; DES authorized 7/24/20; As of 12/11/20 status meeting with Atlantic County & DOT, program dropped and no longer proceeding, waiting for official letter confirming before removal											
X065	2021 CMAQ	Purchase of Eight (8) Replacement Paratransit Passenger Buses	CON	\$0.616	FY 2021 Dollars						NJ Transit lead on vehicle purchase
S2003	TTF	English Creek Avenue - CR 603	CON	\$0.498	\$0.330	6/23/2020	6/23/2020	6/17/2020	9/11/2020		11/18/2020
New project funded with TTF Swap balances; Waiting for SBE goal. Rec'd final PS&E on 6/17/20. No EO 215 required as per BEPR email dated 6/23/20; Submission anticipated week of 8/31/20; Authorized for \$329,998.31 on 11/18/2020; 3/4/21: Commissioners application funds agreement 1/19/21;											
S2003	i-Bank	Atlantic County Route 629 Pedestrian and Traffic Signal Improvement	CON	\$9.600	\$9.720	1/17/2017	7/10/2020	3/3/2020	6/17/2020		12/3/2020
Originally programmed with CMAQ funds, but scope of project was too large so county is applying to i-Bank for funding; DES under federal funds; ER approved 7/10/20; As of 9/17/20, Atlantic County has not provided a final PS&E for acceptance and to close out of design phase; If the county cannot meet the scheduled award date of 9/30/20, it will result in deobligation of funding for the project; 8/24/20 contract modification to DOT extending the deadline for design to 12/31/20; Email dated 12/3/20 states that DOT agrees with the recommendation to award a CON contract to L. Feriozzi Concrete Company, Inc. in the amount of \$9,720,139.25; 3/4/21: DES complete											
S1706	2021 STBGP-AC	CR 559 Alternate (Ocean Heights Avenue), Harbor Ave to Salma Terrace	CON	\$1.571			8/25/2020		2/10/2021		
DEC sent to DOT 8/25/20; 11/30/20 DOT reviewing CED but need submission of preliminary PSE package, final PSE package, and federal authorization package; Proposed dates: Preliminary PS&E package 2/1/21, documentation for consult selection 3/1/21, final PS&E package 4/1/21, federal authorization package for CON and CE service 5/1/21; Environmental document received 10/30/20; Preliminary PS&E and preliminary construction plans were submitted 2/10/21; On 2/10/21 Atlantic County submitted additional documentation for CED; Preliminary documents submitted for CE service on 2/17/21; County submitted updated information on Pre-PS&E on 2/25/21; 3/23/21: Additional Highway funds will be programmed with action at April TAC meeting; Anticipated authorization July 2021											

FFY 2021 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	Submitted	Approved			Submitted	Approved
Cape May County											
99358	2023 SRTS	West Cape May Borough Elementary School Pedestrian Safety Improvements (Project Sponsor: West Cape May Boro)	CON	\$0.252							
Kick-off meeting held on 6/26/19; design assistance may be needed; J. Seaman to coordinate with Boro and staff augmentation for Boro's eligibility; Boro is in design process and consultant will prepare CED and PS&E via design assistance. As of 2/15/2020 design is 46% complete. Project will not be ready for authorization in FY2020; Anticipated authorization submittal August 2021											
X065	2022 CMAQ	Cape May County Route 621 Improvements	CON	\$1.245			5/26/2017	8/24/2017	Estimated 4/2022		
DES phase authorized 9/19/17; SJTPO Policy Board support 7/25/16; kick-off meeting held; CED approved under design phase 8/24/19; under design (GPI); project not effected by road diet plan proposal; ER required; design 99% complete; County met with City on 12/11/19 to go over road diet issues, which has been resolved, but construction of roadway likely not to advance until two years (Fall 2022); County wants this project and road diet project to move concurrently, FY 2021 authorization anticipated; Follow up to the public meeting held on 12/11/19 is scheduled for 3/28/2020; County now expects road diet project to begin in spring of 2023, PS&E would be submitted April 2022; Scheduled to go out to bid in fall of 2022. Synchronization will be a Federal project, road diet will be county and ATP funds; Borough awaiting public concurrence with the next concept, anticipated resolution by late spring. Synchronization will be submitted September 2022 for authorization;											
X065	2021 CMAQ	Procurement of 7 low emission, unleaded fuel, body on chassis mini-buses	CON	\$0.480	FY 2021 Dollars					NJ Transit lead on vehicle purchase	
S1710	2021 STBGP-AC	Ocean Drive (CR 619), 62nd Street to 80th Street	CON	\$1.676				2/8/2021	Estimated March 2021		
Anticipated authorization June 2021 as of federal status meeting 1/26/21; Plans are approximately 80% completed, CED approved 2/8/21, pre-PS&E is anticipated to be submitted end of March 2021; ER will be submitted by March 31 2021; Anticipated authorization submittal 7/30/21; 3/23/21: Additional funding will be transferred from Atlantic City's S1916 project at April TAC meeting											
X065	2021 CMAQ	Improving Air Quality and Reducing Traffic Congestion through Biking in Ocean City	CON	\$0.222			6/6/2016	7/19/2016	9/10/2020		
SJTPO Policy Board support 7/27/15; kickoff mtg 1/6/16; CED approved 7/19/16; 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; anticipate FY 2020 authorization; ER required; County to meet with City week of January 20th; Preliminary PS&E and ER anticipated to be submitted by County in April; City of Ocean City has not submitted final documents to County for submission to Local Aid. SJTPO staff has reached out to the city to explain that funding will likely be re-programmed due to slippage in submissions and project unlikely to be authorized FY 2020; Moved from 2020 to 2021; Anticipated authorization 12/31/20; Anticipated authorization changed to March 2021; Pre-PS&E approved by NJDOT on 11/27/20 with comments. Final PS&E anticipated to be submitted March 26th; ERs will be submitted with PS&Es by March 26th (per email from R. Church on 2/19/21)											
City of Vineland											
04314	2020 HSIP	Garden Road & Mill Road Traffic Signalization	ROW	\$0.247	\$0.247						5/8/2020
	2021 HSIP		CON	\$1.978		10/18/2019	1/6/2020	8/27/2019			
TRC 1/29/15; recommended by NJDOT TD&S for HSIP funding 5/29/15; Public Information Session 7/11/17; design CED approved 8/28/15; initial ROW negotiations began June 2018; ER approved 5/9/18 for ROW; re-kickoff meeting week of April 29th with design consultant (RVE), appraisals old, City had to re-negotiate with property owners; City provided updated cost for CON (updated from \$1.282 to \$1.978) and will provide ROW after negotiations are finalized; plans are 95% complete; project to be fully funded with HSIP money (AH sent email to TRC on 9/16/19 for information only); City met with ROW consultant on 10/3 and 10/17; E&S permit submitted; City submitted CON CED to Local Aid on 9/26/19; Local Aid submitted additional information from City that was needed for CED to BEPR on 11/13/19; as of 12/12/19 (email from D.Maille) ROW process moving along with few issues (non-responsive/non-cooperative property owners); City is awaiting for ROW funding to Local Aid immediately after the last owner is in agreement, as of 2/13/19 (LA mtg), City is still having issues with property owners and no response from Verizon; consultant is working on addressing Prelim. PS&E comments and changing pay items to reflect one funding source. City is requesting final resolution of utility relocation (with Verizon) issues before submitting Final PS&E; Authorization for ROW begin sent on 3/16/2020; City is negotiating ROW parcels. Appraisal reports received. Review ongoing, preparing and submitting authorization package by 4/20/20; ROW authorized 5/8/2020; City is in the process of closing on properties for ROW, on track for FY21											
X065	2021 CMAQ	Landis & Mill, Landis & Orchard Traffic Signal Upgrades	CON	\$0.548			5/7/2018	2/25/2019	8/18/2019		
Design with City funds (RVE) 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 widening associated with 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 2/25/19; project still under design; ER (for supplement of sidewalks) submitted on 4/29/19; City submitted Preliminary PS&E to Local Aid on 8/18/19, Local Aid provided comments back to City on 8/22/19; as of 2/13/20 (LA mtg) City is having issues with Verizon, City to submit Final PS&E to Local Aid after final resolution of utility relocation issues; ER needed; City to request funding be reprogrammed for 2021; Feb. 2021 PS&E anticipated submission; Meeting scheduled 3/3/21 for follow-up; 3/3/21: Final PS&E and ER on track to be submitted within this month. Awaiting NJDEP permits;											
S1407	2021 STBGP-B5K200K	Landis Avenue, Phase V, Mill Road to Orchard Road (CR 628)	CON	\$1.869				8/15/2017	5/30/2019	7/30/2019	9/11/2019
CED approved; April 2021 PS&E packet anticipated; Meeting scheduled 3/3/21 for follow-up; Environmental doc, Pre-PS&E, and authorization submittal dates from 2/23/21 status meeting											
Cumberland County											
X107	2023 TAP-L5K	Newport Streetscape Improvement Project (Project Sponsor: Downe Twp)	CON	\$0.990							
Kick-off meeting held, Cumberland County most likely to take lead on project, Township selected GPI for Design Assistant. Project Kick off on 5/12/20; Proposal only recently received, moved to FY21; Township/county inter-local agreement in process; Will be using design assistance											
X065	2021 CMAQ	Millville Broad Street Traffic Signal Upgrades (Project Sponsor: CON - City of Millville)	CON	\$0.825				4/24/2020	5/8/2020		
DES phase authorized 3/8/17; RVE for design; Initial PS&E Package received on 8/31/18. Review comments sent to LPA on 9/17/18, as of 1/4/19 (email from B. Prohovich), City of Millville will be sponsor of CON phase of project instead of 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; Additional Design funds authorized on 5/7/19 in the amount of \$19,404.70; CED and Preliminary PS&E need to be submitted, waiting on additional design plans to be completed and reviewed by NJDOT Traffic; 5/8/20 revised PS&E sent to NJDOT; NJDOT Traffic still reviewing and making comments; Waiting on revised PS&E Package from LPA PS&E comment response sent to traffic on 2/28/20. R&V informed the county that they are on track to make a submission of revisions by 3/30/20; CED Approved on 4/24/20; Traffic Submittal #5 submitted to Local Aid 7/16/20; City plans to authorize CON in FY21; Authorization planned for June 2021; 3/3/21: Final PS&E submittal planned with end of April 2021											
X107	2021 TAP-B5K200K	Maurice River Bikeway Trail - Phase V (Project Sponsor: City of Millville)	CON	\$0.517							
SJTPO Policy Board support 3/23/15; NJDOT worked with City on Eligibility; in-house DES; TWT selected as Design Assistance Consultant, NJDOT to serve as PM 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 sent signed agreement to LA; City met with TWT week of 10/7, anticipated CON auth. depends on progress of Design Assistance and delivery of plans (consultant anticipates 7 months for PE phase and 7 months for FD phase); FY 2021 CON authorization anticipated; design is ongoing, CED needs to be submitted; Design invoice #2 submitted for work through January 2020, Millville will hold a PIC once a preliminary design is finalized; Planned for FY21; PS&E anticipated submittal in July 2021; Push to FY22 instead of FY21; CED has been received 8/3/2020 for DES; 3/3/21: Virtual local briefing has been scheduled; 3/23/21: CED forwarded to Lauralee 1/22/21;											
S1403	2021 STBGP-B5K200K	Cumberland County Federal Road Program; FY 2021	ERC	\$2.100				8/17/2020	2/25/2021		
Funded for \$2.1M in 2021, \$2.2M in 2022, and \$2.2M in 2023; Anticipated authorization 6/18/21; CED submitted but waiting for USFWS to review and comment on CED											
04314	2021 HSIP	Cumberland County Pilot Roundabout (West Park Drive)	ROW	\$0.100				2/18/2021			
	2022 HSIP		CON	\$1.035							
Cumberland County has submitted CED and is working to submit consultant for ROW phase; 3/3/21: RFP is submitted for ROW consultant											
S2116	TTF	FY 2021 TTF Road Program	CON	\$2.547							
Added to TIP in January 2021 board meeting											

