

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION  
Policy Board**

**Monday, September 27, 2021 - 10:00 A.M.**

**Virtual GoToMeeting**

Please join the meeting from your computer, tablet, or smartphone.  
Simply click on the link: <https://global.gotomeeting.com/join/478619429>.

**AGENDA**

- a. **Flag Salute and Open Public Meetings Law Announcement**
- b. **Roll Call**
  - 1. Board Members
  - 2. Attendees on Phone
- c. **Approval of [Minutes: May 24, 2021](#)**
- d. **Communications**
  - [Letter of Support NJ TRANSIT: Transit Market Demand Study of SJTPO region](#)
  - [SJTPO TMA Certification Correction Action Acceptance Letter](#)
  - [2022 Safe Routes to School \(SRTS\) Program Solicitation Letter](#)
- e. **Report of the Technical Advisory Committee – Leslie Gimeno, Chairperson**
- f. **Chairperson's Remarks**
- g. **[Report of the Executive Director](#) – Jennifer Marandino**
- h. **Public Comment** *limit to three (3) minutes per person*
- i. **New Business**
  - 1. **[Resolution 2109-26: Adopting the SJTPO FFY 2022-2031 Transportation Improvement Program \(TIP\)](#)**

*Presenter: Jason Simmons, Program Manager, Capital Programming & Project Development*  
SJTPO opened a Public Comment Period for the FFY 2022-2031 TIP, STIP, and Transportation Conformity on July 7, 2021, extended through Sunday, August 15, 2021. Two virtual public meetings were held on July 15<sup>th</sup> and July 20<sup>th</sup>. Hard copies of the Draft TIP were distributed to the State Depository Libraries in the SJTPO region, County Planning Offices, and made available at the SJTPO office for public inspection. The Final Draft FFY 2022-2031 TIP document is available on the SJTPO website at [www.sjtpo.org/tip](http://www.sjtpo.org/tip).
  - 2. **[Resolution 2109-27: Self-Certifying the SJTPO Planning Process](#)**

*Presenter: Jason Simmons, Program Manager, Capital Programming & Project Development*  
Per the Metropolitan Planning Rule (23 CFR § 450.336), MPOs must self-certify that their transportation planning process is being conducted in accordance with all applicable requirements. This self-certification must be completed concurrently with the submittal of the proposed TIP/STIP to FHWA and FTA as part of the TIP/STIP approval.

3. **[Resolution 2109-28](#): Adopting the SJTPO Transportation Conformity Determination for the FFY 2022-2031 Transportation Improvement Program and RTP 2050 Under the 2015 and 2008 8-Hour Ozone National Ambient Air Quality Standards (NAAQS)**

*Presenter: David Heller, Program Manager, Systems Performance & Subregional Program*

The purpose of Transportation Conformity is to demonstrate conformity of the FFY 2022-2031 TIP and the most recent Regional Transportation Plan (RTP 2050) with the 8-hour Ozone NAAQS. The Final Draft Transportation Conformity report is included as Appendix C and is viewable at [www.sjtpo.org/tip](http://www.sjtpo.org/tip) (Final Draft FFY 2022-2031 TIP).

4. **[Resolution 2109-29](#): Adopting SJTPO's Environmental Justice (EJ) Report**

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

The purpose of the Environmental Justice (EJ) Report is to identify EJ populations in the SJTPO region, evaluate existing conditions as well as assess SJTPO's processes and investments of federal dollars. EJ is an element associated with Title VI of the Civil Rights Act of 1964 and related laws, executive orders, and guidance. EJ considers low-income and minority populations and requires that the benefits of federally funded activities are proportionate on EJ populations. SJTPO also considered Transportation Justice (TJ) populations, which includes low-income, zero-vehicle households, disability, and populations age 75 and over. This report is a companion to the FFY 2022-2031 TIP. The Draft EJ Report is viewable on SJTPO's website at [www.sjtpo.org/EJ](http://www.sjtpo.org/EJ).

5. **[Resolution 2109-30](#): Approving an Amendment to the FY 2022 Unified Planning Work Program (UPWP) Reallocating Funds from the Technical Program to the Central Staff Work Program**

*Presenter: Jennifer Marandino, Executive Director*

The FY 2022 UPWP was amended in May 2021 to include a third technical study for Website Backend/Extension Review and Optimization (\$13,499) to address increasing issues with SJTPO's website. More recently, SJTPO learned the issues could be attributed to a major update to the WordPress platform, which made our third-party content editor incompatible, leading to the need to re-theme the SJTPO website. Instead of a consultant-led technical study, SJTPO would like to make use of our existing maintenance contract with Stokes Creative Group to re-theme the website.

An Amendment to the UPWP is needed to reallocate \$13,499 from the Technical Program to the Central Staff Work Program with any funds not utilized for the website re-theming to be utilized to supplement translation services under Line Item 57090 Consultant Support.

6. **[Resolution 2109-31](#): Supporting the FY 2021 Transit Asset Management Performance Measure Targets Set by the New Jersey Transit**

*Presenter: David Heller, Program Manager, Systems Performance & Subregional Program*

The Transit Asset Management (TAM) Final Rule (49 USC 625) prescribed specific transit asset performance measures and targets covering rolling stock, equipment, facilities, and infrastructure/track segments. These targets are readjusted annually, with the FY 2020 targets approved by the SJTPO Policy Board in January 2020.

The FY 2021 measures and targets, along with previously approved FY 2020 targets are included for reference. As with most of the other Federally mandated performance measures, SJTPO supports the targets set by NJ TRANSIT, electing not to establish SJTPO-specific targets.

7. **Resolution 2109-32: Approving the Performance Management Written Procedures for Transit Safety Measures**

*Presenter: David Heller, Program Manager, Systems Performance & Subregional Program*

Pursuant to the USDOT/FHWA National Highway Performance Program Final Rule, 23 CFR Part 490, and the Federal Planning Rule 23 CFR 450, written procedures must be developed regarding the MAP-21 and FAST Act performance management requirements. These written agreements pertain to the establishment of public transit safety measures and targets. Because of a hard Federal deadline (July 20, 2021) to have these written procedures in place, the SJTPO Executive Director signed this agreement on July 19, 2021.

8. **Resolution 2109-33: Supporting the FY 2021 Public Transportation Agency Safety Plan (PTASP) Safety Performance Targets Set by the New Jersey Transit**

*Presenter: David Heller, Program Manager, Systems Performance & Subregional Program* The Public Transportation Agency Safety Plan (PTASP) regulation, at 49 CFR Part 673, requires public transportation providers to establish Safety Performance Targets to address the safety performance measures identified in the National Public Transportation Safety Plan (49 CFR §673.11(a)(3)). In August 2021, NJ TRANSIT released updated PTASP targets covering fatalities, injuries, and safety events such as collisions, employee injuries, and major bus fire events. The seven required safety performance measures for bus operations are attached. Each target represents a one-year target for NJ TRANSIT's Bus Operations in FY 2021. The FY 2020 targets were approved by the SJTPO Policy Board in March 2021.

9. **Resolution 2109-34: Approving a Contract Amendment for a No Cost Time Extension for the Local Safety Design Assistance**

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

SJTPO is requesting a No Cost Time Extension of the Subcontract Agreement with Urban Engineers to advance Final Design for the Five Points and Six Points roundabouts. Salem County issued a Request for Proposal for a ROW consultant; however, the County received no proposals. This results in a delay to the ROW phase that requires Urban Engineers to remain on contract past the current end date of agreement (December 12, 2021). As such, the request is for a No Cost Time Extension through December 12, 2022, to accommodate delays in the ROW phase, which corresponds to the NJDOT Task Order end date. The total cost of the contract will not be impacted by this contract amendment.

10. **Resolution 2109-35: Recognizing the Services of James Lewis**

*Presenter: Jennifer Marandino, Executive Director*

James Lewis, Manager, NJDOT Division of Statewide Strategies, retired from NJDOT after 44 years of service. SJTPO recognizes Mr. Lewis' contributions to the SJTPO Policy Board for nearly 20 years.

j. **NJDOT Update**

k. **Adjournment**

# **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

## **Policy Board Virtual Teleconference Meeting**

Monday, May 24, 2021 - 10:00 A.M.

The meeting was called to order at 10:05 a.m. by Executive Director Jennifer Marandino, followed by the flag salute. Ms. Marandino then advised that while SJTPO is not legally required to do so, 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  
Anthony Fanucci, City of Vineland  
James Lewis, NJDOT  
Louis Millan, NJ TRANSIT  
Stephen Mazur, SJTA

#### **Also, in attendance (virtually):**

John Peterson, Atlantic County  
Barbara Wooley-Dillon, Atlantic City  
Kathleen Hicks, City of Vineland  
Leslie Gimeno, Cape May County  
Brent Van Lilth, DRBA  
Jamera Sirmans, Governor's Authorities Unit  
Michael Watson, Esq., Brown & Connery, LLP  
Tom Visee`, HDR  
Pam Cruz, Ocean County  
Lu Ding, NJ Turnpike Authority  
Nancy Ridgway, Resident  
Mark Karolski, Buchart Horn  
Monica Butler, SJTPO  
David Heller, SJTPO  
Alan Huff, SJTPO  
Jennifer Marandino, SJTPO  
Melissa Melora, SJTPO  
William Schiavi, SJTPO  
Jason Simmons, SJTPO

## **APPROVAL OF MINUTES: April 26, 2021**

**On Motion** by Commissioner Director Thornton and seconded by Stephen Mazur, the minutes of April 26, 2021 were approved by roll call vote with abstentions from Commissioner Castellini and Chairman Desiderio.

## **COMMUNICATIONS**

Executive Director Marandino reported on three items of correspondence. The first, on behalf of a request made by Cumberland County a letter of support was prepared by SJTPO, supporting the NJ Route 55 at NJ Route 47 Interchange project. The second piece of correspondence is a letter received by the Governor's Authorities Unit indicating that all Authorities should continue to hold meetings in the previously approved virtual or telephonic format until further notice. She stated that despite recent announcements of more relaxed COVID-19 restrictions, SJTPO does not have an anticipated date to transition back to the office from the current remote work format. The third piece of correspondence is a flyer for FHWA's Local and Tribal Road Safety MATCH Program, which stands for Mentoring Assistance Training and Communication Help. FHWA is offering free technical assistance for Local and Tribal Agencies to help address safety concerns. Ms. Marandino stated that those interested can apply online with the weblink provided on the flyer. SJTPO would be supportive of any agencies that would like to seek technical assistance and support.

## **TECHNICAL ADVISORY COMMITTEE REPORT**

Vice-Chairman John Peterson reported on the May 10, 2021 virtual meeting, TAC recommended approval of Resolutions 2105-16 through 2105-23.

## **CHAIRMAN'S REMARKS**

Chairman Desiderio commented that with the continued opening of businesses, everyone must continue to practice safety and remain cautious. He also commented that he hopes this coming summer will be better than the last, and wished everyone a happy and safe summer.

## **REPORT OF THE EXECUTIVE DIRECTOR**

Executive Director Marandino explained that outside of the Director's Report submitted she wanted to draw attention to one item.

Ms. Marandino reported that SJTPO had prepared Letters of Support related to the Congressional Earmarks. She further mentioned an email received from the Association of Metropolitan Organizations on the 2,000 submissions received by the US House of Representatives for consideration of federal funds. She stated that with respect to a new Surface Transportation Reauthorization Bill, there continues to be discussion of earmarks, however, nothing in any final form. The FAST Act legislation expired on September 30, 2020, but was extended for a full year through September 30, 2021, anticipating a full reauthorization bill before the expiration.