FFY 2021 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	Submitted	Approved			Submitted	Approved
Salem County											
S1909	2020 STBGP-L5K	South Greenwich Street/Telegraph Road (CR 540), Phase 1	DES	\$0.150	\$0.150	Estimated 3/15/2020					5/14/2020
	2022 STBGP-L5K		CON	\$1.500	FY 2021 Dollars						
County to submit CED to Local Aid on March 15th, Local Aid will then review and submit CED to BEPR, County anticipates to submit request for design authorization (project description, preliminary construction cost estimate, design funding estimate, RFP for survey and base mapping) by May 1st; Authorized DES 5/14/20; Based on emails (1/7/21) with J. McKelvie, project will not be ready for CON authorization in FY2021; County requested CON be moved to FY2022											
04314	2020 HSIP	Five Points Roundabout	FD	\$0.124	\$0.175	Estimated 2/2020	8/20/2020			9/17/2020	9/21/2020
	2021 HSIP		ROW	\$0.100			1/6/2020				
	2022 HSIP		CON	\$1.052	FY 2021 Dollars			Estimated 8/2022			
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 phase authorized on 12/12/18 for consultant costs of \$104,550.38 and state forces costs of \$63,821.56; NTP issued 3/26/19, kick-off meeting held on 5/1/19; Design progress meeting #1 held on 8/28/19; design progress meeting #2 held on 12/17/19, initial PIC to be scheduled. CED to be submitted; Virtual outreach to begin; PE phase is underway. Estimated date for submittal of CED: February 28, 2020 Estimated date for submittal of Preliminary PS&E: February 28, 2020; Estimated date for submittal of Final PS&E: October 2020; Estimated date for submittal of Authorization: December 2020; COVID-19 has delayed outreach; 7/23/20 Laurelee indicated 5 and 6 points must undergo Cultural Resource Investigation prior to CED being approved; PIC held 7/29/20; authorization submittal estimated 9/16/20; Preliminary PS&E submitted for preliminary engineering; Project and CED authorized with the name "Five Points Roundabout"; FD funding authorized for Urban Engineers 1/15/21; Initial PS&E (ROW) submittal estimated June 2021											
04314	2020 HSIP	Six Points Roundabout	FD	\$0.124	\$0.182	Estimated 2/2020	9/1/2020			9/17/2020	9/21/2020
	2021 HSIP		ROW	\$0.100	FY 2021 Dollars		1/6/2020				
	2023 HSIP		CON	\$1.100	FY 2022 Dollars			Estimated 8/2022			
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 phase authorized on 12/27/18 for consultant costs of \$109,852.00 and state forces costs of \$57,350.35; NTP issued 3/26/19, kick-off meeting held on 5/1/19; Design progress meeting held on 8/28/19; design progress meeting #2 held on 12/17/19, initial PIC to be scheduled. CED was submitted in October 2019; CED approved on 1/6/2020. 7/23/20 Laurelee indicated 5 and 6 points must undergo Cultural Resource Investigation; PIC held 7/29/20; Potential impact to swamp pink species have been identified by USFWS. Further consultation will be required during final design; authorization submittal estimated 9/16/20; Preliminary PS&E submitted for preliminary engineering; Authorized in the name "Six Points Roundabout"; FD funding authorized for Urban Engineers 1/15/21; Initial PS&E (ROW) submittal estimated June 2021											
99358	2021 SRTS	Sidewalk, crosswalk and signalization improvements at various locations (Project Sponsor: Woodstown Borough)	CON	\$0.237		1/14/2020	9/16/2020	6/30/2020		9/16/2020	
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); kick-off meeting held early July 2019; CED submitted in January 2020; Waiting on USFWS											
S1908	2021 STBGP-L5K	Telegraph Road (CR 540), Phase 2	DES	\$0.150							
	2023 STBGP-L5K		CON	\$1.500							
Salem County awaiting executed contract from DOT for incurent costs associated with DES as of 12/29/20, therefore CON authorization pushed to FY23; 3/11/21 Items submitted for Design funding submission											
New Jersey Department of Environmental Protection											
X065	2021 CMAQ	It Pay\$ to Plug in: New Jersey's Electric Vehicle Charging Grants Program	CON	\$0.399	FY 2021 Dollars						

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SJTPO HSIP PROJECTS

Emphasis Area	Project Name	SPONSOR	MUNICIPALITY	COUNTY	MPO	PHASE	FUND	Amount Type	2021	2022	2023	2024
Intersections	Cape May County Pilot Roundabout 1 (West Perry)	Cape May County	West Cape May Boro	Cape May	SJTPO	ROW	HSIP	Programmed		\$ 0.2250		
Intersections						CON	HSIP	Programmed			\$ 0.6750	
Intersections	Cumberland County Pilot Roundabout (West Park Drive)	Cumberland County	Bridgeton City	Cumberland	SJTPO	ROW	HSIP	Programmed	\$ 0.1000			
Intersections						CON	HSIP	Programmed		\$ 1.0350		
Intersections	Garden Road & Mill Road Traffic Signalization	City of Vineland	Vineland City	Cumberland	SJTPO	CON	HSIP	Programmed	\$ 1.9782			
Pedestrians and Bicyclists	FY 2023 Local Safety Design Assistance - Cumberland County Ped & Bike Action Plan*	Cumberland County	Various	Cumberland	SJTPO	PE	HSIP	Programmed			\$ 0.2500	
Pedestrians and Bicyclists						FD	HSIP	Programmed			\$ 0.2500	
Pedestrians and Bicyclists						CON	HSIP	Programmed				
Intersections	Salem County Roundabout (Six Points)	Salem County	Pittsgrove Twp	Salem	SJTPO	ROW	HSIP	Programmed	\$ 0.1000			
Intersections						CON	HSIP	Programmed			\$ 1.1000	
Intersections	Salem County Pilot Roundabout (Five Points)	Salem County	Pittsgrove Twp	Salem	SJTPO	ROW	HSIP	Programmed	\$ 0.1000			
Intersections						CON	HSIP	Programmed		\$ 1.0523		

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SJTPO HSIP Total Programmed \$ 2.278 \$ 2.312 \$ 2.025 \$ 0.250

*5 project locations will need Design Assistance from the Ped & Bike Safety Action plan (once it is complete)

SJTPO HSIP Line Item \$ 2.000 \$ 2.000 \$ 2.000 \$ 2.000

Green = within budget

Red = overbudget

SJTPO HSIP Balance \$ (0.278) \$ (0.312) \$ (0.025) \$ 1.750

SJTPO CMAQ PROJECTS

DBNUM	Project Name	SPONSOR	MUNCIPALITY	COUNTY	MPO	PHASE	FUND	Amount Type	Solicitation Year	2021	2022	2023	2024
X065	Ventnor Avenue Signal Synchronization Project	Ventnor	Ventnor	Atlantic	SJTPO	DES	CMAQ	Programmed	FY 2022-2024		\$ 0.2900		
						CON	CMAQ	Programmed	FY 2022-2024			\$ 1.3500	
X065	Somers Point Bike Path Enhancements	Somers Point	Somers Point	Atlantic	SJTPO	CON	CMAQ	Programmed	FY 2022-2024		\$ 0.1650		
X065	Pacific Avenue Traffic Signal Optimization	Atlantic City	Atlantic City	Atlantic	SJTPO	DES	CMAQ	Programmed	FY 2022-2024		\$ 0.2000		
						CON	CMAQ	Programmed	FY 2022-2024				\$ 1.2000
X065	Purchase of eight (8) Replacement Paratransit Passenger Buses	AC Transportation Unit	Various	Atlantic	SJTPO	CON	CMAQ	Programmed	FY 2018	\$ 0.6160			
X065	Roosevelt Blvd/34th St Advanced Traffic Signal Project	Cape May County	Ocean City	Cape May	SJTPO	CON	CMAQ	Programmed	FY 2018, FY 2021				\$ 0.5000
X065	Improving Air Quality and Reducing Traffic Congestion through Biking in Ocean City	Cape May County	Ocean City	Cape May	SJTPO	CON	CMAQ	Programmed	FY 2016	\$ 0.2220			
X065	Cape May County Route 621 (New Jersey Ave) Improvements	Cape May County	Various	Cape May	SJTPO	CON	CMAQ	Programmed	FY 2018		\$ 1.2450		
X065	Procurement of 7 low emission, unleaded fuel, body on chassis mini-buses	CMC Fare Free Transportation	Various	Cape May	SJTPO	CON	CMAQ	Programmed	FY 2018	\$ 0.480			
X065	Cumberland County Department of Workforce Development "To-Work" Transportation Vehicle Replacement	Cumberland County Department of Workforce Development	Various	Cumberland	SJTPO	N/A	CMAQ	Programmed	FY 2022-2024			\$ 0.3500	
X065	Vineland Alternative Fuel Vehicles Phase 1	City of Vineland	City of Vineland	Cumberland	SJTPO	N/A	CMAQ	Programmed	FY 2022-2024			\$ 0.2000	
X065	Vineland Alternative Fuel Vehicles Phase 2	City of Vineland	City of Vineland	Cumberland	SJTPO	N/A	CMAQ	Programmed	FY 2022-2025				\$ 0.2000
X065	Landis & Mill, Landis & Orchard Traffic Signal Upgrades	City of Vineland	City of Vineland	Cumberland	SJTPO	CON	CMAQ	Programmed	FY 2015	\$ 0.5475			
X065	Millville Broad Street Traffic Signal Upgrades	Millville	Millville	Cumberland	SJTPO	CON	CMAQ	Programmed	FY 2017	\$ 0.8250			
X065	It Pay\$ to Plug in: New Jersey's Electric Vehicle Charging Grants Program	NJDEP	Various	Various	SJTPO	CON	CMAQ	Programmed	FY 2018	\$ 0.3990			

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SJTPO CMAQ Total Programmed \$ 3.090 \$ 1.900 \$ 1.900 \$ 1.900

Supplemental STBGP B5K200K \$ 0.600

SJTPO CMAQ Line Item \$ 1.900 \$ 1.900 \$ 1.900 \$ 1.900

Green = within budget

Red = overbudget

SJTPO CMAQ Balance \$ (0.590) \$ - \$ - \$ -



Date: April 19, 2021
To: SJTPO Policy Board
From: SJTPO Staff
Re: Technical Studies Update

Cumberland County Bicycle/Pedestrian Safety Action Plan *ongoing*; 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 Incur Cost was issued by NJDOT in April 2018 with a kick-off meeting held on May 4th. To-date, network screening has been completed, public feedback received and summarized, and municipalities have selected their project locations for advancement. SJTPO has received resolutions of support from Vineland, Bridgeton, Millville, and Cumberland County. The toolbox of safety countermeasure strategies has been drafted and updated to reflect SJTPO comments. Crash report data has been collected and analyzed. Road Safety Audits have been performed at all locations. Crash diagrams have been created for all locations. Civic Eye has created a series of videos that educate the public about select safety countermeasures.

Project alternatives and recommendations as well as other information for the public were presented at a series of virtual public meetings in English on December 7th (Millville and Vineland) and December 8th (Bridgeton) and Spanish on December 10th (all locations). Notifications were mailed in English and Spanish to 9,500 residents within the corridors and information related to project content, the meetings, and feedback opportunities were promoted via social media, email, and through our partners for the general population. Public comment was open through January 11th with content available on the SJTPO website at www.sjtpo.org/CumberlandSAP. Despite this extensive outreach effort, public participation was minimal. The team conducted extensive research and ultimately began a relationship with LocalIQ, the marketing arm of the Daily Journal, which is a part of the USA Today network. Through this partnership, an extensive paid ad campaign was conducted through April 3rd, focused on social media and video, targeted to Vineland, Millville, and Bridgeton.

The project team will meet with the roadway owners (Bridgeton, Millville, Vineland, and Cumberland County) in the coming weeks to review safety data and public feedback to select preferred alternatives and solicit support from elected officials. With that, the Urban team will develop completed Local Safety Program project applications for HSIP funds. Data will be collected, if necessary. The team will compile the Safety Action Plan, which essentially documents the process, data analyses, toolkits, and conclusions.

SJTPO, Urban, and FHI met with the City of Vineland to discuss the City's needs pertaining to the Chestnut Avenue corridor. Chestnut Avenue was identified as a top corridor, but as the safety needs require extensive improvements, including a road diet, it was determined that the City would proceed



Date: April 19, 2021

Re: Technical Studies Update

separately, on a longer-term schedule, led internally, to gather the support needed for the improvements. This project will include providing the City with materials to help them through their efforts.

The complexity of the corridors has required more hours than were anticipated to assemble and process data, which was exacerbated by the necessary changes in outreach strategy in response to the COVID-19 pandemic to redirect to an all-virtual approach. As a result, Urban has requested additional funds to complete the remainder of the project. In addition, internal discussions among SJTPO staff regarding the resources to conduct Highway Safety Manual (HSM) analyses have led SJTPO to conclude that it is in SJTPO's best interests to push the HSM task to Urban rather than attempt to handle internally. As a result, an additional \$57,145.61 of Highway Safety Improvement Program (HSIP) dollars to fund the remaining work is requested. Urban provided an estimate of hours and costs to cover the remaining and additional work. SJTPO has brought the modification to the April TAC meeting and will be considered by the Policy Board at their April 26th meeting. The action would increase the budget from \$344,780.64 to \$401,926.25 and extend the deadline of the project from June 30, 2021 to June 30, 2022. This additional time will allow Urban to be under contract through submission to NJDOT and with adequate time to address NJDOT comments in March of 2022.

Local Safety Program Design Assistance *ongoing*; Jason Simmons

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 SJTPO's Local Safety Program, through the federal authorization process for construction with assistance in the preparation of plans, specifications, and cost estimates. The project is being funded through the federal Highway Safety Improvement Program (HSIP). The consultant team is led by Urban Engineers, with Adam Brown serving as Project Manager.

A Task Order Modification was fully executed, adding funding for the Final Design phase for both Five Points and Six Points. Additionally, an Amendment to the Subcontract Agreement between Urban Engineers and SJTA has been fully executed, resulting in a Notice to Proceed dated January 15, 2021 for the Final Design Phase.

Urban Engineers has provided Salem County with updated ROW Impacts Map for property owners impacted by the Six Points Roundabout. Urban has sent Utility Agreement Plans for each utility company within the project area and will further coordinate final utility relocation and ascertain any ROW impacts.

To facilitate the ROW authorization phase, Salem County is in the process of releasing an RFP for Full-Service Right-of-way consultant services. SJTPO staff has reviewed the RFP and provided feedback to the County. It is possible that ROW authorization will not occur in FFY 2021 as currently programmed. However, every effort is being made to keep on schedule.



Date: April 19, 2021

Re: Technical Studies Update

Multilingual Outreach Services *recently completed*; Alan Huff

Rutgers Public Outreach and Engagement Team (POET) in association with CQ Fluency (DBE)

This technical study was intended to assist SJTPO in addressing several needs in support of its recently adopted Limited English Proficiency (LEP) Plan and Title VI Implementation Plan, which were identified as requirements as a corrective action in SJTPO's 2019 Federal Certification Review. This project has concluded with all deliverables received by SJTPO. The effort included the development of a Public Outreach Strategy targeted at reaching the region's underserved populations as well as an evaluation of online translation tools. The project also assisted in identifying organizations that serve or represent communities of concern, which will help SJTPO to begin to establish connections with and better learn the needs within these communities. In addition, the effort included provision of translated content and interpreters for public meetings related to the RTP Update on December 9, 2020 and related to the Title VI Implementation Plan, Limited English Proficiency (LEP) Plan, and Public Involvement Plan (PIP) on March 20, 2021 as well as translation of all of SJTPO's Core documents into Spanish.

Regional Trail Network – Feasibility Survey *ongoing*; Alan Huff

WSP USA, Inc. in association with KMA Consulting Engineers, Inc. (DBE)

This technical study is intended to assist SJTPO in identifying and evaluating feasible routing for the Atlantic County Bikeway West. The effort will include a number of activities that will help SJTPO understand the existing conditions related to routing this particular bikeway as well as to understand the demand for, economic impact of such a bikeway in addition to assessing operations, maintenance, security, and developing cost estimates and a trail concept plan.

A Notice to Proceed was issued on January 20, 2021 with a kick-off meeting held on January 26th, a month behind the original schedule. As part of the kick-off meeting, Atlantic County requested that the contract be extended beyond the original June 30, 2021 end date to December 31, 2021, to allow time for a proper stakeholder and public outreach process. SJTPO has brought the modification to the April TAC meeting and will be considered by the Policy Board at their April 26th meeting to extend the deadline of the project from June 30, 2021 to December 31, 2021.

Initial stakeholders have been identified and data gathering, and analysis is underway. Steering Committee members have been solicited for a first Steering Committee meeting to be convened in late-April/early-May, depending upon availabilities.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2104-11: Supporting the SJTPO FY 2020 Transportation Alternatives (TA) Set-Aside Project List

PROPOSAL

At its April 12, 2021 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board approve the attached project list for FY 2020 Transportation Alternatives (TA) Set-Aside Program funding.

BACKGROUND

The Transportation Alternatives (TA) Set-Aside Program provides federal funds for "non-traditional" projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation's transportation system. The TA Set-Aside Program generally mirrors the former Transportation Enhancements (TE) Program, which has funded many pedestrian, bicycle, and other projects.

SJTPO is allocated \$0.353 M for TA projects in the four-county region, of which \$0.245 can only be spent in the Atlantic City Urbanized Area. In total, 13 project applications were submitted for a total request of \$11.122 M. The average project request was \$0.855 M, which was well more than TA Set-Aside Program funds available in the SJTPO region during this round of solicitation.

This action would approve one TA project totaling \$0.900 M, well in-excess-of the initial allocation.

2020 Transportation Alternative Set-Aside - Project Selection Recommendation

Urban Area	County	Municipality	Application Number	Project Title	Total Project Cost	Total Amount Requested	Recommended Amount
N/A	Cumberland	Millville City	00125	Millyard Riverfront Walk	\$1,445,038.50	\$1,445,038.50	\$900,000.00
Philadelphia, PA--NJ--DE--MD	Salem	Pennsville Township	00086	Project Safe Crossing	\$1,617,006.37	\$1,406,092.50	\$0.00
N/A - Almost AC, not entirely in area	Cape May	Woodbine Borough	00031	Bikeway & Trailhead Improvements	\$698,346.00	\$698,346.00	\$0.00
Atlantic City, NJ	Atlantic	Atlantic City	00006	Atlantic City Boardwalk Expansion	\$1,081,000.00	\$987,000.00	\$0.00
Atlantic City, NJ	Atlantic	Northfield City	00017	City of Northfield Bike/Pedestrian Path Upgrade	\$1,040,682.00	\$1,040,682.00	\$0.00
Atlantic City, NJ	Atlantic	Ventnor City	00033	Ventnor Avenue - North Beach Streetscape Project	\$1,145,187.25	\$995,815.00	\$0.00
Atlantic City, NJ	Atlantic	Somers Point City	00133	Bay Avenue Streetscape Project	\$884,000.00	\$884,000.00	\$0.00
N/A	Cumberland	Maurice River Township	00067	Maurice River Township Bikeway System Improvements	\$345,520.00	\$345,520.00	\$0.00
Atlantic City, NJ	Atlantic	Galloway Township	00091	Wrangleboro Road Shared-Use Path	\$1,364,946.75	\$1,364,946.75	\$0.00
N/A - Almost AC, not entirely in area	Atlantic	Absecon City	00137	Faunce Landing Road Shared Use Path	\$1,130,858.25	\$1,130,858.25	\$0.00
Philadelphia, PA--NJ--DE--MD	Atlantic	Folsom Borough	00111	Folsom Borough Bike Path Extension	\$191,526.75	\$191,526.75	\$0.00
Atlantic City, NJ	Atlantic	Egg Harbor City	00139	Egg Harbor City Wide Bike Path	\$370,120.00	\$332,120.00	\$0.00
Atlantic City, NJ	Atlantic	Hamilton Township	00135	Mays Landing Train Station	\$299,930.00	\$299,930.00	\$0.00
					\$11,614,161.87	\$11,121,875.75	\$900,000.00

Percent of Requests Funded: 8.09%

2020 Transportation Alternatives Set-Aside Program Selection Committee Protocol

Objectives of the TA Set-Aside Program:

TA Set-Aside funds are to be used only for projects with a direct transportation relationship that improve quality-of-life while reaching the greatest number of people. TA Set-Aside projects must relate to surface transportation. Surface transportation includes transport both by land and water. Transport by water encompasses features such as canals, docks, and piers connecting to ferry operations. TA Set-Aside activities are a means of more creatively and sensitively integrating transportation facilities into their surrounding communities. What distinguishes TA Set-Aside activities from other worthwhile quality-of-life and environmental activities is their potential to create a transportation experience beyond normal expectations. At the same time, they may protect the environment and provide a more aesthetic, pleasant and improved interface between the transportation system for the communities and people adjacent to transportation facilities.

For this solicitation, eligible TA Set-Aside projects must fall into one the following seven categories:

1. Design and construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation
2. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, and other non-motorized transportation users
3. Construction of scenic turnouts, overlooks, and viewing areas
4. Historic preservation and rehabilitation of historic transportation facilities both land and water such as building structures and canals
5. Community improvement activities, specifically: streetscaping and corridor landscaping
6. Environmental mitigation to address stormwater management, control, water pollution prevention or abatement related to highway construction or due to highway runoff, vegetation management and invasive species prevention
7. Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats

Funding:

NJDOT's (TA-FLEX) share of \$1.081 mil will be allocated to the MPO's: NJTPA 70%, DVRPC 20%, SJTPO 10%

Funds will be allocated to the Metropolitan Planning Organizations per the following:

- NJTPA - \$6.116 mil + \$0.757 mil (70% of \$1.081 mil) = **\$6.873 mil**
- DVRPC - \$1.427 mil + \$0.216 mil (20% of \$1.081 mil) = **\$1.643 mil**
- SJTPO - \$0.245 mil + \$0.108 mil (10% of \$1.081 mil) = **\$0.353 mil**

MPO	Phase	Fund	FY 2020
DVRPC	ERC	TA-PHILA	\$1.135
DVRPC	ERC	TA-TRENTON	\$0.292
NJTPA	ERC	TA-ALLEN	\$0.032
NJTPA	ERC	TA-NY/NWK	\$6.073
NJTPA	ERC	TA-PGH/NWB	\$0.011
SJTPO	ERC	TA-AC	\$0.245
Statewide	ERC	TA-B5K200K	\$0.396
Statewide	ERC	TA-FLEX	\$1.081
Statewide	ERC	TA-L5K	\$0.484

2020 Transportation Alternatives Set-Aside Program Selection Committee Protocol

General Selection Committee Guidelines:

Selection Committee meetings will be held separately with each MPO.

Selection Committee Members will include representatives from: NJDOT Local Aid, NJDOT Environmental Resources, NJTPA, DVRPC, SJTPO, and FHWA (non-voting member).

Committee members should be familiar with the program's guidance material and rating criteria prior to attending the meeting.

Applications should have a requested funding amount of at least \$150,000 and a soft cap of \$1 million. Exceptions may be made at the discretion of the Selection Committee.

Each MPO and NJDOT will rate the projects using the same rating criteria, guidelines and rating sheet.

Raw scores will be used during the selection.

Applications received will undergo a screening to determine if they meet the Program Requirements for the Tier 1 Rating. Raters include Local Aid Districts. The shortlist of projects eligible from Tier 1 will be rated under the Tier 2 ratings and scores from Environmental, Local Aid and the MPO's will be added together to determine the final rating. The final score for the application will be entered into a list and ranked in order from highest to lowest. This list will serve as a basis for the selection process. Urban code funding for each MPO will be tracked to ensure funds are distributed based on urbanized area designations.

Selection Committee Protocol:

Selection Committee Purpose: To select a list of projects and identify the funding amounts for each project on the list for the TA Set-Aside program; to provide program level quality control; to ensure projects considered are consistent with program criteria; discuss eligibility concerns; to review ratings and comments justifying scores, to identify outliers; and to ensure consistency and equity throughout the project selection process.

Representatives attending the selection meeting should be prepared to discuss the recommended selection amount by reviewing the project cost estimates provided in the application.

Projects will be selected in rank based order. The highest rated project per applicant will be considered (one grant per applicant). Urban code funding for each MPO will be tracked to ensure funds are distributed based on Urbanized Area designations.

Projects will be funded to the nearest \$1000 dollar allotment.

Construction Engineering and Inspection costs are eligible and will be considered if requested.

In the event of a tie, the effective Taxing Capacity will be considered.

Priority Rating for 2020 Transportation Alternatives Set-Aside Program

APPLICATION ASSESSMENT

PROGRAM REQUIREMENTS

1. **Resolutions of Support** (Yes = Proceed, No = Disqualified)
2. **Public ROW/Letters or Resolutions of Support** (Yes = Proceed, No = Disqualified)
3. **Maintenance Commitment** (Yes = Proceed, No = Disqualified)
4. **Responsible Charge** (Yes = Proceed, No = Disqualified)
5. **Surface Transportation** (Yes = Proceed, No = Disqualified)

SECTION 1 (Rated by MPO - 10 Points):

1. **Mode of Transportation (0-2 pts)**
The project promotes the use of non-automobile modes through new facilities or improvements to existing networks?
2. **Regional/ Community Benefits (0-3 pts)**
To what degree does the project improve community quality of life, promote local economic development, and provide access to community assets (schools, employment sites, recreation, and shopping)?
3. **Safety and Public Health (0-2 pts)**
Does the project address a safety need, increase active transportation opportunities, and provide other public health benefits?
4. **Element of a Larger Plan (0-3 pts)**
Is this project part of a state, regional or municipal transportation, land use or economic development plan?

SECTION 2: (Rated by Local Aid District - 10 points)

1. **Designated Area (0-1 pt)**
Is the project located in one or more of the following designated areas: Complete Streets, Transit Villages, Targeted Urban Municipalities (TUMS) and/or Opportunity Zones?
2. **Intent of the TA Set-Aside Categories (0-3 pts)**
If three or more of the seven eligible categories are covered in the project assign 3 points. If two categories are covered in the project assign 2 points. If one category is covered in the project assign 1 point. If there are no categories that fit the scope assign 0 points
3. **Readiness to Build or Install (0-2 pts)**
1 point: No ROW or utility relocations needed.
0 points: Either ROW or utility relocations needed.
4. **SOW/Benefits/Cost Estimate (0-1 pt)**
How well does the scope and cost estimate associated with the proposed improvement meet the defined problem?
5. **Public Support (0-2 pts)**
If support letters from all three (community-based groups, businesses, and residents) were received, assign 2 points. If support letters from only community-based groups or businesses were received, assign 1 point. If no support letters were received, assign 0 points
6. **Authorization Performance (0-1 pt)**
Have the projects been authorized by the applicant within the allotted timeframe on any previous Transportation Enhancements, Transportation Alternatives, or SRTS grants?