She stated that the rest of her report can be read at members leisure, and if there are any questions or concerns, members could reach out to her.

## **UNFINISHED BUSINESS**

### **1. Resolution 2101-03: Approving Amendments to the SJTPO Bylaws**

**On Motion** by Commissioner Castellini and seconded by Commissioner Director Laury, Resolution 2101-03 was opened for discussion. Executive Director Marandino reported that after initially including the item on the January meeting, and further review and revisions, the Resolution is ready for consideration by the Policy Board. Revisions to the SJTPO Bylaws were originally necessitated to reflect the dissolution of the Citizens Advisory Committee (CAC), removing reference to the committee and updating the number of voting members on the TAC. She noted that a comprehensive review of the Bylaws resulted in other changes.

Ms. Marandino reported that revisions were made for clarity, to address membership composition and alternate members, and were additionally reviewed for consistency with NJTPA Bylaws. The Subcommittee of the Policy Board that was appointed at the April 2021 meeting reviewed the Bylaws and reached a consensus before sharing with the Governor's Authorities Unit for final review and comment. Most of the text revisions were made under *Article II – Policy Board Membership*, more for clarity as opposed to changing any of the current practices. She noted that one new change is that the Mayors of Atlantic City and City of Vineland can, at their discretion, designate an elected official to serve on the SJTPO Policy Board as an alternate. Similarly, all members can designate an alternate to participate in a formal capacity with voting rights if they are not able to attend the meeting.

Ms. Marandino stated that Monica Butler transmitted the revised Bylaws to members on Monday, May 10<sup>th</sup> in accordance with Article VII of the Bylaws, which indicate that any amendments must be mailed 10 days in advance of the meeting to every member. In doing so, James Lewis from NJDOT proposed a small revision after consulting with NJDOT's Deputy Attorney General. *Article II, Section 1., Subsection C iii* – specifically references Commissioner in addition to governing Board of Commissioners and Chief Executive Officer. This change is now reflected in the Bylaws as shared at today's meeting.

Commissioner Castellini questioned what the outcome was of the odd number of Board members in case of a tie vote, and Counsel Michael Watson replied that language has been added to reference a tie vote, specifically that in the event of a tie vote, the action will not pass, which is based on New Jersey law. With no further comment, Resolution 2101-03 was unanimously approved by roll call vote.

## **PUBLIC COMMENT**

No comments were made at the meeting or received on-line.

## **NEW BUSINESS**

### **1. Resolution 2105-16: Adopting the Title VI Implementation Plan**

**On Motion** by Stephen Mazur and seconded by Commissioner Castellini, Resolution 2105-16 was opened for discussion. Melissa Melora reported that in September 2020, SJTPO adopted its current Title VI Implementation Plan. SJTPO re-released the Plan in March of this year to allow for a more robust public comment opportunity since the pandemic limited and delayed the ability of staff to engage with the community meaningfully and equitably prior to adoption of the current Plan.

Ms. Melora reported that the 45-day public comment period for the Plan concluded on Sunday, April 18<sup>th</sup>. The update to the Title VI Implementation Plan fully addressed the Corrective Action issued by FHWA and FTA as part of SJTPO's Certification Review in September of 2019, as well as takes into consideration the findings from the Multilingual Outreach Services contract. The final draft Title VI Implementation Plan is available on the SJTPO website at [www.sjtpo.org/TitleVI](http://www.sjtpo.org/TitleVI). With no further comment, Resolution 2105-16 was unanimously approved.

## **2. Resolution 2105-17: Adopting the Limited English Proficiency (LEP) Plan**

**On Motion** by Commissioner Director Laury and seconded by Commissioner Director Thornton, Resolution 2105-17 was opened for discussion. Alan Huff reported that this action follows a similar timeline as Ms. Melora just mentioned concerning Title VI, with an approval in September. The LEP Plan addresses how SJTPO will meet requirements to equitably serve the needs of LEP populations. The LEP was released with the Title VI Plan for a 45-day public comment period from March 4, 2021 to April 18, 2021. The LEP is also available on the SJTPO website at [www.sjtpo.org/LEP](http://www.sjtpo.org/LEP). With no further comment, Resolution 2105-17 was unanimously approved.

## **3. Resolution 2105-18: Adopting the Public Involvement Plan (PIP)**

**On Motion** by Commissioner Castellini and seconded by Commissioner Director Laury, Resolution 2105-18 was opened for discussion. Melissa Melora reported that the Public Involvement Plan (PIP) is an update to the current PIP adopted in November 2020. The PIP outlines the federal requirements and best practices SJTPO will follow to ensure that all planning documents and programs maximize the involvement of the public. She stated that at the May TAC meeting, it was brought to staffs' attention the need to revise a small section of the PIP discussing SJTPO's ability to offer incentives, such as food and beverages, at public meetings. Staff worked with NJDOT and FHWA last week to come to a consensus on the language.

Ms. Melora stated that all comments received during the public comment period have been addressed and are included in Appendix H of the PIP. The final draft PIP is available on the SJTPO website at [www.sjtpo.org/PIP](http://www.sjtpo.org/PIP). With no further comment, Resolution 2105-18 was unanimously approved.

## **4. Resolution 2105-19: Approving an Amendment to the FY 2022 Unified Planning Work Program (UPWP) Reallocating Funds from Central Staff Work Program to Technical Program**

**On Motion** by Commissioner Director Laury and seconded by Stephen Mazur, Resolution 2105-19 was opened for discussion. Executive Director Marandino reported that SJTPO's FY 2022 UPWP was approved by the Policy Board on March 22, 2021 and will go into effect on July 1, 2021. Since that time, SJTA has provided updated fringe rate figures using the calendar year 2020 payroll burdens. These updates and other minor adjustments led to a reduced estimate for SJTPO's Central Staff Work Program. Specifically, the need associated with salaries and labor of the Central Staff was reduced by approximately \$41,000, with these funds then being made available for SJTPO's Technical Program.

Ms. Marandino stated that a total of \$203,499 is now available within the FY 2022 Technical Program. Internal staff discussions lead to the addition of a third technical study to include a *Website Backend/Extension Review and Optimization* study for \$13,499, along with the other \$28,000 being added to the two existing technical studies which include the Automated Traffic Signal Performance

Measure Feasibility and Deployment Study and a Regional Trails Network Feasibility Survey for Cape May County.

Ms. Marandino stated that the revised text for the Technical Program was included in the packet along with select financial tables. The total of approximately \$1.86 million for the total programmed FHWA resources remains unchanged, with funding shifting from Central Staff Work Program to Technical Program. The request for the change will be made formally by letter to NJDOT today with positive approval by the Policy Board. With no further comment, Resolution 2105-19 was unanimously approved.

**5. Resolution 2105-20: Approving an Amendment to the FFY 2020-2023 Transportation Improvement Program (TIP) for NJDOT Statewide Bridge Preventive Maintenance Program**

**On Motion** by Commissioner Director Thornton and seconded by Stephen Mazur, Resolution 2105-20 was opened for discussion. Jason Simmons reported that the action is a Minor Amendment to the TIP which increases the Bridge Preventative Maintenance line item from \$0.00 to \$24.478 M for three bridge painting contracts that cover 23 bridges in the DVRPC and NJTPA regions. As a Statewide Line item, SJTPO must act on this amendment despite not having any projects related to the action itself. The action will also add prior year unobligated funds in the amount of \$1.478 million. Mr. Simmons noted that the action is fiscally constrained and involves reducing funds from both the Bridge Maintenance Fender Replacement program and Bridge Maintenance Scour Countermeasures program, as well as, using prior year unobligated funds. With no further comment, Resolution 2105-20 was unanimously approved.

**6. Resolution 2105-21: Approving an Amendment to the FY 2021 Unified Planning Work Program (UPWP) Reallocating Funds for Task 21/402 Air Quality Technical Assistance**

**On Motion** by Commissioner Director Laury and seconded by Mayor McKelvey, Resolution 2105-21 was opened for discussion. Executive Director Marandino reported that last month the TAC and Policy Board approved an amendment to the FY 2021 UPWP to add a new task *Air Quality Technical Assistance* and reallocate \$12,000 from the Central Staff Program Activities to the technical effort. However, the budget was not sufficient based upon the cost estimate associated with the one proposal that was received.

Ms. Marandino stated that today's action is necessary to reallocate an additional \$8,000 from SJTPO's Office Equipment Line Item under Central Staff Program Activities. This action will leave \$24,800 within the Line Item for the purchase of specialized traffic count cameras. The effort to purchase the traffic count devices is scalable and will not be significantly impacted by the reduction of available funds. She noted that it was originally intended that the SJTPO would purchase the cameras and spend the funding to process the count data, however, with the end of the fiscal year, data processing is in jeopardy.

Staff anticipates that the reduction in available funds will result in the purchase of two fewer traffic count devices and eliminate of data processing. Alan Huff is working with select county partners on the purchase of the specialized cameras and traffic count devices, which are expected in the near term. The request for the change will be made formally by letter to NJDOT today with positive approval by the Policy Board. With no further comment, Resolution 2105-21 was unanimously approved.

**7. Resolution 2105-22: Approving the Selection of AECOM Technical Services, Inc. as the Consultant for the FY 2021 Air Quality Technical Assistance Technical Study**

**On Motion** by Stephen Mazur and seconded by Commissioner Director Laury, Resolution 2105-22 was opened for discussion. David Heller reported that the technical study seeks consultant assistance to help SJTPO conduct its regional emissions analysis for the release of the upcoming FFY 2022-2031 TIP. The emergence of a new regionally significant project has necessitated a new regional emissions analysis. He reported that one proposal was received from AECOM, with a revised negotiated cost of \$19,742 and a DBE goal of 15.64%. The project is funded from Task 21/402 (\$12,000 plus an additional \$8,000 from SJTPO's Office Equipment Line Item, as stated in the previous resolution). Since the regional emissions analysis was unanticipated and not programmed as a technical study in the initial UPWP, staff had a very expedited procurement process and a very short timeframe for the completion of the project. A Notice to Proceed is anticipated June 11, 2021 with a delivery date of July 30, 2021, for the final deliverables. With no further comment, Resolution 2105-22 was unanimously approved.

**8. Resolution 2105-23: Approving the Selection of HDR Engineering, Inc. as the Consultant for the SJTPO Regional Freight Plan Data Collection and Analysis Technical Study**

**On Motion** by Commissioner Castellini and seconded by Commissioner Risley, Resolution 2105-23 was opened for discussion. William Schiavi reported that this resolution seeks Board approval of the selection of HDR Engineering, Inc. as the consultant for the SJTPO Regional Freight Plan Data Collection and Analysis technical study. The technical study seeks consultant assistance to collect and analyze freight data and conduct a data driven performance-based analysis to identify the major freight generators, the regional freight network, inclusive of municipal and county roadways, and issues in the network that would benefit from infrastructure investments.

Mr. Schiavi stated that proposals were due on March 16, 2021 with three proposals received. The Consultant Selection Committee scored and ranked each proposal and conducted interviews, which affirmed HDR Engineering, Inc., in association with TechniQuest Corp. (DBE), as the top ranked firm. The proposal was for \$153,492 with a DBE goal of 15.78%. The project is funded from Task 21/401 of SJTPO's FY 2021 UPWP with an available budget of \$154,000. With no further comment, Resolution 2105-23 was unanimously approved.