SECTION 3: (Rated by NJDOT BEPR - 5 points)

1. Value as an Environmental Mitigation/Enhancement (0-3 pts)

Will the project enhance an environmentally sensitive parcel (for example, benches/trails within a park), preserve/rehabilitate an historic property (listed in or eligible for listing in the National and/or NJ Registers of Historic Places, involve vegetation management prevention of invasive species, erosion control, etc.), stormwater mitigation (pollution prevention and abatement) or wildlife management (reduction of mortality, habitat connectivity, etc.)?

2. Environmental Readiness – Right of Way (0-1 pt)

Will there be any ROW taking/easements from environmentally sensitive parcels?

3. Environmental Readiness -Project Schedule (0-1 pt)

Does the project schedule provide adequately for NEPA compliance, and permits/approvals from NJDEP or other regulatory agencies (including Pinelands, Meadowlands, or Highlands)?

EQUITY CONSIDERATION: (Rated by MPO - 3 points)

1. Consideration will be given to applications that provide additional benefits to a community or communities identified in the following categories: Low-Income, Minority, Less Than High School Education, Linguistically Isolated, Under Age 18, Under Age 5, Over Age 64, Population with Disability. Census tract data for these categories will be used to determine if a project meets the equity criteria.

TIE BREAKER (if needed):

1. Supplemental Funds (0-4 pts)

Supplemental Funds available are: $\geq 50\%$ of Total Project Cost = 4; $\geq 25\%$ of Total Project Cost = 2; $\leq 24\%$ of Total Project Cost = 1; If no supplemental funds, then 0

2. Effective Taxing Capacity

In the event the tiebreaker still results in a tie, the Effective Local Taxing Capacity will be used to break the tie.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2104-11: Supporting the SJTPO FY 2020 Transportation Alternatives (TA) Set-Aside Project List

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

WHEREAS, the Transportation Alternatives (TA) Set-Aside is a federally funded reimbursement program established in 1991 and continued as an eligible program under the Fixing America's Surface Transportation (FAST) Act; and

WHEREAS, this program is being administered by the New Jersey Department of Transportation (NJDOT), in partnership with the North Jersey Transportation Planning Authority (NJTPA), the Delaware Valley Regional Planning Commission (DVRPC), and the South Jersey Transportation Planning Organization (SJTPO); and

WHEREAS, a committee consisting of NJDOT, SJTPO, DVRPC, and NJTPA was charged with applying the selection criteria of the program and preparing the recommended list of projects for approval by the Commissioner of Transportation and the Boards of the three MPOs; and

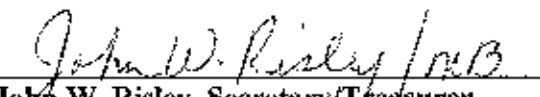
WHEREAS, one project in the SJTPO region is recommended for FY 2020 Transportation Alternatives Set-Aside Program funding in the total amount of \$900,000; and

WHEREAS, the SJTPO Technical Advisory Committee supports the recommendation to approve the attached project list for the Transportation Alternatives Set-Aside Program;

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the recommended TA Set-Aside project for FY 2020 funding.

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of April 26, 2021.


John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2104-12: Amending the FY 2021 Unified Planning Work Program (UPWP) to Add Task 21/402 Air Quality Technical Assistance to the Technical Program

PROPOSAL

At its April 12, 2021 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board approve an Amendment to the FY 2021 UPWP to add a new task, Task 21/402 Air Quality Technical Assistance, as a two-year study within the Technical Program and reallocate budget from the Central Staff Program activities.

BACKGROUND

Metropolitan Planning Organizations are required to make a Transportation Conformity determination with the approval of each Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). As part of that analysis, a regional emissions analysis must be completed. SJTPO completed a regional emissions analysis through a consultant-led effort associated with SJTPO's RTP 2050, completed December 2019. Staff anticipated being able to rely on the regional emissions analysis, which is typically good for four years.

As part of every transportation conformity determination, SJTPO solicits "regionally significant, non-federally funded projects" from the authorities within our region. As part of the solicitation of our non-MPO-Funded Transportation Planning Activities for the SJTPO's FY 2022 UPWP, SJTPO became aware of a large widening project on the NJ Turnpike for Exits 1-4. The project is *regionally significant and non-exempt*, and thus must be modeled. While staff can code the project into our travel demand model, SJTPO cannot run an emissions analysis in-house and must seek consultant assistance.

SJTPO released a Request for Proposal for Air Quality Technical Assistance on Thursday, April 8, 2021, with proposals due Wednesday, April 28th. However, as the FY 2021 UPWP (adopted March 23, 2020) only contemplated one consultant-led technical study (SJTPO Regional Freight Plan Data Collection and Analysis), a new task must be added to the Technical Program along with reallocation of funds from SJTPO's Central Staff Program Activities. Budget is available from Line Item 51770 Office Equipment, which was to be utilized for the purchase of specialized cameras and data processing of associated traffic count devices. A total of \$12,000 will be reallocated to the Technical Program with \$32,800 remaining available for the purchase and data processing. As the purchase of traffic count devices is scalable, SJTPO staff can easily accommodate the reduction in available funds. The FY 2021 Total Programmed FHWA Resources \$1,862,456 will not be impacted by the reallocation.

SJTPO will send a formal request letter for the UPWP amendment to NJDOT and subsequently FHWA for approval. A Modification to the existing Task Order (No. PL-SJ-21-01) Agreement between NJDOT and SJTA for FY 2021 UPWP work program activities is needed to accommodate this Amendment. As the source of funding for this project is provided through a federal grant from the FHWA, the award of this project is subject to the availability of funds and pending authorization from NJDOT and FHWA.

21/402: Air Quality Technical Assistance (2-year)

This task will entail consultant support in performing a new regional emissions analysis required for the conformity determination of the FY 2022-2025 TIP and RTP 2050. This consultant-led effort will focus on the running of the latest MOVES emissions model and reporting of results, as well as the development of appropriate input data. A new regional emissions analysis is required as a result of a new regionally significant project added after approval of SJTPO's RTP 2050.

Funding: \$12,000 (FHWA-PL)

Project Manager: David Heller

Table 2a
Funding Overview for FY 2021 UPWP

last revised 4/12/2021

				Budget
21/ 100	Central Staff Work Program			
21/ 101	Central Staff Salaries/Labor			\$ 1,136,000
21/ 102	Operating/Direct Expenses	<i>previously</i>	\$ 242,156	\$ 230,156
<i>Subtotal Central Staff Work Program</i>				\$ 1,366,156
21/ 200	Financial Administration			
21/ 201	Financial & Administrative Services			\$ 71,500
<i>Subtotal Financial Administration</i>				\$ 71,500
21/ 300	Subregional Planning Work Programs			
21/ 301	Atlantic County			\$ 142,000
21/ 302	Cape May County			\$ 43,000
21/ 303	Cumberland County			\$ 95,500
21/ 304	Salem County			\$ 43,000
<i>Subtotal Subregional Planning Work Programs (80% Federal + 20% Local Match)</i>				\$ 323,500
21/ 400	Technical Program			
21/ 401	SJTPO Regional Freight Data Collection/Plan Development		FHWA PL	\$ 154,000
21/ 402	Air Quality Technical Assistance			\$ 12,000
<i>Subtotal Technical Program</i>				\$ 166,000
FY 2021 Total Program (including Local Match)				\$ 1,927,156
20% Local Match				\$ 64,700.00
FY 2021 Total Programmed FHWA Resources				\$ 1,862,456

Table 2b
Funding Overview for FY 2020 UPWP Continuing Work

last revised 3/31/2021

				Total Initial	Additional	Expended to	Remaining
				Budget	Budget	Date	Budget
20/ 400	NJDOT Continuing Task Orders						
20/ 402	Program Support Data Collection (2-year)		FHWA PL	\$ 39,160	\$ -	\$ 36,039	\$ 3,121
20/ 403	Regional Trail Network - Feasibility Survey (2-year)			\$ 55,555	\$ 31,952	\$ -	\$ 87,507
20/ 404	Local Safety Program Design Assistance			\$ -	\$ -	\$ -	\$ -
20/ 405	City of Salem Walnut Street Corridor Intersection Safety Improvements - Concept Development (2-year)		FHWA HSIP	\$ -	\$ -	\$ -	\$ -
FY 2020 NJDOT Continuing Task Orders Total				\$ 94,715	\$ 31,952	\$ 36,039	\$ 90,628
Grand Total							\$ 1,953,084

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2104-12: Amending the FY 2021 Unified Planning Work Program (UPWP) to Add Task 21/402 Air Quality Technical Assistance to the Technical Program

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

WHEREAS, on March 23, 2020, the SJTPO Policy Board approved the SJTPO FY 2021 UPWP, which included Task 21/401 SJTPO Regional Freight Plan Data Collection and Analysis, as the only consultant-led technical study with the Technical Program; and

WHEREAS, SJTPO needs to conduct a new regional emissions analysis for the New Jersey Turnpike Widening Project for Exits 1-4, which was not included in the regional emissions analysis conducted as part of SJTPO's RTP 2050 completed in December 2019; and

WHEREAS, while SJTPO staff can code the project into our travel demand model, SJTPO cannot run an emissions analysis in-house and must seek consultant assistance; and

WHEREAS, SJTPO released a Request for Proposal for Air Quality Technical Assistance on April 8, 2021 seeking consultant support to do the regional emissions analysis for the upcoming FY 2022-2031 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP 2050) Transportation Conformity; and

WHEREAS, SJTPO seeks to amend the FY 2021 UPWP to add the new Task 21/402 Air Quality Technical Assistance as a two-year study within the Technical Program; and

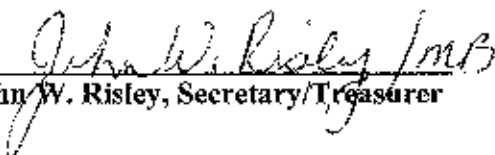
WHEREAS, the reallocation of funds from SJTPO's Central Staff Program Activities, specifically Line Item 51770 Office Equipment, is necessary to fund the new consultant-led technical study; a total of \$12,000 will be reallocated to the Technical Program with \$32,800 remaining available within Office Equipment for the purchase of specialized cameras and data processing of associated traffic count devices; and

NOW, THEREFORE BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves an amendment to the SJTPO FY 2021 UPWP to add the new Task 21/402 Air Quality Technical Assistance as a two-year study within the Technical Program and reallocate budget from the Central Staff Program activities.

BE IT FURTHER RESOLVED, that the Policy Board requests that the South Jersey Transportation Authority execute the appropriate contractual arrangements with the consultant on behalf of the SJTPO, pending the availability of funds and pending authorization from NJDOT and FHWA.

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of April 26, 2021.


John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2104-13: Approving a Contract Modification for a No-Cost Time Extension to the Regional Trail Network – Feasibility Study Technical Study

PROPOSAL

At its April 12, 2021 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board approve a Contract Modification for a No-Cost Time Extension related to the Subcontract Agreement associated with the Regional Trail Network – Feasibility Survey technical study. The contract modification would extend the end date of the contract from June 30, 2021 to December 31, 2021.

BACKGROUND

On November 23, 2020, the Policy Board approved the selection of WSP USA. for the Regional Trail Network – Feasibility Survey technical study with a maximum fee of \$87,445.11. The Notice to Proceed was effective on January 20, 2021 with the kick-off meeting held on January 26, 2021.

The original contract for this technical study had a June 30, 2021 end date. During the kick-off meeting, Atlantic County raised a concern that the timeframe was too short to permit adequate stakeholder and public outreach, which was essential given the importance and history of the project. Both WSP and SJTPO supported the request for additional time.

Staff is recommending a No-Cost Time Extension through December 31, 2021. The total contract cost of \$87,445.11 will not be affected by this contract modification.

SJTPO will send a formal request to NJDOT for the No-Cost Time Extension associated with SJTPO's Task Order No. PL-SJ-21-01.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2104-13: Approving a Contract Modification for a No-Cost Time Extension to the Regional Trail Network – Feasibility Study Technical Study

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

WHEREAS, the Fiscal Year 2020 SJTPO Unified Planning Work Program includes Federal Highway Administration Highway Planning (PL) funds for this project; and

WHEREAS, at their November 23, 2020 meeting, the Policy Board approved WSP USA as the consultant for the technical study with a maximum fee of \$87,445.11; and

WHEREAS, a Subcontract Agreement between WSP USA and the South Jersey Transportation Authority was fully executed on January 20, 2021 with an original contract end date of June 30, 2021; and

WHEREAS, Atlantic County requested that additional time be added to the contract to allow for more thorough stakeholder and public outreach, supported by both WSP and SJTPO; and

WHEREAS, a No Cost Time Extension is needed to extend the existing Subcontract Agreement end date from June 30, 2021 to December 31, 2021 to allow additional time to conduct the requested additional stakeholder and public outreach; and

WHEREAS, the total contract cost of \$87,445.11 will not be affected by this contract modification; and

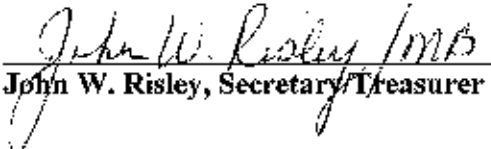
WHEREAS, the contract modification to extend the contract end date will not negatively impact the initial needs and objectives of the technical study; and

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the No-Cost Time Extension for the Regional Trail Network – Feasibility Study technical study through December 31, 2021; and

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

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of April 26, 2021.


John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2104-14: Approving a Contract Modification for Additional Highway Safety Improvement Program Funds and Extending the Contract End Date for the Cumberland County Bicycle/Pedestrian Safety Action Plan Technical Study

PROPOSAL

At its April 12, 2021 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board approve a fifth Contract Modification related to the Subcontract Agreement associated with the Cumberland County Bicycle/Pedestrian Safety Action Plan technical study. The contract modification would add Highway Safety Improvement Program (HSIP) funds associated with additional tasks and extend the end date of contract from June 30, 2021 to June 30, 2022, to complete those tasks.

BACKGROUND

On November 27, 2017, the Policy Board approved the selection of Urban Engineers, Inc. for the Cumberland County Bicycle/Pedestrian Safety Action Plan technical study with a maximum fee of \$344,780.64. On April 20, 2018, NJDOT issued a Notice to Incur Cost, which was necessary, as the project is funded through the State-administered federal HSIP. On April 25, 2018, a Subcontract Agreement was fully executed between Urban Engineers, Inc., and the South Jersey Transportation Authority, authorizing work to commence on the technical study.

The original contract for this technical study had a June 30, 2019 end date. This contract was first extended to January 31, 2020 at the March 25, 2019 Policy Board meeting due to NJDOT delays in issuing the initial Notice to Incur Cost. The second extension, to June 30, 2020, was approved at the November 25, 2019 Policy Board meeting due to delays in securing local resolutions of support, as well as, delays in gaining access to NJTR-1 crash records data. The third extension, to December 31, 2020, was approved at the May 26, 2020 Policy Board meeting to allow additional time for the public outreach phase of work being put on hold due to the COVID-19 pandemic. The fourth extensions, to June 30, 2021, was approved at the November 23, 2020 Policy Board meeting to allow additional time for public outreach due to the COVID-19 pandemic, after it was initially put on hold.

Costs have exceeded original budget estimates due to three separate items. The first item resulting in the need for additional funds, was that the scope changed for the first round of public outreach, based on guidance from the Steering Committee. The thought was that traditional meetings would not generate public involvement, so pop-up events at multiple locations were conducted. Second, the crash mapping, associated with the crash diagram development was a larger effort that originally envisioned, as the original scope anticipated a mix of corridors and intersections, while the locations selected were all corridors, totaling over 7 miles in length. The change necessitated the review and mapping of more than 1,000 police reports. Finally, the second round of outreach, originally scheduled to begin in April of 2020, was delayed and ultimately redesigned due to COVID-19 and necessary social distancing requirements. An all-virtual approach was ultimately adopted, which required a great deal of additional staff work. In addition, due to the lack of internet in the project areas, additional efforts were made to notify residents of the projects and the provide ample opportunities to provide feedback. These efforts included mailing nearly 10,000 bilingual mailers to nearby households as well as contracting with LocalIQ, the marketing arm of the Daily Journal to purchase targeted social media ad campaigns via Facebook and YouTube.

In addition, when this project was originally scoped by SJTPO, in 2017, SJTPO included two staff with extensive and up-to-date experience conducting Highway Safety Manual (HSM) analysis. Both of those

staff have moved on, leaving SJTPO with minimal in-house HSM expertise. The project locations are all corridors, which requires a more complicated process to conduct HSM analyses. Urban Engineers has indicated that they have experience and can conduct the HSM analyses. Additional time is necessary to allow Urban to remain under contract through the December 2021 deadline to complete and submit the associated Local Safety Program applications and to remain under contract until NJDOT provides comments in March 2022 and requires updated materials back in June 2022.

Staff is recommending a No-Cost Time Extension through June 30, 2022. These changes require \$57,145.61 in additional funds, from the original budget of \$344,780.64 for a total revised budget of \$401,926.25.

SJTPO will send a formal request to NJDOT for an increase in scope, additional Highway Safety Improvement Program Funds, and associated Time Extension related to SJTPO's Task Order No. PL-SJ-18-02.



March 30, 2021

Mr. Alan Huff
 Program Manager
 South Jersey Transportation Planning Organization
 782 South Brewster Road, Unit B6
 Vineland, NJ 08361

RE: Cumberland County Bicycle & Pedestrian Safety Action Plan
 Cumberland County, New Jersey
 Contract Modification

Dear Mr. Huff:

Enclosed please find our proposed contract modification for the above-named project. The table below summarizes the original totals, internal adjustments, the proposed modification, and the new revised total.

Company	Original Totals	Revisions		
		Internal Adjustments*	Proposed Modification	New Revised Total
Urban Engineers	\$177,746.31	\$10,423.04	\$57,145.61	\$256,380.96
Direct Expenses	\$3,066.00	\$8,000.00		\$11,066.00
Fitzgerald & Halliday, Inc.	\$84,256.31	\$0.00		\$84,256.31
Direct Expenses	\$3,250.00	\$0.00		\$3,250.00
Civic Eye Collaborative, LLC	\$45,175.83	\$2,500.00		\$47,675.83
Direct Expenses	\$0.00	\$0.00		\$0.00
NV5, Inc.	\$12,476.19	-\$7,139.55		\$5,336.64
Direct Expenses	\$18,810.00	-\$13,783.49		\$5,026.51
Totals	\$344,780.64	\$0.00	\$57,145.61	\$401,926.25

* Internal Adjustments, reflects changes approved by SJTPO prior to proposed Modification.

The attached scope modification summary details, by task, the changes in scope and/or effort along with the changes in hours and impact to the project’s DBE percentage. Additionally, tables are provided showing the original costs and the revised costs reflective of the proposed modification.



Please let me know if you need any additional information. If you should have any questions, please contact me at 856-669-9544.

Sincerely,
URBAN ENGINEERS, INC.

A handwritten signature in black ink, appearing to read 'Scott Diehl', is written over a faint, light-colored signature line.

Scott Diehl
Chief Traffic Engineer

Enclosures

DATE: March 30, 2021

SUBJECT: Cumberland County Bicycle and Pedestrian Safety Action Plan
Scope Modification Summary

TO: Alan Huff, SJTPO

FROM: Scott Diehl – Urban Engineers

CC: Jennifer Marandino, SJTPO
Dan Hutton – Urban Engineers

As discussed, the following memo provides a summary of the additional efforts Urban has performed on the project to date as well as summary of the remaining effort needed to complete to the project. The additional efforts include both efforts beyond the effort anticipated/budgeted in the original scope as well as efforts that were not anticipated.

Task 1 (Project Coordination)

This task is ongoing. As a result of changes due to COVID, additional coordination was conducted during the project.

Original Hours: 64, Revised Hours: 93

Task 2 (Bike-Ped Steering Committee)

This task is ongoing. The effort for the steering committee meetings to date was consistent with the original hour estimates.

Original Hours: 80, Revised Hours: 80

Task 3 (Retrieve & Process Crash Data)

This task is complete. No additional effort was required for this task.

Original Hours: 144, Revised Hours: 144

Task 4 (Identify Crash Problems)

This task is complete. The effort for Task 4 far exceeded the original effort, but those hours were captured as part of Task 7 (PRSAs) as the effort to identify crash problems was captured in Task 7.

Original Hours: 104, Revised Hours: 32

Task 5 (Toolbox of Safety Measures)

This task is complete. In addition to voiceovers videos, original video content was re-made with translated text. Revisions to original videos required additional funds to CivicEye. All additional work required coordination and guidance from Urban to ensure that translated text was correctly shown.

Original Hours: 60, Revised Hours: 78



Task 6 (Public Meetings Round 1)

This task is complete. The outreach effort evolved from public meetings into a series of pop-up events as a result of feedback from the Steering Committee, given concerns that traditional meetings would not generate sufficient participation. The effort required more time than original anticipated.

Original Hours: 144, Revised Hours: 243

Task 7 (Pedestrian Road Safety Audit - PRSAs)

This task is complete. The resulting crash investigations and PRSAs for approximately 7 miles of roadway far exceeded the anticipated effort of “Top 25 Crash Locations” as per the scope. The additional effort was needed to perform a detailed review of over 1,000 TR-1 crash reports. In addition, each TR-1 crash report was plotted onto a crash diagram. The Task 7 scope did not accurately reflect the effort required to develop materials and conduct all day field audits (PRSAs) of each corridor.

Original Hours: 298, Revised Hours: 467.5

Task 8 (Public Meetings Round 2)

This task is ongoing. Due to unforeseen global pandemic, the Task 8 public outreach approach was completely different from scope. Approach was created and revised multiple times due to evolving health crisis and to address concerns with using strictly virtual techniques in an area lacking internet accessibility. Urban developed 2 presentations in English covering 5 separate corridors (5 total miles) & developed 1 presentation in Spanish covering 5 separate corridors (5 total miles). This far exceeds the scoped content of 10 individual locations. The presentations and content needed for presentations required a large effort to create.

To reach households with lack of internet accessibility mailers were developed. Urban researched, coordinated, and completed the mailing of ~10,000 mailers. A digital ad campaign was also designed to push online traffic to the project webpage where virtual meeting materials and surveys were housed to solicit input. This campaign required further meetings and coordination with a third-party marketing professional.

In addition, a separate outreach effort was created for Vineland’s Chestnut Avenue. This too required meetings, coordination, and development of draft outreach strategies.

Original Hours: 160, Revised Hours: 361.5

Task 9 (Local Safety Program Apps)

This task is ongoing. It is anticipated that the application and material included in the application including the concept drawings will require effort beyond what was anticipated as the size/scope of the projects is bigger than the original effort. This task is also expected to include the completion of HSM analysis in support of the applications. The HSM analysis was not included in the original scope.

Original Hours: 224, Revised Hours 474.5



Task 10 (Plan Document)

This task is ongoing. No change in the effort for this task.

Original Hours: 116, Revised Hours: 116

The table below provides a summary of the original hours, additional effort/work, and the revised total hours.

Task		Original Hours	Additional Effort/Work*	Revised Total Hours
1	Coordination	64.0	29.0	93.0
2	Steering Committee	80.0	0.0	80.0
3	Process Crash Data	144.0	0.0	144.0
4	Identify Crash Problems	104.0	-72.0	32.0
5	Toolbox of Safety Measures	60.0	18.0	78.0
6	Public Meetings Round 1	144.0	99.0	243.0
7	PRSA	298.0	169.5	467.5
8	Public Meetings Round 2	160.0	201.5	361.5
9	Local Safety Program Apps	224.0	250.5	474.5
10	Plan Document	116.0	0.0	116.0
	TOTALS	1,394.0	695.5	2,089.5

*Includes 220 hours in Task 9 that are for HSM analysis. This task was added as new task to the scope by SJTPO

DBE Participation and Percentage

Traditional meetings and pop-ups did not occur during Task 8 as anticipated, due to COVID-19. In place of this virtual public involvement efforts were agreed upon. Due to the technical nature of the virtual presentation content and the timeline for completion of said materials, Urban took the lead, provided the content, and developed the meeting materials. FHI supported Urban in this effort but did not develop the presentations. FHI has been given the task of supporting a Vineland - Chestnut Avenue Outreach Strategy whose work is ongoing, which allowed FHI to maintain hours consistent with the original scope. Urban was also better suited to lead in technical efforts due to its role in the corridor RSAs and crash data analysis.

As a result of the proposed modification the DBE percentage would decrease from 39.2% to 33.6%.

Original Costs





CUMBERLAND COUNTY BICYCLE & PEDESTRIAN SAFETY ACTION PLAN

CUMBERLAND COUNTY

DATE: November 13, 2017

CLIENT: South Jersey Transportation Planning Organization

TOTAL PROJECT COST

COMPANY	TOTAL FEE PERCENTAGE		TOTAL FEE
Urban Engineers, Inc.	52.44%	\$	180,812.31
Fitzgerald & Halliday, Inc. (DBE Firm)	25.38%	\$	87,506.31
Civic Eye Collaborative, LLC (DBE Firm)	13.10%	\$	45,175.83
NV5, Inc.	9.07%	\$	31,286.19
TOTALS	100.00%	\$	344,780.64

DBE Percentage = **38.48%**

RFP Required DBE Percentage = **12.44%**



CUMBERLAND COUNTY BICYCLE AND PEDESTRIAN SAFETY ACTION PLAN

CUMBERLAND COUNTY

DATE: November 13, 2017

CONSULTANT: Urban Engineers, Inc.