**9. Resolution 2105-24: Extending the Appointment of Brown & Connery, LLP as General Legal Counsel to the South Jersey Transportation Planning Organization**

**On Motion** by Stephen Mazur and seconded by Commissioner Castellini, Resolution 2105-24 was opened for discussion. Executive Director Marandino reported that SJTPO General Legal Counsel Services was awarded to Brown & Connery, LLP on June 17, 2020, with a Notice to Proceed on August 13, 2020. The award provided for a one-year term through to June 30, 2021 with a one-year option to renew. SJTPO has been extremely satisfied with General Legal Counsel and would like to exercise the option to renew the contract through to June 30, 2022. Monica Butler has shared this desire with SJTA, who will act on the extension at their upcoming June meeting. With no further comment, Resolution 2105-24 was unanimously approved.

**10. Resolution 2105-25: Extending the Appointment of McManimon, Scotland & Baumann, LLC as Special Legal Counsel to the South Jersey Transportation Planning Organization**

**On Motion** by Stephen Mazur and seconded by Commissioner Castellini, Resolution 2105-25 was opened for discussion. Executive Director Marandino reported that SJTPO Special Legal Counsel Services was awarded to McManimon, Scotland & Baumann, LLC on June 17, 2020. The Notice to Proceed was issued August 19, 2020 for a term of one year through to June 30, 2021. A one-year option to renew was also included with the original contract. Ms. Marandino stated that although SJTPO has not had the occasion to utilize the services of McManimon, Scotland, & Baumann, however, SJTPO would like to exercise the option to renew the contract for an additional year through to June 30, 2022. SJTA will be acting at their June 2021 meeting to extend the contract. With no further comment, Resolution 2105-25 was unanimously approved.

**NJDOT UPDATE – James Lewis**

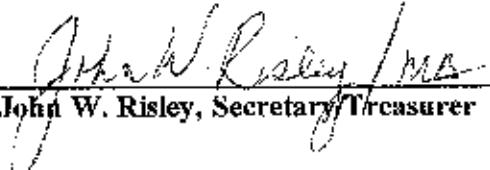
James Lewis expressed that the Department continues to work with all three MPO's to complete the final revisions to the Capital Program in anticipation of legislative approval as part of the budget that starts on July 1, 2021. The Department continues to work on the TUP and Statewide Transportation Improvement Program for final approval later in the year. He also noted that employees of the Department are beginning to return to work on a hybrid schedule, which is a good sign of normalcy, and further stated that he is looking forward to a safe and prosperous summer.

Executive Director Marandino stated that there may not be a need to hold a July TAC or Policy Board meeting, therefore, the next Policy Board meeting is scheduled for Monday, September 27<sup>th</sup>. She stated that Monica Butler will send a confirmation email as it gets closer to the anticipated July meeting date.

**ADJOURNMENT**

**On Motion** by Commissioner Director Thornton and seconded by Commissioner Risley, the meeting was adjourned at 10:47 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*

782 South Brewster Road, Unit B6,  
Vineland, New Jersey 08361

[www.sjtpo.org](http://www.sjtpo.org)  
(856) 794-1941  
(856) 794-2549 (fax)

Jennifer Marandino, P.E.  
*Executive Director*

John W. Risley, *Secretary/Treasurer*

August 10, 2021

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

**Re: Letter of Support - Areas of Persistent Poverty Program  
NJ TRANSIT Transit Market Demand Study of SJTPO region**

Dear Administrator Fernandez:

The South Jersey Transportation Planning Organization (SJTPO) wishes to express its support for NJ TRANSIT's application for an Areas of Persistent Poverty Program grant application for the proposed transit market demand study. SJTPO is the Metropolitan Planning Organization for Atlantic, Cape May, Cumberland, and Salem counties in New Jersey. We commonly work with regional partners and agencies, including NJ TRANSIT, to improve transit options throughout the region through efforts such as SJTPO's Human Services Transportation Plan. Similarly, SJTPO's Regional Transportation Plan (RTP) guides the region's transportation decision-making for the next 30 years and includes consideration of transit facilities.

SJTPO's most recent RTP identifies five critical transportation issues in South Jersey, one of which focuses on Inequitable Access. Relative to the rest of the state, vulnerable communities in the SJTPO region generally have limited access to mobility for their daily needs and face heavy burdens to improve mobility. While there are pockets of highly concentrated disadvantaged communities throughout New Jersey, in the SJTPO region incomes are lower, even relative to the cost of living, access is lower, traffic fatalities are higher, poverty is higher, educational attainment is lower, social issues associated with poverty are more pronounced, health outcomes are worse, and ultimately lifespan is lower. Several census tracts that fall within the SJTPO region qualify as "areas of persistent poverty," under the FTA definition. This results in great barriers related to mobility, with concerns about access to transit, frequency of services, and lack of transit facilities.

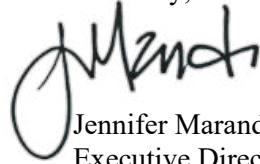
Based on the latest ridership and survey data, shared by Cross County Connection Transportation Management Association, in South Jersey ridership drop-offs associated with COVID-19 were significantly less compared to other parts of the State, with ridership rebounding more quickly. Specifically, shuttle ridership in Atlantic County dropped by 65%, compared to 90% ridership on larger transit systems and ridership rebounded 76% between April 2020 and June 2021. Furthermore, according to a survey conducted by NJ TRANSIT in December 2020, bus riders in South Jersey were the least likely to have no, or limited access to a vehicle, with 78% of survey respondent reporting that they own one or zero vehicles. These figures, and others, support the notion that transit riders in South Jersey are likely to have fewer transportation alternatives than in other parts of the state.

SJTPO is excited about the opportunity to partner with NJ TRANSIT on the proposed transit market demand study, helping with the identification of specific transit issues, requests, or improvements for further investigation. To date, SJTPO has received numerous comments from the public regarding transit access issues as part of unrelated public outreach.

A specific study to understand mobility needs, evaluation of existing transit and mobility gaps, and potential solutions for both will be of enormous benefit to the SJTPO in determining where transit market demand may exist. SJTPO strongly supports NJ TRANSIT's proposal to conduct a transit market demand study with the primary goal being to identify transit solutions that address barriers to opportunity, supporting environmental justice populations, and reducing greenhouse gas emissions.

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

Sincerely,

A handwritten signature in black ink, appearing to read "J Marandino". The signature is fluid and cursive, with a large initial "J" and "M".

Jennifer Marandino  
Executive Director

JM/nh

c: Jack Dean, AICP; Program Director, Research and Community Services, NJ TRANSIT  
Jeremy Colangelo-Bryan, Chief Planner, NJ TRANSIT



**US Department  
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**Federal Highway  
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Federal Transit Administration  
Region II New York  
One Bowling Green  
Room 428  
New York, NY 10004-1415  
212-668-2170  
212-668-2136 (Fax)

Federal Highway Administration  
New Jersey Division  
840 Bear Tavern Road  
Suite 202  
West Trenton, NJ 08628-1019  
(609) 637-4200  
(609) 538-4919 (Fax)

In Reply Refer To:  
HDA-NJ  
TRO - 2

August 19, 2021

The Honorable Leonard Desiderio, Chairman  
South Jersey Transportation Planning Organization  
728 South Brewster Road, Unite B-6  
Vineland, NJ 08361

Subject: SJTPO TMA Certification Corrective Action Acceptance

Dear Chairman, Desiderio:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are in receipt of the South Jersey Transportation Planning Organization (SJTPO) Metropolitan Planning Organization's (MPO) email dated May 25, 2021, transmitting the Title VI Implementation Plan, which addresses the civil rights corrective action noted in the September 17, 2019 Federal Certification Review Report.

Upon review of the adopted Title VI Implementation Plan, the FHWA and FTA have determined that the adopted plan successfully addresses the requirements of the 2019 Atlantic City, NJ Urbanized Area TMA Certification Corrective Action for the SJTPO MPO as discussed in the 2019 Federal Certification Review Report. Therefore, FHWA and FTA jointly certify that the transportation planning process of the SJTPO MPO meets the Federal planning requirements in 23 CFR Section 450.336 and 49 U.S.C. 5303. This certification remains in effect until September 17, 2023.

If you have any questions regarding this letter, please call Brian Goodson of FHWA at 609.637.4208, or Uzoma Anukwe of FTA at 212.824.2433, our respective contacts on these subjects.

Sincerely,

---

Robert Clark  
Division Administrator  
Federal Highway Administration  
New Jersey Division

---

Stephen Goodman, PE  
Regional Administrator  
Federal Transit Administration  
Region 2

cc: Jennifer Marandino (SJTPO), Andrew Swords (NJDOT), Jim Lewis (NJDOT), Monica Etz (NJDOT), Sutapa Bandyopadhyay (FHWA), Lucy Marius (FHWA), Donald Burns (FTA), Luis Rodriguez (FTA)



## State of New Jersey

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

PHILIP D. MURPHY  
*Governor*

DIANE GUTIERREZ-SCACCETTI  
*Commissioner*

SHEILA Y. OLIVER  
*Lt. Governor*

May 25, 2021

Re: Safe Routes to School  
Request for Applications

Dear Prospective Applicant:

On behalf of Governor Philip D. Murphy, I am pleased to announce that applications are now being accepted for the 2022 Safe Routes to School (SRTS) Program. The SRTS program is funded through the Federal Highway Administration's Federal Aid Program and 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).

The objectives of the SRTS Program are:

- To enable and encourage children, including those with disabilities, to walk and bicycle to school;
- To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- To facilitate the development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of New Jersey's primary and middle schools, (Grades K-8).

Projects must be located within two miles of a school that serves students in grades K-8. Funding for the 2022 SRTS Program will be available for the construction of infrastructure projects only. Infrastructure projects may include the installation of sidewalks, crosswalks, bike lanes, multi-use paths, traffic calming measures, and other means to ensure the ease and safety of children walking or biking to school.

For this solicitation, applicants may apply only for construction funds. Any municipality, school district, or county is eligible to apply for funding. Nonprofit organizations are not eligible as direct grant sub-recipients for SRTS funds unless they qualify through one of the eligible entity categories (e.g., where a nonprofit organization is a designated transit agency, school, or an entity responsible for the administration of local transportation safety programs).

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Nonprofit entities are eligible to partner with any eligible entity on an eligible project, if State or local requirements permit. The NJDOT has final authority to make a determination on the eligibility of an applicant.

In addition to the traditional grant criteria, for this solicitation, consideration will be given to applications that provide additional benefits to vulnerable members of our communities, including low-income residents, minorities, those with limited English proficiency, persons with disabilities, children and older adults. Census data for these categories will be used to determine if a project meets the equity criteria. Information regarding equity will be available through NJDOT's Local Aid Resource Center web site at:

<https://www.njdotlocalaidrc.com/equity>

Information about scheduling a one on one pre-submission meeting will be forthcoming on the website as well as dates for informational webinars about the Safe Routes to School Program.

As with all federally funded programs, the funds will be disbursed on a reimbursement basis. The award of SRTS grants will be contingent upon the recipient's ability to comply with all applicable federal financial management, project implementation, and oversight regulations. Before applying, applicants should assess their capability to comply with state and federal requirements for the administration of federal-aid highway grants set forth in Title 23 - Highways, and OMB requirements related to uniform administrative requirements, cost principles, and audit requirements for federal awards (2 CFR Part 200).