CLIENT: South Jersey Transportation Planning Organization

I. PAYROLL SUMMARY

JOB CLASSIFICATION	NAME	HOURS	WAGE RATE	TOTAL FEE
Project Manager	John Federico	492		\$ 25,170.72
Sr. Engineer	David Cox	48		\$ 2,620.80
Transportation Planner	David Vodila	316		\$ 15,405.00
Director of Planning	Erika Rush	54		\$ 3,510.00
Sr. Traffic Engineer	Jay Etzel	112		\$ 7,644.00
Transportation Engineer	Alexandra Jahnle	124		\$ 4,478.88
Traffic Engineer	Antonia Iaconelli	248		\$ 7,221.76
SUBTOTAL		1,394		\$ 66,051.16

II. DIRECT EXPENSES

Travel		\$ 1,926.00
Reproduction		\$ 1,140.00
SUBTOTAL		\$ 3,066.00

III. FEE ESTIMATE

DIRECT LABOR		\$ 66,051.16
OVERHEAD (OH Rate x DL)	OH Rate = 144.64%	\$ 95,536.40
FIXED FEE (Fee Factor x (DL+OH))	Fee Factor = 10.00%	\$ 16,158.76
DIRECT EXPENSES		\$ 3,066.00

TOTAL FEE \$ 180,812.31

STAFFING PLAN w/ DOLLAR VALUES



Staff Name	Title	Direct Labor Wage	Approved Overhead Rate	Fixed Fee	Hours Per Task										Total Hours	Total Cost	% of Total Cost
					Coordination	Bike/Ped Steering Committee	Retrieve & Process Crash Data	Identification of Crash Problems	Toolbox of Safety Strategies	Public Meetings, Round 1	Pedestrian Road Safety Audits	Public Meetings, Round 2	Local Safety Program Apps	Plan Document			
					1	2	3	4	5	6	7	8	9	10			
Urban Engineers, Inc. (UEI)																	
John Federico	Project Manager	████	144.64%	10%	64	40	16	4	48	60	72	76	32	80	492	\$ 67,735	52.4%
David Cox	Senior Engineer	████	144.64%	10%		8	8		12		8		4	8	48	\$ 7,053	
David Vodila	Transportation Planner	████	144.64%	10%		24	120			52		72	24	24	316	\$ 41,455	
Erika Rush	Director of Planning	████	144.64%	10%		4			32	2	12			4	54	\$ 9,446	
Jay Etzel	Sr. Traffic Engineer	████	144.64%	10%		4		20					16		112	\$ 20,570	
Alexandra Jahnle	Transportation Engineer	████	144.64%	10%									124		124	\$ 12,053	
Antonia Iaconelli	Traffic Engineer	████	144.64%	10%				80			144		24		248	\$ 19,434	
Direct Expenses																\$ 3,066	
UEI Subtotal					64	80	144	104	60	144	298	160	224	116	1394	\$ 180,812	
Fitzgerald & Halliday, Inc. (FHI)																	
Leslie Black	Senior Advisor	████	161.14%	10%					2	34		16			52	\$ 8,153	25.4%
Kristen Ahlfeld	Public Outreach Specialist	████	161.14%	10%		40			2	112		84			238	\$ 33,472	
Ryan Walsh	Transportation Planner	████	161.14%	10%							56			56	\$ 7,876		
Rachel Bright	Graphic Designer	████	161.14%	10%						36		12		48	\$ 4,782		
Jessica Ortiz	Community Planner	████	161.14%	10%					24	188		118		330	\$ 29,974		
Direct Expenses																\$ 3,250	
FHI Subtotal (DBE *)					0	40	0	0	28	370	56	230	0	0	724	\$ 87,506	
Civic Eye Collaborative, LLC (CEC)																	
Ranjit Wallia	Principal	████	136.30%	10%		48			120	40		35			243	\$ 37,898	13.1%
Nick Pietroniro	Director of Photography	████	136.30%	10%					120	10		10			140	\$ 7,278	
Direct Expenses																\$ -	
CEC Subtotal (DBE *)					0	48	0	0	240	50	0	45	0	0	383	\$ 45,176	
NV5, Inc. (NV5)																	
J. Jahr	Senior Technician	████	126.60%	10%									78		78	\$ 5,794	9.1%
A. Nazir	Assistant Engineer, Traffic	████	126.60%	10%									42		42	\$ 3,178	
K. Pizarro	Engineer, Traffic	████	126.60%	10%									22		22	\$ 1,943	
J. Fishinger	Director, Traffic Engineering	████	126.60%	10%									9		9	\$ 1,561	
Direct Expenses																\$ 18,810	
NV5 Subtotal					0	0	0	0	0	0	0	0	151	0	151	\$ 31,286	
Totals					64	168	144	104	328	564	354	435	375	116	2652	\$ 344,781	100.0%

* Combined DBE Percentage = 38.5% of Total Cost

Revised Costs





CUMBERLAND COUNTY BICYCLE & PEDESTRIAN SAFETY ACTION PLAN

CUMBERLAND COUNTY

DATE: March 30, 2021

CLIENT: South Jersey Transportation Planning Organization

TOTAL PROJECT COST

COMPANY	TOTAL FEE PERCENTAGE		TOTAL FEE
Urban Engineers, Inc.	63.79%	\$	256,380.96
Fitzgerald & Halliday, Inc. (DBE Firm)	21.77%	\$	87,506.31
Civic Eye Collaborative, LLC (DBE Firm)	11.86%	\$	47,675.83
NV5, Inc.	2.58%	\$	10,363.15
TOTALS	100.00%	\$	401,926.25

DBE Percentage = **33.63%**

RFP Required DBE Percentage = **12.44%**



CUMBERLAND COUNTY BICYCLE AND PEDESTRIAN SAFETY ACTION PLAN

CUMBERLAND COUNTY

DATE: March 30, 2021
CONSULTANT: Urban Engineers, Inc.
CLIENT: South Jersey Transportation Planning Organization

IV. PAYROLL SUMMARY

Table with 5 columns: JOB CLASSIFICATION, NAME, HOURS, WAGE RATE, TOTAL FEE. Lists various roles like PROJECT MANAGER, TRANSPORTATION PLANNER, etc., with their respective hours and fees.

V. DIRECT EXPENSES

Table with 2 columns: Expense Category, Amount. Lists Travel, Marketing, Printing Mailers, and Reproduction with their respective costs.

VI. FEE ESTIMATE

Table with 2 columns: Fee Component, Amount. Lists DIRECT LABOR, OVERHEAD, FIXED FEE, and DIRECT EXPENSES with their respective values.

TOTAL FEE \$ 256,380.96

STAFFING PLAN



Staff Name	Title	Direct Labor Wage	Approved Overhead Rate	Fixed Fee	Hours Per Task										Total Hours	Total Cost	% of Total Hours	% of Total Cost
					Coordination	Bike/Ped Steering Committee	Retrieve & Process Crash Data	Identification of Crash Problems	Toolbox of Safety Strategies	Public Meetings, Round 1	Pedestrian Road Safety Audits	Public Meetings, Round 2	Local Safety Program Apps	Plan Document				
					1	2	3	4	5	6	7	8	9	10				
Urban Engineers, Inc. (UEI)																		
John Federico	Project Manager	████	144.64%	10%	49	12	54		46	48			6	2	215	\$ 29,600	64.3%	63.8%
John Federico	Project Manager	████	144.64%	10%		13		2	24				2	43	\$ 6,097			
David Vodila	Transportation Planner	████	144.64%	10%	11		90		10					6	117	\$ 15,349		
David Vodila	Transportation Planner	████	144.64%	10%	8	43		32		105	4			3	195	\$ 26,346		
Erika Rush	Director of Planning	████	144.64%	10%		4				27					31	\$ 5,422		
Erika Rush	Director of Planning	████	144.64%	10%					7	39	3	4			53	\$ 10,697		
Erika Rush	Director of Planning	████	144.64%	10%								4			4	\$ 832		
Jay Etzel	Sr. Traffic Engineer	████	144.64%	10%							28				28	\$ 5,651		
Dan Hutton	Transportation Planner	████	144.64%	10%	2				13		412.5	82			509.5	\$ 41,133		
Dan Hutton	Transportation Planner	████	144.64%	10%	10							228.5	136.5	91	466	\$ 41,872		
Scott Diehl	Project Manager	████	144.64%	10%	11						20	43	30	14	118	\$ 27,309		
Scott Diehl	Project Manager	████	144.64%	10%		8									8	\$ 1,783		
Dane Greene	Traffic Engineer	████	144.64%	10%	2										2	\$ 229		
Dane Greene	Traffic Engineer	████	144.64%	10%									100		100	\$ 12,726		
Antonia Iaconelli	Traffic Engineer	████	144.64%	10%									200		200	\$ 20,269		
Direct Expenses																\$ 11,066		
UEI Subtotal					93	80	144	32	78	243	467.5	361.5	474.5	116	2089.5	\$ 256,380		
Fitzgerald & Halliday, Inc. (FHI)																		
Leslie Black	Senior Advisor	████	161.14%	10%					2	34		16			52	\$ 8,153	22.3%	21.8%
Kristen Ahlfeld	Public Outreach Specialist	████	161.14%	10%		40			2	112		84			238	\$ 33,472		
Ryan Walsh	Transportation Planner	████	161.14%	10%							56				56	\$ 7,876		
Rachel Bright	Graphic Designer	████	161.14%	10%						36		12			48	\$ 4,782		
Jessica Ortiz	Community Planner	████	161.14%	10%					24	188		118			330	\$ 29,974		
Direct Expenses																\$ 3,250		
FHI Subtotal (DBE *)					0	40	0	0	28	370	56	230	0	0	724	\$ 87,506		
Civic Eye Collaborative, LLC (CEC)																		
Ranjit Walia	Principal	████	136.30%	10%		48			120	40		35			243	\$ 37,898	11.8%	11.9%
Nick Pietroniro	Director of Photography	████	136.30%	10%					120	10		10			140	\$ 7,278		
Additional																\$ 2,500		
CEC Subtotal (DBE *)					0	48	0	0	240	50	0	45	0	0	383	\$ 47,676		
NV5, Inc. (NV5)																		
J. Jahr	Senior Technician	████	126.60%	10%									46		46	\$ 3,590	1.7%	2.6%
J. Fishingier	Director, Traffic Engineering	████	126.60%	10%									8.25		8.25	\$ 1,748		
Direct Expenses																\$ 5,027		
NV5 Subtotal					0	0	0	0	0	0	0	0	54.25	0	54.25	\$ 10,365		
Totals					93	168	144	32	346	663	523.5	636.5	528.75	116	3250.75	\$ 401,927	100.0%	100.0%

* Combined DBE Percentage = 33.6% of Total Cost

34.1% of Total Hours

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2104-14: Approving a Contract Modification for Additional Highway Safety Improvement Program Funds and Extending the Contract End Date for the Cumberland County Bicycle/Pedestrian Safety Action Plan Technical Study

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

WHEREAS, the Fiscal Year 2018 SJTPO Unified Planning Work Program includes Federal Highway Administration Highway Safety Improvement Program (HSIP) funds for this project; and

WHEREAS, at their November 27, 2017 meeting, the Policy Board approved Urban Engineers, Inc. as the consultant for the technical study with a maximum fee of \$344,780.64; and

WHEREAS, a Subcontract Agreement between Urban Engineers and the South Jersey Transportation Authority was fully executed on April 25, 2018 with an original contract end date of June 30, 2018; and

WHEREAS, at their March 25, 2019 meeting, the Policy Board approved a No-Cost Time Extension, as a result of a delay in receiving a Notice to Incur Cost from the New Jersey Department of Transportation; extending the contract end date to January 31, 2020; and

WHEREAS, at their November 25, 2019 meeting, the Policy Board approved a No-Cost Time Extension, as a result of delays in securing local resolutions of support and to gain access to crash records held by the New Jersey Department of Transportation; extending the contract end date to June 30, 2020; and

WHEREAS, at their May 26, 2020 meeting, the Policy Board approved a No-Cost Time Extension, as a result of the COVID-19 pandemic, the “stay-at-home” order, and other restrictions in place; resulting in an inability to conduct in-person outreach; extending the contract end date to December 31, 2020; and

WHEREAS, at their November 23, 2020 meeting, the Policy Board approved a No-Cost Time Extension, as a result of further delays due to the continuing COVID-19 pandemic and resulting restrictions and limitations in conducting in-person outreach; extending the contract end date to June 30, 2021; and

WHEREAS, additional costs were incurred because of multiple unanticipated changes in scope related to public outreach and the complexity of the corridors selected necessitating extensive review and mapping of police reports; and

WHEREAS, staffing changes at SJTPO since the scope was originally developed require SJTPO to seek consultant support to conduct Highway Safety Manual Analyses, which are expected to be required elements in submitting Local Safety Program applications for a number of the project locations; and

WHEREAS, additional funds in the amount of \$57,145.61 are necessary to continue work given additional costs associated with the aforementioned changes as well as to support needed additions to the scope, associated with the new HSM analysis work, resulting in a contract total increase from \$344,780.64 to \$401,926.25; and

WHEREAS, an additional time is needed to for the consultant to conduct the HSM task and remain available to respond to possible changes from NJDOT, extend the existing Subcontract Agreement end date from June 30, 2021 to June 30, 2022; and

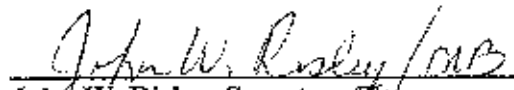
WHEREAS, the contract modification to extend the contract end date will not negatively impact the initial needs and objectives of the technical study; and

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the modification for the Cumberland County Bicycle/Pedestrian Safety Action Plan technical study with an additional \$57,145.61 for a new contract total of \$401,926.25, extending the contract end date to June 30, 2022; and

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

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of April 26, 2021.


John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2104-15: Approving the Project Evaluation Scores of Local Lead Projects for FFY 2022-2025 Transportation Improvement Program (TIP)

PROPOSAL

At its April 12, 2021 meeting, the SJTPO Technical Advisory Committee (TAC) recommended that the Policy Board endorse and approve the Project Evaluation Scores of FFY 2022-2025 Local Lead projects to be included in the FFY 2022-2031 Transportation Improvement Program (TIP).

BACKGROUND

At the July 27, 2020 meeting, the SJTPO Project Evaluation Process was adopted by the Policy Board to be utilized for the next round of project solicitation associated with the TIP.

On October 28, 2020, SJTPO staff opened the solicitation for Local Lead projects from member subregions that will be included in the FFY 2022-2031 TIP. Projects were submitted through FFY 2025. Each project that was submitted for consideration was scored using the adopted Project Evaluation Process. This process is utilized to aid in the selection of projects for inclusion in the TIP and Regional Transportation Plan (RTP).

SJTPO staff worked with member subregions during the scoring process and ultimately presented the Initial Project Evaluation Scores at the March 8, 2021 TAC meeting. At this meeting, it was indicated minor changes to project scores were necessary. A March 19th deadline to submit additional information was agreed upon. Based on additional information submitted to SJTPO staff by member subregions, project scores were modified accordingly.

The Final Project Evaluation Scores were presented at the April 12, 2021 TAC meeting. The TAC recommended approval of the Project Evaluation Scores of the Local Lead Projects for the FFY 2022-2031 TIP to the Policy Board.

SJTPO PROJECT EVALUATION PROCESS

Through the development of this iteration of the RTP, RFP 2050, staff worked to review and update the Project Evaluation Process, which is used to aid in the selection of projects for inclusion in the TIP and RTP. The process revolved around two central elements, first more closely tying evaluation criteria to the Performance-Based Planning Process, RTP Goals (Planning Factors), and SJTPO Planning Initiatives. Second, a Pre-Evaluation Screening Process, which evaluated projects, not simply to passively assess the quality of the project, but actively encourage improvements to projects to better align with regional, state, and federal guidance and priorities, such as safety, Complete Streets, Environmental Justice, as well as other priorities.

It is important to note that these criteria, being adopted as a part of the this RTP process will begin use during the 2020 solicitation for the 2022 TIP. As such, projects included in RTP 2050 were selected under the old Project Selection Criteria.

Project Evaluation Submissions Process

Sponsors of proposed projects for consideration in the SJTPO TIP and RTP are asked to submit the information below. The submission items include basic project information that focuses on expanded project description narrative, as appropriate to the project, to assist in the planning-level evaluation of potential projects.

1. Project Name
2. County, Municipality
3. SRI, Route, Roadway Name
4. Structure # (if applicable)
5. Milepost of beginning and end points of every segment or intersection
6. Phases of work requested with Project Cost Estimate for each and fiscal year of request
7. AADTs for the project corridor or intersection and year of AADTs
8. Any relevant truck counts, traffic counts, traffic projections, travel time studies, HCS capacity analyses, SYNCHRO studies, if available
9. Number (and width) of lanes and shoulders – (Existing and Proposed), if applicable
10. Year of completion and/or Open to Traffic
11. NJDOT projects should also include scores from Pavement Management System, Safety Management System, Congestion Management System, and other system scores, as relevant to the project
12. General project narrative: describe existing conditions, issues, and project description with as much detail as possible. Things to consider when writing narrative include:
 - Impact on congestion, if any
 - Impact to non-vehicular modes and users without vehicular access
 - Was the impact to disadvantaged users considered and addressed? If so, how?
 - Impact on tourism, if any. Factors may include, but are not limited to promotion of regional trails, byways, and access to shore areas or other tourism amenities in the region
 - Impact on freight movement, if any



- Safety issues present and considerations given to targeted or systemic safety solutions, including rumble strips, Safety Edge, upgrades to ADA ramps or other amenities
- Bridge condition (i.e. Structurally Deficient, Functionally Obsolete, or Scour Critical), if applicable

The Project Pre-Evaluation and Evaluation Processes will be conducted by SJTPO staff and will be coordinated with the project sponsor, TAC, and Policy Board, as described below.

1. SJTPO staff will pre-scan materials received to ensure necessary items have been included, and will follow-up with sponsors, if needed
2. SJTPO staff will conduct a site visit of the project location
3. SJTPO staff will conduct Pre-Evaluation Screening of proposed projects and will reach out to sponsors with any clarifications or to discuss recommendations for improvements
4. SJTPO staff will divide scoring based on areas of expertise and conduct initial Project Evaluation Scoring
5. SJTPO staff will meet to discuss results of initial Project Evaluation Scoring and finalize Draft Scoring
6. SJTPO Executive Director will conduct an overall final internal review of Draft Scoring
7. SJTPO staff will send Draft Scoring of projects to their sponsors for review and comment, offering clarification, and provide additional information, if necessary
8. SJTPO staff will make edits to Scoring, if needed, based on information from sponsors and finalize Draft Scoring Recommendations
9. SJTPO staff will submit Draft Scoring Recommendations to the TAC for review, comment, and final recommendation to the Policy Board. If the final TAC recommendation deviates from the written Evaluation Criteria and Scoring, supporting documentation (explanation) will be included.
10. SJTPO staff will submit TAC Final Scoring Recommendations to the Policy Board for approval

Project Pre-Evaluation Screening

Before a project is advanced for prioritization using the project evaluation process, SJTPO will assess projects for the following items to address opportunities to enhance projects to better meet federal, state, and regional guidance, targets, and priorities. In addition to a desk review, this assessment will include a site visit by SJTPO staff to the project location to better understand the context of the project.

A. Substantive safety considerations are incorporated, as appropriate

All projects will be evaluated for their ability to improve safety for all users. Safety design elements should be incorporated into all projects, as is relevant to their context, including roadway characteristics, crash history, and constraints. SJTPO will aid applicants to ensure appropriate safety countermeasures are considered in all projects.

Projects in locations that appear in the top 100 on a Network Screening List for Intersections, Bicycle and Pedestrian Corridors, or Bicycle and Pedestrian Intersections; appear in the top 200 on the Network Screening List for Corridors; or appear at any ranking on the High Risk Rural Roads (HRRR) List will be evaluated with greater scrutiny to ensure that the safety issues that contribute to their crash performance are addressed in any MPO-funded projects.



B. Context appropriate design is included, as dictated by the project location

All projects will be evaluated to ensure that they adhere to context sensitive Complete Streets design principles. The [New Jersey Complete Streets Design Guide](#) will assist in this effort. The emphasis in this evaluation will be on context appropriate design, which will likely require more accommodation in urban contexts and less in rural contexts. Accommodations shall align with Environmental Justice considerations and will also need to reflect realistic constraints, such as environmental and permitting issues, right-of-way and property conflicts.

Projects located within a Complete Streets Priority Area will be evaluated with greater scrutiny to ensure that the context of the location, land use, and needs of users are addressed in any MPO-funded projects.

C. Environmental Justice

All projects will be evaluated to ensure that they adhere to federal requirements for Environmental Justice, which dictate that projects may not create burdens on any Environmental Justice population greater than burdens on Non-Environmental Justice populations. It similarly requires that any Environmental Justice populations must receive benefits equal to those of Non-Environmental Justice populations. Benefits and burdens may include, but are not limited to safety, inclusion of non-vehicular modes, environmental impacts, and impacts to quality of life. If any project does not adhere to these Environmental Justice principles, then mitigation or accommodation will need to be included to ensure that benefits are at least shared equally with these populations and that project burdens do not fall disproportionately on these populations. SJTPO will also need to evaluate the pool of projects in their totality to ensure that project improvements are not disproportionately concentrated in areas that do not benefit Environmental Justice populations.

D. Freight Considerations

As part of the SJTPO Regional Freight Plan Data Collection and Analysis technical study, SJTPO will soon perform an evaluation of the regional roadway network based on its use for local and regional freight activity. Once available, that data will be used in the pre-screening process to determine the degree to which freight activity will benefit from proposed projects and may be used to suggest alterations to improve regional freight flow.

E. Requested projects align with available funding

All project requests will be evaluated against available funds, by year and by Urbanized Area funding pool (200K+, 5-200K, <5K).

F. Air Quality Assessment

If the project is determined to be “Regionally Significant” and thus not exempt from SJTPO air quality conformity, as defined by the SJTPO Interagency Group, SJTPO shall ensure that all necessary data has been collected and assessment of air quality impact has evaluated.

Project Evaluation Criteria and Scoring

The following tables provide a description of the planning level evaluation criteria to be used by the professional judgement of SJTPO staff to develop a score that reflects the adherence of projects to federal, state, and SJTPO planning priorities and mandates. Sections 1 and 2 reflect the degree to which projects support performance-based planning targets and SJTPO planning initiatives. In addition, Sections 1 and 2 align with the RTP 2050 planning goals, which are noted under each criterion. Section 3 measures the potential impact of the project, while section 4 measures the cost-effectiveness of the project. Criteria where no data are provided and are not available to SJTPO will receive zero points.

With the exception of Pavement Condition and Bridge Condition, all criteria will be scored based on a professional qualitative assessment of the degree to which the proposed projects, as described, will advance the criteria below.



1. Contributions to Performance-Based Planning Targets (Categories adapted from performance measures established under MAP-21 and FAST Act.)			45 Points
<i>Evaluation Criteria</i>	<i>Points</i>	<i>Scoring Instructions</i>	
Traffic Congestion <i>(RTP Goal 2: Mitigate Traffic Congestion and promote efficient system operation)</i>	0-15	To what degree will the project improve traffic congestion?	
Pavement Condition <i>(RTP Goal 3: Restore, Preserve, and Maintain the existing transportation system)</i>	0-15	<p>If the project includes repaving in the scope, what is the Surface Distress Index (SDI) from the SJTPO Pavement Management System or International Roughness Index (IRI) based on the NJDOT IRI Guidelines?</p> <ul style="list-style-type: none"> • SJTPO SDI 0–1 (Very Poor) or NJ IRI Deficient = 15 points • SJTPO SDI > 1–2 (Poor) or NJ IRI Fair = 12 points • SJTPO SDI > 2–3 (Fair) = 5 points • SJTPO SDI > 3–4 (Good) or NJ IRI Good = 2 points • SJTPO SDI > 4–5 (Very Good) or NJ IRI Excellent or no data = 0 points <p>The NJ IRI Guidelines are scored as Excellent, Good, Fair, and Deficient based on both IRI score as well as three categories of roadways, including: 1.) Interstate Freeways NHS Highways, 2.) Non-NHS Highways, and 3.) Other County Highways. For roadways that have an SJTPO SDI score, those numbers will serve as the primary indicator of condition.</p>	
Bridge Condition <i>(RTP Goal 3: Restore, Preserve, and Maintain the existing transportation system)</i>	0,5,10,15	<p>Bridge projects will be scored as follows:</p> <ul style="list-style-type: none"> • Bridges deemed “Structurally Deficient” will receive 15 points • Bridges deemed “Functionally Obsolete” or “Scour Critical” will receive 10 points • Projects that preserve or restore all other bridges will receive 5 points • All other projects will receive 0 points 	
Freight Movement <i>(RTP Goal 4: Support the Regional Economy)</i>	0-15	To what degree will the project improve the movement of freight on the regional network?	
Fatalities and Serious Injuries <i>(RTP Goal 7: Improve Transportation Safety)</i>	0-15	<p>To what degree will the project improve safety for drivers, bicyclists, and pedestrians through the advancement of substantive safety improvements?</p> <p>Projects that only improve driver safety can receive no more than 10 points.</p>	
On-Road Mobile Source Emissions <i>(RTP Goal 9: Protect and enhance the Environment and complement land use planning)</i>	0-15	To what degree will the project reduce or mitigate on-road mobile source emissions?	
SECTION 1 TOTAL	0-45	Sum of scores for the highest three Evaluation Criteria in this category.	