Public rights-of-way and facilities are required to be accessible for all users through the statutes regardless of funding source. Recipients of federal and state grants will be required to comply with the provisions of Title II of the Americans with Disabilities Act of 1990 (ADA) and Section 504 of the Rehabilitation Act of 1973.

Applications for the SRTS Program are due on or before October 14, 2021. Due to the extra challenges this year, the typical solicitation time has been extended to provide notification as this school year winds down, opportunity to advance an application in the summer, and additional time in the fall to finish the process. The October 14th deadline provides an additional 31 days for applicants to prepare and submit the application. Applications must be submitted online through NJDOT SAGE at:

<https://njsage.intelligrants.com/>

Additional information on the SRTS Program is available at:

<https://njdotlocalaidrc.com/federally-funded-programs/safe-routes-to-school>

I recommend that you consult your Local Aid District Office and your corresponding Metropolitan Planning Organization for assistance in preparing applications for this program. Contact information is included.

The Division of Local Aid offers a SRTS Design Assistance Program, which provides consultant engineering services to assist Local Public Agencies (LPAs) with the development of plans, specifications, and estimates for their SRTS projects. Recipients of the 2022 SRTS grant solicitation will be eligible to participate in the program. The program was developed by NJDOT as part of the Federal Highway Administration's Every Day Counts (EDC) initiative and is intended to shorten time, reduce costs, and improve quality in the delivery of NJDOT SRTS projects. Consultant costs for this program are paid by NJDOT and are not part of the grant amount if your LPA chooses to participate.

Please take advantage of this opportunity to improve safety for New Jersey's school children. Good luck with your application.

Sincerely,

A handwritten signature in cursive script, appearing to read "Diane Gutierrez-Scaccetti".

Diane Gutierrez-Scaccetti  
Commissioner

cc: Municipal Clerk  
Municipal Engineer  
County Engineer

Enclosure

# New Jersey Department of Transportation Division of Local Aid & Economic Development

## Safe Routes to School Program 2022

| ID | Task Name   | Duration | Start        | Finish       | Apr '21 | May '21  | Jun '21  | Jul '21 | Aug '21 | Sep '21 | Oct '21   | Nov '21   | Dec '21  | Jan '22  | Feb '22 | Mar '22 | Apr '22 |  |
|----|---|----------|--------------|--------------|---------|----------|----------|---------|---------|---------|-----------|-----------|----------|----------|---------|---------|---------|--|
| 1  | <b>SOLICITATION / DEADLINE</b>  | 103 days | Tue 5/25/21  | Thu 10/14/21 |         | Tue 5/25 | 103 days |         |         |         |           | Thu 10/14 |          |          |         |         |         |  |
| 2  | <b>"FIRST TIER" RATING PERIOD<br/>Local Aid District Office Raters,<br/>NJDOT</b>       | 10 days  | Fri 10/15/21 | Thu 10/28/21 |         |          |          |         |         |         | Fri 10/15 | Thu 10/28 |          |          |         |         |         |  |
| 3  | <b>Prepare Short List of Applications<br/>Meeting Program Requirements<br/>Criteria</b> | 7 days   | Fri 10/29/21 | Mon 11/8/21  |         |          |          |         |         |         | Fri 10/29 | Mon 11/8  |          |          |         |         |         |  |
| 4  | <b>"SECOND TIER" RATING PERIOD<br/>Local Aid District Office Raters,<br/>NJDOT</b>      | 47 days  | Tue 11/9/21  | Wed 1/12/22  |         |          |          |         |         |         | Tue 11/9  | 47 days   |          | Wed 1/12 |         |         |         |  |
| 5  | <b>ORGANIZE &amp; DISTRIBUTE<br/>SPREADSHEETS</b>                                       | 8 days   | Thu 1/13/22  | Mon 1/24/22  |         |          |          |         |         |         |           | Thu 1/13  | Mon 1/24 |          |         |         |         |  |
| 6  | <b>Spreadsheet to MPO's for Review</b>  | 8 days   | Tue 1/25/22  | Thu 2/3/22   |         |          |          |         |         |         |           | Tue 1/25  | Thu 2/3  |          |         |         |         |  |
| 7  | <b>SELECTION COMMITTEE</b>  | 15 days  | Fri 2/4/22   | Thu 2/24/22  |         |          |          |         |         |         |           | Fri 2/4   | Thu 2/24 |          |         |         |         |  |
| 8  | <b>Final Ratings, Remarks, &amp;<br/>Recommendation to SAGE</b>                         | 10 days  | Fri 2/25/22  | Thu 3/10/22  |         |          |          |         |         |         |           | Fri 2/25  | Thu 3/10 |          |         |         |         |  |
| 9  | <b>ANNOUNCEMENT</b>   | 7 days   | Fri 3/11/22  | Mon 3/21/22  |         |          |          |         |         |         |           | Fri 3/11  | Mon 3/21 |          |         |         |         |  |



# South Jersey Transportation Planning Organization

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

Leonard Desiderio, *Chairman*

Benjamin H. Laury, *Vice Chairman*

782 South Brewster Road, Unit B6,  
Vineland, New Jersey 08361

[www.sjtpo.org](http://www.sjtpo.org)  
(856) 794-1941  
(856) 794-2549 (fax)

Jennifer Marandino, P.E.  
*Executive Director*

John W. Risley, *Secretary/Treasurer*

## **EXECUTIVE DIRECTOR'S REPORT – September 27, 2021**

### **COVID-19 UPDATE**

SJTPO's internal Reopening Plan was updated for a Phase 3 Return to the Office, anticipating a full return of employees on Tuesday, September 7<sup>th</sup>. However, with the Governor's announcement that all State employees are required to be fully vaccinated by October 18<sup>th</sup> or undergo regular testing, the return to the office was delayed. The current timeline is that all State employees will move into Phase 3 (unrestricted staffing) on Monday, October 18<sup>th</sup>.

SJTPO staff continues to work remotely from home, continuing to provide essential services and make progress on critical needs of the region. Staff is working a minimum of five days within a two-week period, having set their own schedule, effective September 13<sup>th</sup> through October 15<sup>th</sup>. Staff continues to be available during normal working hours whether in the office or at home, via email or at the office. All voicemails are transmitted via email through our phone systems.

In mid-August, guidance from the Governor's Authorities Unit indicated that all work-related travel shall be paused until further notice. Any travel not already approved shall be considered denied. In accordance with previous guidance from the GAU, all meetings for the MPO will continue to be held meetings in the previously approved virtual or telephonic format until further notice.

### **FFY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) Modifications**

*NJDOT* initiated three Informational Modifications for three separate Statewide line items. No further action is necessary by SJTPO but shared for information only.

- **DBNUM X201 Guiderail Upgrade**

A project, Guiderail Replacement South, Contract 2019-3, has come in for authorization utilizing this program. This project is not eligible to utilize NHPP funding, therefore the funding must be changed to STBGP-FLEX. The action changes \$1.0M of NHPP funding for Design and Construction (EC) in FFY 21 to STBGP-FLEX and Increases STBGP-FLEX funding for EC in FFY 21 from \$1.0M by \$1.673M to \$2.673M. The contract is for affects both the SJTPO and DVRPC regions in Burlington, Camden, Cumberland, Gloucester, and Salem Counties at various state highway locations along Route 38, 42, 55, 70, 76, 130, 295, 322, and 676.

- **DBNUM 17357 Bridge Maintenance Fender Replacement**

There is a potential Design phase authorization of Perkintown Road (CR644) over Rt 295 (Salem County) that would utilize funding under this program. As such, funding needs to be increased in anticipation of a possible FFY 21 submission. The action changes \$1M of STBGP-FLEX funding for Design, Right of Way, and Construction (ERC) in FFY 21 to NHPP and increases STBGP-FLEX funding for ERC in FFY 21 from \$2M by \$5M to \$7M.

- **DBNUM 03304 Bridge Deck/Superstructure Replacement Program**

There is a potential authorization in the NJTPA region (Rt 23, Bridges over NYS&W RR) under this line item in FFY 21. The action changes \$4M of STATEWIDE NHPP funding for ERC in FFY 21 to NJTPA NHPP and increases NHPP funding for ERC in FFY 21 from \$29.472 by \$5M to \$34.472M.

### **SJTPO LOCAL LEAD PROJECT STATUS AND TIP/STIP PROJECT CHARTS**

The FFY 2021 Local Lead Project Status Chart is attached along with two additional project charts, which display the HSIP and CMAQ projects programmed in the SJTPO region (updated 9/20/2021).

### **FFY 2021 PROJECT AUTHORIZATIONS**

The attached FFY 2021 Authorized Project Status chart which the authorization status and authorized funding amount for each project, as of September 20<sup>th</sup>. In total, SJTPO had 18 projects authorized totaling \$14,999,166.37 (compared to \$17,278,751.12 in FFY 2020), under seven different funding sources. The following is a breakdown of projects and funding per county:

- **Atlantic County:** 4 projects authorized, totaling \$10,478,378.56 / 1 pending authorization / additional money flexed to NJ TRANSIT
  - **Atlantic City:** 2 projects authorized, totaling \$1,343,709.45 / 1 pending authorization
- **Cape May County:** 4 projects authorized, totaling \$2,021,000.00 / 1 pending authorization / additional money flexed to NJ TRANSIT
- **Cumberland County:** 4 projects authorized, totaling \$2,826,078.00
  - **City of Vineland:** 2 projects authorized, totaling \$2,224,999.53
- **Salem County:** 4 projects authorized, totaling \$883,079.83

Of note, Cumberland County's CMAQ project, Millville Broad Street Traffic Signal Upgrades, was not authorized in FFY 2021. The City of Millville has decided they will not pursue this project at this time, due to funding resources. SJTPO did not authorize a project with our suballocation of STBGP-L5K this fiscal year, whereas \$150,000 was programmed for a Salem County design project. Three other projects, in the Authorized Project Status chart are noted as "Estimated Sept. 2021, submitted for authorization." These projects have been submitted to be authorized but authorization is pending for FFY 2021.

### **TECHNICAL STUDIES UPDATE**

SJTPO currently has four (4) ongoing technical studies; Cumberland County Bicycle/Pedestrian Safety Action Plan, Local Safety Program Design Assistance, Regional Trail Network – Feasibility Survey, and Regional Freight Plan Data Collection and Analysis. The attached memo provides information regarding the status of all four technical studies (updated 9/17/2021).

### **FY 2023 UPWP**

Preliminary work on the FY 2023 Unified Planning Work Program (UPWP) is beginning. SJTPO Program Managers were solicited to start thinking about technical study ideas for the FY 2023 UPWP, effective July 1, 2022. The managers will discuss project ideas internally and collectively get input from our subregional partners. The anticipation is that SJTPO will have initial discussions related to the FY 2023 UPWP at the November 8<sup>th</sup> TAC and November 22<sup>nd</sup> 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   |
| <b>Atlantic City</b>   |                |  |       |                 |                 |                                     |           |                            |                      |                   |            |
| S1916  | 2021 STBGP-AC  | Atlantic Avenue, Tennessee to Maine Avenues  | CON   | \$0.964         | \$1.017         | 4/5/2021                            |           | 5/27/2021                  |                      | Estimated 9/17/21 | 9/14/2021  |
| 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; As of 7/13/21 status call, city is in jeopardy of losing funds for this project, call with the city and DOT to happen soon; Meeting with the city 7/14/21 --> plans differed from project description, still making some decisions about bump-outs/median changes; Updated plans were submitted to DOT on 7/26  |                |  |       |                 |                 |                                     |           |                            |                      |                   |            |
| 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 (Ponzo); 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 CE/I services. A request for federal authorization can be submitted when City has negotiated a price for CE/I; 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. |                |  |       |                 |                 |                                     |           |                            |                      |                   |            |
| <b>Atlantic County</b>   |                |  |       |                 |                 |                                     |           |                            |                      |                   |            |
| X107   | 2021 TAP-AC    | Lighthouse District Streetscape Improvement Program<br><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; 4/27/21: DES-FD has been authorized on 4/14/21  |                |  |       |                 |                 |                                     |           |                            |                      |                   |            |
| X107   | 2021 TAP-AC    | Cedar Creek/Egg Harbor Lake Pedestrian Connection<br><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 Jiampetti; 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<br><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; 4/27/21: DES-PE moved to FY 2022; 6/4/21, Project has changed from an on-road pedestrian path to a pedestrian path from the school to fields. Proposal is under review; Design is on track for 2021; Will not be authorized in 2021, still need resolution  |                |  |       |                 |                 |                                     |           |                            |                      |                   |            |
| X107   | 2023 TAP-AC    | Linwood/Seaview Bike Path Extension<br><i>(Project Sponsor: Linwood City)</i>                    | CON   | \$0.127         |                 | 4/1/2021                            | 4/14/2021 | 4/5/2021                   |                      |                   |            |
| Kick-off meeting held; design assistance may be needed; As of 12/11/20 status meeting with Atlantic Count & 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<br><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 programed 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         | \$1.616         | 8/25/2020                           |           | 2/10/2021                  |                      | Estimated 9/2/21  | 9/15/2021  |
| DEC sent ot 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; bid project by 7/1/21; *Project will most likely receive authorization in early fall, be bid late fall, awarded by year's end for both inspection firm and construction co., preconstruction meeting early next year, and construction start in March/April of 2022" - email from John Musto 7/27/21; Waiting on CED; Authorization anticipated 8/31/21; As of 9/14/21 status call still missing documents from the city, anticipated authorization 9/21/21  |                |  |       |                 |                 |                                     |           |                            |                      |                   |            |

# 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                         |  |
| <b>Cape May County</b>  |                    |  |       |                 |                 |            |            |                            |                                     |                     |                                  |  |
| 99358   | 2023 SRTS          | West Cape May Borough Elementary School Pedestrian Safety Improvements (Project Sponsor: West Cape May Boro) | CON   | \$0.252         |                 |            | 3/15/2021  | 6/17/2021                  |                                     |                     |                                  |  |
| 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; 4/27/21: CED submitted 3/30/21 but without plans; Plans were submitted 6/7/21; Likely will not be authorized in 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         | \$1.751         |            | 12/18/2020 | 2/8/2021                   | 5/28/2021                           |                     | 8/13/2021<br>8/20/2021           |  |
| 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; 4/27/21: On track for August 2021 authorization; ER needed as of 6/22/21  |                    |  |       |                 |                 |            |            |                            |                                     |                     |                                  |  |
| X065  | 2021 CMAQ          | Improving Air Quality and Reducing Traffic Congestion through Biking in Ocean City                           | CON   | \$0.222         | \$0.345         |            | 6/6/2016   | 7/19/2016                  | 9/10/2020                           | Estimated June 2021 | 9/13/2021<br>9/17/2021           |  |
| 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); Anticipated authorization changed to July 2021; ER needed; At risk for funding if not going through this year (2021); ER submitted 8/23/21; Authorized 9/17/21   |                    |  |       |                 |                 |            |            |                            |                                     |                     |                                  |  |
| <b>City of Vineland</b>   |                    |  |       |                 |                 |            |            |                            |                                     |                     |                                  |  |
| 04314   | 2020 HSIP          | Garden Road & Mill Road Traffic Signalization  | ROW   | \$0.247         | \$0.247         |            |            |                            |                                     |                     | 5/8/2020                         |  |
|   | 2021 HSIP          |  | CON   | \$2.255         | \$1.978         | 10/18/2019 | 1/6/2020   | 8/27/2019                  | 5/4/2021                            | 8/13/2021           | 8/17/2021                        |  |
| 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.Maillet) ROW process moving along with few issues (non-responsive/non-cooperative property owners); City to request 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 awaiting 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; Initial PS&E sub. 5/17/21; Final DES docs needed before CON can be authorized; CON on track for Aug 2021 |                    |  |       |                 |                 |            |            |                            |                                     |                     |                                  |  |
| 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; Authorization will be submitted once permits are done; City underestimated cost, requesting \$1.47M more CMAQ funds; ER and final PS&E needed, city has to submit NJDEP permits  |                    |  |       |                 |                 |            |            |                            |                                     |                     |                                  |  |
| S1407   | 2021 STBGP-B5K200K | Landis Avenue, Phase V, Mill Road to Orchard Road (CR 628)   | CON   | \$1.710         |                 |            | 5/16/2017  | 8/15/2017                  | 5/30/2019                           | 7/30/2019           |                                  |  |
| 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; ER sent to BEPR by 7/1/21; Authorization will be submitted once permits are done. DEP permits submitted 4/8/21; Anticipated final PS&E again in June 2021; ER needed; City has to submit NJDEP permits  |                    |  |       |                 |                 |            |            |                            |                                     |                     |                                  |  |
| <b>Cumberland County</b>  |                    |  |       |                 |                 |            |            |                            |                                     |                     |                                  |  |
| 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; DES on track of approval in FFY 2021; DES-PE authorized 7/27/21   |                    |  |       |                 |                 |            |            |                            |                                     |                     |                                  |  |
| 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; 4/27/21: On track for authorization June 2021; As of 6/2/21 status call, still need to submit PS&E and ER; Email from Frank Harris on 9/16/21, city will no longer pursue this project   |                    |  |       |                 |                 |            |            |                            |                                     |                     |                                  |  |
| X107  | 2021 TAP-B5K200K   | Maurice River Bikeway Trail - Phase V (Project Sponsor: City of Millville)                                   | CON   | \$0.517         |                 |            |            |                            |                                     | Estimated July 2021 |                                  |  |
| 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; Waiting to receive final design proposal from consultant; CED for FD approved as of 8/24/21 status call; FD approved 9/13/21 for \$251858   |                    |  |       |                 |                 |            |            |                            |                                     |                     |                                  |  |
| S1403   | 2021 STBGP-B5K200K | Cumberland County Federal Road Program; FY 2021  | ERC   | \$2.100         | \$2.180         |            | 8/17/2020  | 2/25/2021                  | 8/17/2020                           | 6/9/2021            | Estimated Aug. 2021<br>9/3/2021  |  |
| 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; Final PS&E estimated for June 2021, along with ER; ER submitted 7/12/21; Final PS&E approved 8/18/21, ER approved 8/12/21   |                    |  |       |                 |                 |            |            |                            |                                     |                     |                                  |  |
| 04314   | 2021 HSIP          | Cumberland County Pilot Roundabout (West Park Drive)   | ROW   | \$0.100         | \$0.100         |            | 2/18/2021  |                            |                                     |                     | Estimated Aug. 2021<br>8/30/2021 |  |
|   | 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; Next step to submit consultant proposals for authorization; Likely will not be authorized by end of FFY, could be authorized by end of calendar year 2021   |                    |  |       |                 |                 |            |            |                            |                                     |                     |                                  |  |
| S2116   | TTF                | FY 2021 TTF Road Program   | CON   | \$2.547         |                 |            |            |                            |                                     |                     |                                  |  |
| Added to TIP in January 2021 board meeting; Preliminary PS&E in progress as of 6/2/21 status call   |                    |  |       |                 |                 |            |            |                            |                                     |                     |                                  |  |
| X107  | 2023 TA-SA         | Milliard Riverfront Walk Project   | CON   | \$0.900         |                 |            |            |                            |                                     |                     |                                  |  |
| Selected to receive \$0.9M in funding from Transportation Alternatives Set-Aside Program, project must be authorized for implementation by April 27, 2023   |                    |  |       |                 |                 |            |            |                            |                                     |                     |                                  |  |

# 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  |
| <b>Salem County</b>  |                |  |       |                 |                 |                     |           |                            |                      |               |           |
| 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 |
|  | 2022 HSIP      |  | ROW   | \$0.100         |                 |                     | 1/6/2020  |                            |                      |               |           |
|  | 2023 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 Lauralee 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; As of 7/13/21 status call, ROW will not be authorized in 2021 |                |  |       |                 |                 |                     |           |                            |                      |               |           |
| 04314  | 2020 HSIP      | Six Points Roundabout  | FD    | \$0.124         | \$0.182         | Estimated 2/2020    | 9/1/2020  |                            |                      | 9/17/2020     | 9/21/2020 |
|  | 2022 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 Lauralee 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; 4/27/21: Needs an ER submitted, on track for ROW authorization this year; As of 7/13/21 status call, ROW will not be authorized in 2021  |                |  |       |                 |                 |                     |           |                            |                      |               |           |
| 99358  | 2021 SRTS      | Sidewalk, crosswalk and signalization improvements at various locations (Project Sponsor: Woodstown Borough) | CON   | \$0.237         | \$0.376         | 1/14/2020           | 9/16/2020 | 6/24/2021                  | 9/1/2021             | 9/8/2021      | 9/17/2021 |
| 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; 4/27/21: Needs an ER submitted; ER received 8/18/21   |                |  |       |                 |                 |                     |           |                            |                      |               |           |
| S1908  | 2021 STBGP-L5K | Telegraph Road (CR 540), Phase 2   | DES   | \$0.150         |                 |                     | 3/3/2021  | 6/29/2021                  |                      |               |           |
|  | 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; Authorization anticipated for August 2021; Awaiting resubmission of compliance; Needs ER; DES authorization for 2021 unlikely   |                |  |       |                 |                 |                     |           |                            |                      |               |           |
| <b>New Jersey Department of Environmental Protection</b>   |                |  |       |                 |                 |                     |           |                            |                      |               |           |
| 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  |           |           | \$ 1.3000 |      |
| 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/CI | HSIP | Programmed  | \$ 1.9780 | \$ 0.450  |           |      |
| 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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\*5 project locations will need Design Assistance from the Ped & Bike Safety Action plan (once it is complete)

SJTPO HSIP Total Programmed \$ 2.078 \$ 0.875 \$ 3.637 \$ 1.350

SJTPO HSIP Line Item \$ 2.000 \$ 2.000 \$ 1.757 \$ 1.742

SJTPO HSIP Balance \$ (0.078) \$ 1.125 \$ (1.880) \$ 0.392

Green = within budget

Red = overbudget

## 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 2022-2024      |           |           |           | \$ 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 |           |           |           |

20-Sep

*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    \$ 1.670    \$ 1.655

Green = within budget

Red = overbudget

*SJTPO CMAQ Balance*    \$ (0.590)    \$ -    \$ (0.231)    \$ (0.245)