2. Advances Emphasis Areas from SJTPO Planning Initiatives 25 Points

<i>Evaluation Criteria</i>	<i>Points</i>	<i>Scoring Instructions</i>
<p>Environmental Justice <i>(RTP Goal 1: Promote Accessibility and Mobility for the movement of People and Goods)</i></p> <p><i>Note: “Moderate” and “Significant” population thresholds, based on regional average and 1.5 standard deviations from the regional average, respectively, are as follows:</i></p> <ul style="list-style-type: none"> • <i>Households in Poverty: 14.2%; 33.2%</i> • <i>Minority Population (Racial minority and Hispanic): 39.2%; 84.8%</i> • <i>Zero Vehicle Households: 11.2%; 32.6%</i> 	0-5	<p>As described in Section C of the Project Pre-Evaluation Screening, all projects must mitigate or eliminate any disproportionate burdens imposed by a project and must provide equal benefits to Environmental Justice populations in order to advance.</p> <p>What percentage of population within 1 mile of project are minority or live in poverty (as reported by USEPA EJSCREEN tool ejscreen.epa.gov/mapper), and are in zero vehicle households (as calculated by the average of relevant US Census Bureau block group data) AND to what degree does the project benefit these populations?</p> <ul style="list-style-type: none"> • 0-5 points: Populations above the “Significant” threshold for Poverty OR Minority OR Zero Vehicle Households, while remaining above the “Moderate” threshold for all three. • 0-4 points: Populations above the “Moderate” threshold for Poverty AND Minority AND Zero Vehicle Households. • 0-3 points: Populations above the “Moderate” threshold for any two of the following: Poverty OR Minority OR Zero Vehicle Households. • 0-2 points: Populations above the “Moderate” threshold for Poverty OR Minority OR Zero Vehicle Households. • 0-1 point: Populations above zero (0) for Poverty OR Minority AND Zero Vehicle Households. • 0 points: No populations for Poverty, Minority, OR Zero Vehicle Households.
<p>Flood Zones <i>(RTP Goal 5: Improve the Resiliency and Reliability of the transportation infrastructure, particularly along the Atlantic and Delaware Bay shorelines)</i></p>	0-5	<p>Projects within the most recent FEMA 1 Percent (100-year) floodplain will be evaluated for their ability to improve the performance of that facility in flood conditions and receive a score of 0-5 points.</p> <p>Projects within the most recent FEMA 0.2 Percent (500-year) floodplain will be similarly evaluated and receive a score of 0-2 points.</p> <p>More information about these floodplains is available at www.fema.gov/flood-zones.</p>
<p>Tourism <i>(RTP Goal 6: Increase and enhance opportunities for Travel and Tourism)</i></p>	0-5	<p>Projects will be evaluated for their ability to enhance tourism in the region and will receive a score of 0-5 points. Factors may include, but are not limited to promotion of regional trails, byways, and access to shore areas or other tourism amenities in the region.</p>
<p>Complete Streets / Context Appropriate Design <i>(RTP Goal 8: Enhance the Integration and Connectivity of the transportation system)</i></p>	0-5	<p>Projects located within a Complete Streets Priority Area will be evaluated for their meaningful incorporation of Complete Streets elements and will receive a score of 0-5 points.</p>



		Projects not in these areas will be similarly evaluated and receive a score of 0-3 points.
Evacuation Routes <i>(RTP Goal 10: Improve Security)</i>	0-5	Projects on roadways designated as Evacuation Routes will be evaluated for their ability to improve evacuation and receive a score of 0-5 points. Projects on roadways designated as Secondary Evacuation Routes will be evaluated for their ability to improve evacuation and receive a score of 0-3 points.
SECTION 2 TOTAL	0-25	Sum of scores for all five Evaluation Criteria in this category.

3. Impact of Project 10 Points

<i>Evaluation Criteria</i>	<i>Points</i>	<i>Scoring Instructions</i>
Weighted Length of Project	1-5	<p>The weighted length of project will be calculated using the following formula:</p> $\left(\frac{\text{Number of lanes}}{2} + \frac{\text{number of shoulders}}{4} \right) \times \frac{\text{centerline}}{\text{miles}} = \frac{\text{weighted length}}{\text{of project}}$ <p>Shoulder for the purposes of assessing project length will only include shoulder of 5 feet in width or greater as such a facility has the potential to serve as a bicycle facility.</p> <p>The weighted length of project will be scored as follows:</p> <ul style="list-style-type: none"> • Weighted project length of greater than 4 miles will receive 5 points • Weighted project length of between 0.5 and 4 miles will receive 3 points • Weighted project length of less than 0.5 miles will receive 1 point • Intersection projects will receive 2 points for one intersection and receive 1 additional point for each intersection, up to 5 points
Volume of Corridor	1-5	<p>Bi-directional Average Annual Daily Traffic (AADT) volumes of the project corridor will be scored as follows:</p> <ul style="list-style-type: none"> • Corridor AADT of greater than 8,000 vehicles per day will receive 5 points • Corridor AADT between 5,000 and 7,999 vehicles per day will receive 4 points • Corridor AADT between 2,000 and 4,999 vehicles per day will receive 3 points • Corridor AADT between 500 and 1,999 vehicles per day will receive 2 points • Corridor AADT of less than 500 vehicles per day will receive 1 point <p>If a project corridor has multiple traffic volumes associated with different segment, SJTPO will work to create an average volume for the corridor.</p>
SECTION 3 TOTAL	0-10	Sum of scores for both Evaluation Criteria in this category.



SUBTOTAL SCORE (SECTIONS 1-3) 80 Points

<i>Evaluation Criteria</i>	<i>Points</i>	<i>Scoring Instructions</i>
SUBTOTAL SCORE	0-80	Sum of Scores from Sections 1-3

4. Cost effectiveness 20 Points

<i>Evaluation Criteria</i>	<i>Points</i>	<i>Scoring Instructions</i>
SECTION 4 TOTAL	0-20	<p><u>A benefit/cost ratio will be calculated, as follows:</u></p> $\frac{\text{Subtotal Score (Sections 1-3)}}{\text{Cost of Project (in \$100Ks)}}$ <p>Benefit/cost ratio will be translated to a score by assigning 20 points to the highest ratio, 0 points to the lowest, and proportionately assigning all other scores on that scale, to the nearest whole number.</p>

TOTAL SCORE 100 Points

<i>Evaluation Criteria</i>	<i>Points</i>	<i>Scoring Instructions</i>
TOTAL SCORE	0-100	Sum of Scores from Sections 1-4.

Final Project Evaluation Scores: FFY 2022-2025 TIP

Year	DBNUM	Project Name	Subregion	Funding Type	Score
2022	S1911	Brigantine Avenue (CR638), 29th Street to 2nd Street	Atlantic County	STBGP-AC	51.5
DES 2022, CON 2024	S1917	Baltic Avenue, Maine to Missouri	Atlantic City	STBGP-AC	55.5
2022	S1913	Atlantic Avenue, Albany to California	Atlantic City	STBGP-AC	61.5
2022	S1403	FY 2022 Federal Road Program: CR 555 (Main Road)	Cumberland County	STBGP-B5K200K	36.667
		FY 2022 Federal Road Program: CR 615S (Southwest Boulevard)			
		FY 2022 Federal Road Program: CR 655 (Lincoln Avenue)			
DES 2022, CON 2024	S1903	Griffith Street/Grant Street (CR 657)	Salem County	STBGP-B5K200K	47
2022	S9911	Beach Avenue (C.R. 604) from Broadway Avenue (C.R. 626) to Pittsburgh Avenue (C.R. 622)	Cape May County	STBGP-B5K200K	55
2022	S1713	Landis Avenue Resurfacing Phase VI, Mill Road to Rt 55	City of Vineland	STBGP-B5K200K	62.5
DES 2022, CON 2024	S9912	Welchville Road (CR 540)	Salem County	STBGP-L5K	57
2022	S2110	Tyler Road (CR 611)	Cape May County	STBGP-L5K	63
2023	S1910	Third Avenue (CR 619), 96th Street (CR 657) to 80th Street	Cape May County	STBGP-AC	51
DES 2023, CON 2025	S2101	Martin Luther King Jr. Boulevard (mediterranean Avenue to Route 30), Phases I & II	Atlantic City	STBGP-AC	52.5
2023	S1912	Brigantine Avenue (CR 638), 2nd Street to Terminus	Atlantic County	STBGP-AC	58.5
2023	S2114	Atlantic Ave, California to Tennessee	Atlantic City	STBGP-AC	63
2023	S1714	Mill Road, Landis Avenue to CR 540 (Almond Road)	City of Vineland	STBGP-B5K200K	34
2023	S1403	Cumberland County FY 2023 Federal Road Program: CR 548	Cumberland County	STBGP-B5K200K	41.25
		Cumberland County FY 2023 Federal Road Program: CR 553			
		Cumberland County FY 2023 Federal Road Program: CR 649			
		Cumberland County FY 2023 Federal Road Program: CR 670			
DES 2023, CON 2025	S1904	Willow Grove Road (CR 639) Perkintown Road (CR 644)	Salem County	STBGP-L5K	34.75
2023	S2104	Weymouth Road (CR559), [Limits: MP17.80 to US Rte 322]	Atlantic County	STBGP-L5K	43.5
2023	S1908	Telegraph Road (CR 540), Phase 2	Salem County	STBGP-L5K	48.5

Final Project Evaluation Scores: FFY 2022-2025 TIP

Year	DBNUM	Project Name	Subregion	Funding Type	Score
2024	S2102	California Avenue (CR663), [Limits: CR651 to CR585]	Atlantic County	STBGP-AC	35
2024	S2105	Ohio Avenue (CR630), [Limits: CR651 to CR585]	Atlantic County	STBGP-AC	52
2024	S1702	Tennessee Avenue (Atlantic Avenue to Boardwalk)	Atlantic City	STBGP-AC	66
2024	S1403	FY 2024 Federal Road Program: CR 553	Cumberland County	STBGP-B5K200K	35.875
		FY 2024 Federal Road Program: CR 607			
		FY 2024 Federal Road Program: CR 626			
		FY 2024 Federal Road Program: CR 628			
2024	S1902	Park Avenue/Quigley Avenue (CR 540)	City of Vineland	STBGP-B5K200K	49
2024	S2107	Seashore Road Phase I resurfacing (CR 626) from Breakwater Road (CR 613) to US Route 47	Cape May County	STBGP-B5K200K	62
DES 2024, CON 2026	S2112	Quaker Neck Road (CR 657), Phase II	Salem County	STBGP-L5K	44
2024	S2106	East Mill Creek Road (CR 670/US 347) Phase I	Cape May County	STBGP-L5K	70.5
2025	S2103	Deurer Street (CR 561)	Atlantic County	STBGP-AC	37
DES 2025, CON 2026	S2113	Ohio Avenue	Atlantic City	STBGP-AC	59.5
2025	S1403	FY 2025 Federal Road Program: CR 617	Cumberland County	STBGP-B5K200K	40.125
		FY 2025 Federal Road Program: CR 626			
		FY 2025 Federal Road Program: CR 650			
		FY 2025 Federal Road Program: CR 699			
2025	S1716	Park Avenue, NW Boulevard to West Avenue	City of Vineland	STBGP-B5K200K	55
2025	S2109	Seashore Road Phase 2 resurfacing (C.R. 626) from Breakwater Road (CR 613) to Tabernacle Road (C.R. 647)	Cape May County	STBGP-B5K200K	75
DES 2025, CON 2027	S2111	Commissioners Pike (CR 581)	Salem County	STBGP-L5K	49
2025	S2107	East Mill Creek Road (CR 670/US 347) Phase II	Cape May County	STBGP-L5K	65

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2104-15: Approving the Project Evaluation Scores of Local Lead Projects for FFY 2022-2025 Transportation Improvement Program (TIP)

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

WHEREAS, MPO's are responsible for ensuring projects for inclusion in the TIP and RTP align with regional, state, and federal guidance and priorities as part of the Performance-Based Planning Process; and

WHEREAS, the SJTPO staff evaluated all Local Lead projects to be included in the FFY 2022-2031 TIP utilizing the new Project Evaluation Criteria and Scoring guidelines adopted by the SJTPO Policy Board; and

WHEREAS, SJTPO member subregions submitted projects through FFY 2025 for review, consideration, and review utilizing SJTPO's SJTPO Project Evaluation Process with SJTPO staff working collaboratively with the subregions and the Technical Advisory Committee (TAC); and

WHEREAS, the Final Project Evaluation Scores were presented at the April 12, 2021 TAC meeting, who recommended approval of the Project Evaluation Scores of the FFY 2022-2025 Local Lead Projects to the Policy Board; and

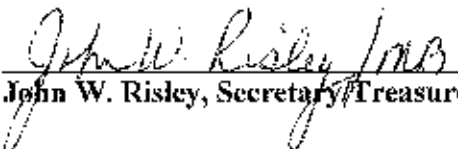
WHEREAS, the FFY 2022-2025 Local Lead Projects, evaluated using the new criteria, will be included into the FFY 2022-2031 Transportation Improvement Program (TIP); and

WHEREAS, this FFY 2022-2025 listing of projects reflects projects that will advance federal, state, and SJTPO planning priorities and mandates; and

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby endorses and approves the Project Evaluation Scores for the FFY 2022-2025 Local Lead Projects.

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of April 26, 2021.


John W. Risley, Secretary/Treasurer