# FFY 2021 Authorized Projects

| DB Number                | Funding Source     | Project Name   | Phase  | Cost (millions) |                 | Project Authorized                                |
|--------------------------|--------------------|--|--------|-----------------|-----------------|---|
|                          |                    |  |        | Programmed      | Authorized      |   |
| <b>Atlantic City</b>     |                    |  |        |                 |                 |   |
| S1916                    | 2021 STBGP-AC      | Atlantic Avenue, Tennessee to Maine Avenues  | CON    | \$0.964         |                 | Estimated Sept. 2021, submitted for authorization |
| X107                     | 2020 TAP-AC        | Caspian Pointe Pedestrian and Bicycle Connection   | CON    | \$0.558         | \$0.935         | 5/21/2020   |
| S1602                    | TTF                | Atlantic Avenue, Albany to Maine Avenues   | DES    | \$0.450         | \$0.409         | 1/19/2021   |
| <b>Atlantic County</b>   |                    |  |        |                 |                 |   |
| S1706                    | 2021 STBGP-AC      | CR 559 Alternate (Ocean Heights Avenue), Harbor Ave to Salma Terrace   | CON    | \$1.571         |                 | Estimated Sept. 2021, submitted for authorization |
| X065                     | 2021 CMAQ          | Purchase of Eight (8) Replacement Paratransit Passenger Buses  | CON    | \$0.616         | FY 2021 Dollars | Flexed funds to NJ TRANSIT Nov. 2020              |
| X107                     | 2021 TAP-AC        | Cedar Creek/Egg Harbor Lake Pedestrian Connection (Project Sponsor: Egg Harbor City)                         | DES-FD | \$0.225         | \$0.225         | 1/27/2021   |
| X107                     | 2021 TAP-AC        | Lighthouse District Streetscape Improvement Program (Project Sponsor: Brigantine City)                       | DES-FD | \$0.203         | \$0.203         | 4/14/2021   |
| X107                     | 2023 TAP-FLEX      | Borough of Folsom 13th Street Pedestrian Path (Project Sponsor: Folsom Boro)                                 | DES-PE | \$0.337         |                 | Project not authorized                            |
| S2003                    | i-Bank             | Atlantic County Route 629 Pedestrian and Traffic Signal Improvement  | CON    | \$9.600         | \$9.720         | 12/3/2020   |
| S2003                    | TTF                | English Creek Avenue - CR 603  | CON    | \$0.498         | \$0.330         | 11/18/2020  |
| <b>Cape May County</b>   |                    |  |        |                 |                 |   |
| S1710                    | 2021 STBGP-AC      | Ocean Drive (CR 619), 62nd Street to 80th Street   | CON    | \$1.676         | \$1.676         | 8/20/2021   |
| X065                     | 2021 CMAQ          | Improving Air Quality and Reducing Traffic Congestion through Biking in Ocean City                           | CON    | \$0.222         | \$0.345         | 9/17/2021   |
| X065                     | 2021 CMAQ          | Procurement of 7 low emission, unleaded fuel, body on chassis mini-buses                                     | CON    | \$0.480         | FY 2021 Dollars | Flexed funds to NJ TRANSIT Nov. 2020              |
| 99358                    | 2014 SRTS          | Cape May Bike Network Expansion  | CON    | \$0.350         |                 | Estimated Sept. 2021, submitted for authorization |
| 99358                    | 2023 SRTS          | West Cape May Borough Elementary School Pedestrian Safety Improvements (Project Sponsor: West Cape May Boro) | CON    | \$0.252         |                 | Project not authorized                            |
| <b>City of Vineland</b>  |                    |  |        |                 |                 |   |
| S1407                    | 2021 STBGP-B5K200K | Landis Avenue, Phase V, Mill Road to Orchard Road (CR 628)   | CON    | \$1.710         |                 | Project not authorized                            |
| X065                     | 2021 CMAQ          | Landis & Mill, Landis & Orchard Traffic Signal Upgrades  | CON    | \$0.548         |                 | Project not authorized                            |
| 04314                    | 2020 HSIP          | Garden Road & Mill Road Traffic Signalization  | ROW    | \$0.247         | \$0.247         | 5/8/2020  |
|                          | 2021 HSIP          |  | CON    | \$2.255         | \$1.978         | 8/17/2021   |
| <b>Cumberland County</b> |                    |  |        |                 |                 |   |
| S1403                    | 2021 STBGP-B5K200K | Cumberland County Federal Road Program; FY 2021  | ERC    | \$2.100         | \$2.180         | 9/3/2021  |
| X065                     | 2021 CMAQ          | Millville Broad Street Traffic Signal Upgrades (Project Sponsor: CON - City of Millville)                    | CON    | \$0.825         |                 | Project not authorized                            |
| 04314                    | 2021 HSIP          | Cumberland County Pilot Roundabout (West Park Drive)   | ROW    | \$0.100         | \$0.100         | 8/30/2021   |
| X107                     | 2021 TAP-B5K200K   | Maurice River Bikeway Trail - Phase V (Project Sponsor: City of Millville)                                   | DES-FD | \$0.252         | \$0.252         | 9/13/2021   |
| X107                     | 2023 TAP-L5K       | Newport Streetscape Improvement Project (Project Sponsor: Downe Twp)   | DES-PE | \$0.294         | \$0.294         | 7/27/2021   |
| S2116                    | TTF                | FY 2021 TTF Road Program   | CON    | \$2.547         |                 | Project not authorized                            |

# FFY 2021 Authorized Projects

| DB Number  | Funding Source | Project Name   | Phase        | Cost (millions) |            | Project Authorized                |
|--|----------------|--|--------------|-----------------|------------|-----------------------------------|
|  |                |  |              | Programmed      | Authorized |                                   |
| <b>Salem County</b>                                      |                |  |              |                 |            |                                   |
| S1909  | 2020 STBGP-L5K | South Greenwich Street/Telegraph Road (CR 540), Phase 1  | DES          | \$0.150         | \$0.150    | 5/14/2020                         |
|  | 2022 STBGP-L5K |  | CON          | \$1.500         |            | Anticipated authorization FY 2022 |
| S1908  | 2021 STBGP-L5K | Telegraph Road (CR 540), Phase 2   | DES          | \$0.150         |            | Project not authorized            |
|  | 2023 STBGP-L5K |  | CON          | \$1.500         |            | Anticipated authorization FY 2023 |
| 04314  | 2020 HSIP      | Five Points Roundabout   | FD           | \$0.124         | \$0.175    | 9/21/2020                         |
|  | 2022 HSIP      |  | ROW          | \$0.100         |            | Anticipated authorization FY 2022 |
|  | 2022 HSIP      |  | CON          | \$1.052         |            | Anticipated authorization FY 2022 |
| 04314  | 2020 HSIP      | Six Points Roundabout  | FD           | \$0.124         | \$0.182    | 9/21/2020                         |
|  | 2022 HSIP      |  | ROW          | \$0.100         |            | Project not authorized            |
|  | 2023 HSIP      |  | CON          | \$1.100         |            | Anticipated authorization FY 2023 |
| 99358  | 2021 SRTS      | Sidewalk, crosswalk and signalization improvements at various locations (Project Sponsor: Woodstown Borough) | CON          | \$0.237         | \$0.376    | 9/17/2021                         |
| <b>New Jersey Department of Environmental Protection</b> |                |  |              |                 |            |                                   |
| X065   | 2021 CMAQ      | It Pay\$ to Plug in: New Jersey's Electric Vehicle Charging Grants Program                                   | CON          | \$0.399         |            |                                   |
| 20-Sep   |                |  | <b>Total</b> | \$23.025        | \$14.999   |                                   |

|                    | Cost (millions)    |                    |
|--------------------|--------------------|--------------------|
|                    | Programmed FY 2021 | Authorized FY 2021 |
| 2021 STBGP-AC      | \$4.211000         | \$1.676000         |
| 2021 STBGP-B5K200K | \$3.810000         | \$2.180000         |
| 2021 STBGP-L5K     | \$0.150000         | \$0.000000         |
| 2021 CMAQ          | \$3.089500         | \$0.345000         |
| 2021 HSIP          | \$2.355000         | \$2.078000         |
| 2021 SRTS          | \$0.237000         | \$0.376000         |
| 2021 TAP-AC        | \$0.428221         | \$0.428241         |
| 2021 TAP-Regional  | \$0.000000         | \$0.000000         |
| 2021 TAP-B5K200K   | \$0.251858         | \$0.251858         |
| 2021 TAP-L5K       | \$0.000000         | \$0.000000         |
| 2021 TAP-FLEX      | \$0.000000         | \$0.000000         |

\* Includes Metropolitan Planning (X30A) \$0.265 million



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**Date:** September 16, 2021  
**To:** SJTPO Policy Board  
**From:** SJTPO Staff  
**Re:** Technical Studies Update

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**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 4<sup>th</sup>. To-date, network screening has been completed, public feedback received and summarized, and municipalities have selected their project locations for advancement. SJTPO received initial resolutions of support from Vineland, Bridgeton, Millville, and Cumberland County. The toolbox of safety countermeasure strategies has been developed. Crash report data has been collected, analyzed, and diagrammed. Road Safety Audits have been performed at all locations. Civic Eye has created a series of videos that educate the public about select safety countermeasures in English and Spanish.

Project alternatives and recommendations were presented to the public in English and Spanish in December. Notifications were mailed in English and Spanish to 9,500 residents along the corridors and promoted via social media, email, and through our partners for the general population. Additional paid social media campaigns were engaged through LocalIQ, the marketing arm of the Daily Journal, which is a part of the USA Today network.

The project team has met with Millville, Vineland, and Cumberland County to review safety data and public feedback to select preferred alternatives and discuss soliciting support from elected officials. Coordination with Bridgeton is being handled separately via email and is in process. Countermeasures are being refined based on roadway owner input. The Urban team has begun developing Local Safety Program project applications seeking HSIP funds for project locations. Data will be collected, if necessary. The team will compile the Safety Action Plan, which essentially documents the process, data analyses, toolkits, and conclusions.

At the April TAC and Policy Board meetings, additional HSIP funds were approved, bringing the project budget to \$401,926.25 to reflect the complexity of the corridors, changes to the outreach process due to COVID-19, and to add conducting of the Highway Safety Manual (HSM) analyses to Urban's scope. The updated project deadline of June 30, 2022 remains realistic.



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**Date:** September 16, 2021

**Re:** Technical Studies Update

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**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 SJTPPO'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. Other aspects of Final Design continue to advance including drainage details and cross sections.

The ROW authorization phase, led by Salem County, has been delayed due to the County receiving no proposals for their ROW Consultant Services RFP. Based on a status call held August 17<sup>th</sup> it was decided that a No Cost Time Extension to Urban Engineers contract would be required. Meanwhile, Salem County is seeking feedback on their RFP prior to re-issuing it in September.

Funding for the ROW phase for both Five Points and Six Points is being pushed to FFY 2022, CON for Five Points to FFY 2023, and CON for Six Points to FFY 2024.

The project team also concluded that the current cost estimate for ROW and CON for both projects is underestimated. Updated figures are going to be refined and updated as we are able.

**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 SJTPPO in identifying and evaluating feasible routing for the Atlantic County Bikeway West. The effort will include several activities that will help SJTPPO understand the existing conditions related to routing this 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 26<sup>th</sup>, a month behind the original schedule. At the request of Atlantic County, the contract was extended to December 31, 2021, to allow time for a proper stakeholder and public outreach process.

The first meeting of the Steering Committee was held on May 5<sup>th</sup>. Virtual public outreach was held in late June and early July, with a live Q&A event on June 23<sup>rd</sup>. Feedback received was positive and helpful in assisting the team in focusing on alignment to follow NJ 54 and rail right-of-way as much as possible. In



**Date:** September 16, 2021

**Re:** Technical Studies Update

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July, the team conducted a field visit of much of the corridor to better understand the specific constraints and existing conditions on the ground.

The WSP team has collected and analyzed extensive data to date and are engaged in ongoing conversations with SJTPO and the County to guide direction. A second Steering Committee meeting to discuss the specifics of alignment is anticipated for late September or early October. The project is proceeding and is anticipated to be completed on schedule.

**Regional Freight Plan Data Collection and Analysis** *ongoing*; William Schiavi  
*HDR Engineering, Inc., in association with TechniQuest Corp. (DBE/ESBE)*

The purpose of this study is to gather and analyze data as part of SJTPO's regional freight planning process. The objective is to identify freight generators in the region, identify the regional freight network, beyond the state network, and analyze that network for issues that may benefit from further study and investment. This effort will inform a regional freight plan, which will be developed separately after this study has concluded.

A Notice to Proceed was issued on May 26, 2021 with a kick-off meeting held on June 14, 2021.

HDR Engineering is serving as the Prime for this effort with the Project Manager (PM) being Tom Visée. Mr. Visée has since left HDR (August 2021) with Chris Ryan taking over as the PM. Chris is qualified to lead the team; and has already the lead data acquisition and analysis team member. Ruth Tane was the primary Public Outreach person and is now overseeing the work of a new team member, Liz Stoppelmann, who will now conduct most outreach activities.

There are four major project tasks: Project Coordination, Regional Core Freight Dataset, Freight Network Performance, and the Final Report. Task 1, Project Coordination is 20% complete. Several project coordination meetings have been conducted to date. Stakeholder engagement activity included developing the interview questionnaire and scheduling outreach interviews. Three stakeholder interviews have been conducted. A draft interactive GIS Map tool has been developed to be utilized during the stakeholder outreach. Interest in Freight Advisory Committee membership among stakeholders is being explored during the interview process.

Task 2, Regional Core Freight Dataset is 30% complete. Data collection activities include processing data to identify freight generation hotspots using Axle Reference Solutions, Census Employment Data, and Land Use Data. HDR is currently running the NJDOT truck classification count data through the interpolation/extrapolation process. HDR also gained access to the RITIS traffic performance tool. Traffic counts will be conducted in September and October to supplement other available data. The selection of count location will be informed by the freight data collection and analysis.

Work on the remaining tasks has not yet begun. The project is, however, proceeding on schedule with no issues currently anticipated.

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

### **ITEM 2109-26: Adopting the SJTPO FFY 2022-2031 Transportation Improvement Program (TIP)**

#### **PROPOSAL**

At its September 13, 2021, meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board adopt the SJTPO Transportation Improvement Program (TIP) for Federal Fiscal Years (FFY) 2022-2031.

#### **BACKGROUND**

On July 7, 2021, SJTPO opening the public comment period for the TIP, Statewide TIP (STIP), and Transportation Conformity for more than a 30-day period, ending August 15, 2021, in accordance with Federal Regulations and SJTPO Public Involvement Plan. Hard copies of the Draft SJTPO TIP and Public Meeting Notice flyers were distributed to the State Depository Libraries in the four-county region. Hard copies of the Draft TIP were also made available at the SJTPO office for public inspection. The Draft TIP and STIP were posted to SJTPO's website along with an announcement and invitation for public comment. Public notice was sent out to SJTPO's e-list and shared via social media. An email address ([TIP@sjtpo.org](mailto:TIP@sjtpo.org)) was established for receiving public comments along with a specific public comment form on the SJTPO website.

Two TIP/STIP/Transportation Conformity Public meetings were held virtually, the first on July 15, 2021 and second on July 20, 2021. Both meetings were held virtually using SJTPO's GoToMeeting platform due to the COVID-19 pandemic. All public comments and responses were documented and included in the TIP as Appendix E.

Both the Statewide TIP and SJTPO TIP are available in full at [www.sjtpo.org/tip](http://www.sjtpo.org/tip).

The analysis results of the Transportation Conformity Determination Report are available on the SJTPO website at <https://www.sjtpo.org/air-quality/> and are included as Appendix C of the TIP document.

SJTPO seeks formal adoption of the FFY 2022-2031 Transportation Improvement Program with the first four years (FFY 2022-2025) requiring federal approval with the remaining six years (FFY 2026-2031) included for information purposes.

Following TIP adoption, changes may be made via TIP modifications or amendments in accordance with the terms of the Memorandum of Understanding (MOU) between NJDOT, NJ TRANSIT, and the three New Jersey MPOs.

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2109-26: Adopting the SJTPO FFY 2022-2031 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, MPOs are responsible for developing a Transportation Improvement Program (TIP) that sets forth significant surface transportation projects for at least four years, as required by the Federal Metropolitan Planning Rule (23 CFR 450 and 500; and 49 CFR 613C); and**

**WHEREAS, the SJTPO FFY 2022-2031 TIP was developed in accordance with the requirements of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), and Fixing America's Surface Transportation (FAST) Act; and**

**WHEREAS, the transportation plans and programs developed by the SJTPO conform to the purposes of the State Implementation Plan for air quality control and Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and**

**WHEREAS, the TIP is consistent with the current conforming Regional Transportation Plan, known as *Regional Transportation Plan (RTP) 2050*; and**

**WHEREAS, the processes for interagency consultation and public involvement required by the USEPA's Transportation Conformity Rule (40 CFR Part 93) have been met; and**

**WHEREAS, the public, private transportation providers, and all interested parties have had an opportunity to participate and have their views considered in the development of the TIP, both for SJTPO and the State) and its Transportation Conformity Determination; and**

**WHEREAS, comments were received from the public and have been formally addressed by SJTPO and our member agencies, incorporated as Appendix E of the TIP document; and**

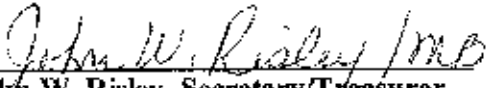
**WHEREAS, formal adoption is sought for the first four years of the TIP (FFY 2022-2025), with additional years (FFY 2026-2031) being included for information purposes; and**

**NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby determines that the SJTPO FFY 2022-2031 Transportation Improvement Program conforms to the purposes of the State Implementation Plan and the Clean Air Act; and**

**BE IT FURTHER RESOLVED, that the Policy Board hereby adopts the SJTPO FFY 2022-2031 Transportation Improvement Program.**

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 September 27, 2021.

  
\_\_\_\_\_  
John W. Risley, Secretary/Treasurer

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

### **ITEM 2109-27: Self-Certifying the SJTPO Planning Process**

#### **PROPOSAL**

At its September 13, 2021, meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board adopt the SJTPO Self-Certification of its transportation planning process.

#### **BACKGROUND**

Per the Metropolitan Planning Rule (23 CFR § 450.336), MPOs must self-certify that their transportation planning process is being conducted in accordance with all applicable requirements. This self-certification must be concurrent with the submittal of the proposed Transportation Improvement Program (TIP) to the FHWA and the FTA as part of the Statewide TIP (STIP) approval. SJTPO certifies that our transportation planning process meets all applicable requirements, including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and Subpart C (Metropolitan Transportation Planning and Programming);
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, disability, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and
11. All other applicable provisions of Federal Law.

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

### **RESOLUTION 2109-27: Self-Certifying the SJTPO Planning Process**

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

**WHEREAS, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the final rule to the Metropolitan Planning regulations, effective June 27, 2016, amending 23 CFR 450 and 49 CFR 613 to incorporate revisions to the Metropolitan Transportation Planning Process, which reflect the passage of MAP-21 and the FAST Act; and**

**WHEREAS, concurrent with the submittal of the Transportation Improvement Program (TIP), to FHWA and FTA as part of STIP approval, MPOs shall certify that the metropolitan planning process is being carried out in accordance with all applicable requirements; and**

**WHEREAS, SJTPO certifies that its metropolitan planning process meets all applicable requirements, including:**

- 1. 23 U.S.C. 134, 49 U.S.C. 5303, and Subpart C (Metropolitan Transportation Planning and Programming);**
- 2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;**
- 3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;**
- 4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, disability, or age in employment or business opportunity;**
- 5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;**
- 6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;**
- 7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;**
- 8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;**
- 9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;**
- 10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities;**
- 11. All other applicable provisions of Federal Law; and**

**WHEREAS, the Congestion Management Process requirements for non-attainment Transportation Management Areas have been met; and**

**WHEREAS, the Transportation Improvement Program has been fiscally constrained as required by Section 450.324(h) of the Planning Regulations; and**

**WHEREAS, at its September 13, 2021 meeting the Technical Advisory Committee recommended the Policy Board adopt the SJTPO Metropolitan Planning Process Self-Certification; and**

**NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby self-certifies that the planning process for the region is being conducted in accordance with all the applicable Federal requirements.**

**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 September 27, 2021.**

  
**John W. Risley, Secretary/Treasurer**

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**ITEM 2109-28: Adopting the SJTPO Transportation Conformity Determination for the FFY 2022-2031 Transportation Improvement Program and *RTP 2050* Under the 2015 and 2008 8-Hour Ozone National Ambient Air Quality Standards (NAAQS)**

### **PROPOSAL**

At its September 13, 2021 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board approve the SJTPO Transportation Conformity Determination for the FFY 2022-2031 Transportation Improvement Program (TIP) and *RTP 2050* under the 2015 and 2008 8-Hour Ozone National Ambient Air Quality Standards (NAAQS).

### **BACKGROUND**

Federal Planning Regulations require that air quality emissions from new TIPs and Regional Transportation Plans (RTPs) conform to motor vehicle emissions budgets established by the New Jersey State Implementation Plan (SIP), as well as all the additional requirements mandated by the Transportation Conformity Final Rule, 40 CFR Part 93. These emissions budgets are based on National Ambient Air Quality Standards (NAAQS), set by the US Environmental Protection Agency (EPA). The current conformity determination demonstrates that SJTPO's FFY 2022-2031 Transportation Improvement Program and *RTP2050* (SJTPO's Regional Transportation Plan), conform to the 2015 and 2008 8-Hour Ozone NAAQS.

The Draft Transportation Conformity Determination demonstrates that the FFY 2022-2031 TIP and *RTP 2050* conform to the SIP with respect to the established motor vehicle emissions budgets as well as all the additional requirements mandated by the Transportation Conformity Final Rule, 40 CFR Part 93.

The Transportation Conformity Determination was released for a 30-day public comment period, from July 7, 2021 to August 15, 2021, in accordance with Federal Regulations and SJTPO Public Involvement Plan. Two public meetings were held virtually for the TIP/STIP/Transportation Conformity, the first on July 15, 2021 and second on July 20, 2021. Both meetings were held virtually using SJTPO's GoToMeeting platform due to the COVID-19 pandemic. One minor comment was received, specific to air quality conformity.

The SJTPO Transportation Conformity Determination under the 2015 and 2008 8-Hour Ozone NAAQS can be found on the SJTPO website at <https://www.sjtpo.org/air-quality/> and is included as Appendix C of the TIP document.

Adoption by the SJTPO Policy Board will enable the projects and programs in SJTPO's TIP and RTP to continue to proceed and avoid a conformity lapse.

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2109-28: Adopting the SJTPO Transportation Conformity Determination for the FFY 2022-2031 Transportation Improvement Program and *RTP 2050* Under the 2015 and 2008 8-Hour Ozone National Ambient Air Quality Standards (NAAQS)**

**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 plans and programs developed by the SJTPO are required to conform to the purposes of the State Implementation Plan for air quality control and Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and**

**WHEREAS, the four county SJTPO region is designated as a nonattainment area under the 8-Hour Ozone National Ambient Air Quality Standards (NAAQS), originally set in 1997, revised in 2008 and 2015; and**

**WHEREAS, the current conformity determination for the FFY 2020-2029 Transportation Improvement Program (TIP), adopted in September 2019, and *RTP 2050* (SJTPO's Regional Transportation Plan), adopted in January 2021, were based on estimates consistent with emissions budgets, approved effective August 1, 2008, in the New Jersey State Implementation Plan (SIP); and**

**WHEREAS, the latest 8-Hour Ozone standards (70 ppb) were promulgated in 2015; and on June 4, 2018, the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-Hour Ozone Nonattainment Area, of which SJTPO is a part, was designated a marginal nonattainment area under the 2015 8-Hour Ozone Standard;**

**WHEREAS, updating the conformity determination now will verify that SJTPO's Regional Transportation Plan (RTP) and TIP continue to meet the 8-Hour Ozone Standards under the 2015 8-Hour ozone standards (70 ppb) as well as the 2008 8-Hour Ozone standards (75 ppb); and**

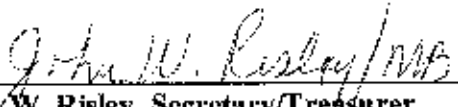
**WHEREAS, the public, private transportation providers, and all interested parties have had an opportunity to participate and have their views considered in the development of the Transportation Conformity Determination and analysis; and**

**NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby adopts the SJTPO Transportation Conformity Determination for the FFY 2022-2031 TIP and *RTP 2050* under the 2015 and 2008 8-Hour Ozone NAAQS; and**

**BE IT FURTHER RESOLVED, that the Policy Board hereby determines that the SJTPO FFY 2022-2031 TIP and *RTP 2050*; conform to the purposes of the State Implementation Plan and the Clean Air Act, and this determination applies to the entire region.**

**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 September 27, 2021.

  
\_\_\_\_\_  
John W. Risley, Secretary/Treasurer

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

### **ITEM 2109-29: Adopting SJTPO's Environmental Justice Report**

#### **PROPOSAL**

At its September 13, 2021 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board adopt SJTPO's Environmental Justice Report.

#### **BACKGROUND**

The Environmental Justice (EJ) Report was developed in response to federal guidance that requires SJTPO to identify low-income and racial minority, or EJ populations and to ensure that federal funds are invested in an equitable manner for these groups. SJTPO conducted these analyses in the Environmental Justice Report. Federal requirements pertaining the EJ stem from Title VI of the Civil Rights Act of 1964, Executive Order 12898, and subsequent laws, court precedents, policies, and guidance.

EJ considers low-income and minority populations and requires that the benefits of federally funded activities are proportionate on EJ populations. In the EJ Report SJTPO also considered Transportation Justice (TJ) populations, which includes low-income, zero-vehicle households, disability, and populations age 75 and over. SJTPO's Environmental Justice Report is a companion to the FFY 2022-2031 Transportation Improvement Program (TIP).

Analyses conducted within SJTPO's EJ Report show that mappable, fiscally constrained projects contained in the TIP do invest equitably in EJ areas.

The EJ Report analyses identify that several groups are overrepresented in the SJTPO region, including African Americans, low-income populations, households with disability, households with no vehicle, and populations age 75 and over. Several of these groups may require further study to ensure that SJTPO's processes and investments meet their needs. Several activities, such as the Access for All Transit Plan, Title VI Plan, Limited English Proficiency (LEP) Plan, and planning documents already work to address some needs present for these communities.

The Draft Environmental Justice Report is available on the SJTPO website at [www.sjtpo.org/EJ](http://www.sjtpo.org/EJ).

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

### **RESOLUTION 2109-29: Adopting SJTPO's Environmental Justice Report**

**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, Title VI of the Civil Rights Act of 1964 requires that “no persons in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance;” and**

**WHEREAS, Executive Order 12898 defines Environmental Justice (EJ) and directs agencies who receive federal funds to identify and address, disproportionately high adverse impacts of its activities on minority and low-income populations; and**

**WHEREAS, SJTPO, as a recipient of federal funding, is required to adhere to Title VI of the Civil Rights Act of 1964, Executive Order 12898, and subsequent laws, court precedents, policies, and guidance; and**

**WHEREAS, guidance from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) requires MPOs to document Environmental Justice analyses and evaluate investments; and**

**WHEREAS, the Environmental Justice Report documents low-income, racial minority, and other underserved populations, particularly identifying where groups may be overrepresented to identify possible needs; and**

**WHEREAS, within the Environmental Justice Report, SJTPO also considered Transportation Justice (TJ) populations, which includes low-income, zero-vehicle households, disability, and populations age 75 and over.; and**

**WHEREAS, the Environmental Justice Report evaluates SJTPO's Transportation Improvement Program and its mappable, fiscally constrained projects to ensure investments are equitable to Environmental Justice populations; and**

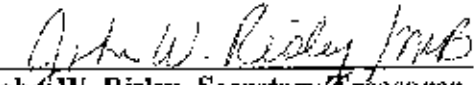
**WHEREAS, analysis conducted within the Environmental Justice Report finds that SJTPO does invest equitably in EJ areas; and**

**NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby adopts SJTPO's Environmental Justice Report.**

**BE IT FURTHER RESOLVED, that the Policy Board authorizes the Executive Director to review and approve subsequent changes to the Environmental Justice Report, as needed, to adhere to federal guidance, and to implement the Environmental Justice Report accordingly.**

**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 September 27, 2021.

  
\_\_\_\_\_  
John W. Risley, Secretary/Treasurer

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

### **ITEM 2109-30: Approving an Amendment to the FY 2022 Unified Planning Work Program (UPWP) Reallocating Funds from the Technical Program to the Central Staff Work Program**

#### **PROPOSAL**

At its September 13, 2021 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board approve an Amendment to the FY 2022 UPWP to reallocate funds from the Technical Program to the Central Staff Work Program, Operating/Direct Expenses. The reallocated funds will be utilized to re-theme the SJTPO website, creating a new back-end content editor.

#### **BACKGROUND**

SJTPO's FY 2022 UPWP was approved by the SJTPO Policy Board on March 22, 2021, effective July 1, 2021. In May, the UPWP was amended to include a third technical study for Website Backend/Extension Review and Optimization, in the amount of \$13,499. The study was anticipated to be needed to address issues with SJTPO's website. SJTPO has since learned the issues are the result of a major update to the Wordpress platform. This rare update made the third-party content editor incompatible, which lead to several issues, ultimately leading to the need to "re-theme" the SJTPO website. The "re-theming" will change the backend editor of the website, no longer requiring a third-party editor. The existing pages will be redeveloped using the new editor with all plug ins refreshed to ensure compatibility.

Instead of a consultant-led technical study, SJTPO would like to make use the existing maintenance contract with Stokes Creative Group to complete this activity. Stokes has provided a brief description of work to be completed along with an estimate of hours to complete the "re-theming". SJTPO's existing maintenance contract provides for a total of 50 hours with any additional hours provided at a discount (\$85 per hour vs. standard rate of \$150 per hour). Stokes estimates a total of 96 to 116 hours will be necessary for the website "re-theming". An additional amount, not anticipated to exceed \$9,860 is needed for this work.

A total of \$13,499 is budgeted for the original Website Backend/Extension Review and Optimization technical study.

To move forward with the work through SJTPO's existing maintenance contract, the UPWP must again be amended with the \$13,499 reallocated from the Technical Program to the Central Staff Work Program, specifically Operating/Direct Expenses (Line Item 57090 Consultant Support). Any funds not utilized for the website re-theming are anticipated to be utilized for translation services under the same line item.

With the proposed Amendment, SJTPO's Technical Program will include a total of \$190,000 for two technical studies (Task 22/ 401 Automated Traffic Signal Performance Feasibility and Deployment and 22/ 402 Regional Trails Network - Feasibility Survey, Cape May County). The Operating/Direct Expenses will be increased to \$214,499, with the Central Staff Work Program now funded at a total amount of \$1,329,659. The total Programmed FHWA Resources in FY 2022 will not be impacted.

The FY 2022 UPWP will be updated to reflect the revised Central Staff Salaries/Labor and Technical Program budget and associated text; available on the SJTPO website (<https://www.sjtpo.org/upwp>) after Policy Board approval. SJTPO work with NJDOT to determine the details of the modification to SJTPO's Task Order (No. PL-SJ-22-01) Agreement between NJDOT and SJTA for the FY 2022 UPWP work program activities.

Submitted to

**SOUTH JERSEY  
TRANSPORTATION  
PLANNING  
ORGANIZATION**

FOR WEBSITE RE-THEMING

August 12, 2021



WBE/DBE/SBE/WBENC

A Full-Service Marketing Agency

# Project Overview

## Website Strategies & Deliverables

### 1 Change of Editor

The website's editor will be moved from Jupiter to WordPress's block editor.

### 2 Page Redevelopment

All of the pages will be ported over to this new editor. The style and layout of the existing site will remain.

### 3 Plugin Refresh

Plugins that are no longer compatible to PHP 7.4 and WordPress 5.8 will be replaced with one that has a similar function.

### 4 Training

SJTPO staff will be trained on the editor after the new website is launched.

The purpose of this project is to convert SJTPO's existing website away from the third-party content editor—called Jupiter—that was used to build the site in 2017, to the block/Gutenberg editor native to WordPress. The existing theme is outdated and no longer has the ease of use that the new editor has.

In addition, this third-party editor requires a subscription in order to keep up to date. The block editor does not require a subscription and will be maintained as part of WordPress's core.

## Breakdown of Hours

- ▶ Change of Editor — 24 hours
- ▶ Page Redevelopment — 40-60 hours
- ▶ Plugin Refresh — 16 hours
- ▶ Training — 16 hours

## Website Timeline

- ▶ Week 1 Change of Editor
- ▶ Weeks 2-4 Page Redevelopment
- ▶ Weeks 5-6 Plugin Refresh
- ▶ Pre-Launch Quality Control
- ▶ Week 7 Launch
- ▶ Post-Launch Quality Control
- ▶ Training



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**Proposal #19264**

**Stokes Creative Group 2021-2022 Website Maintenance and Service Plan Agreement**

This Maintenance and Service Plan Agreement provides clients whom Stokes Creative Group, Inc. has designed and programmed websites for the opportunity to **consistently maintain and update these sites** with ongoing Copy Writing (supplied by client) & Text Updates, and Addition or Revision of Multimedia Elements (Photo, Video, Graphics, Project Sheets, Downloadable Files).

In order for a website to be effective it is essential that the information, visual elements, and content remain up to date. While we normally bill at \$150.00/hour for these services, clients with Maintenance and Service Plans enjoy access to these services at deeply discounted rates, allowing for the ability to solicit any included Web Maintenance support services on an on-call basis for a term of one year, renewable upon the expiration of the plan. With the purchase of a Maintenance and Service Plan we will also host your website on our server free of charge.

**Select Your Plan:**

\_\_\_ **Gold Plan:** includes up to **20 hours** of updates **per year** from the date of signature at the reduced rate of **\$2,500.00**. Additional hours will be billed at \$115.00 per hour.

\_\_\_ **Platinum Plan:** includes up to **32 hours** of updates **per year** from the date of signature at the reduced rate of **\$3,300.00**. Additional hours will be billed at \$100.00 per hour.


**Diamond Plan:** includes up to **50 hours** of updates **per year** from the date of signature at the reduced rate of **\$3,750.00**. Additional hours will be billed at \$85.00 per hour.

\* \_\_\_ **Ultimate Plan:** includes **unlimited hours** of updates per year on the existing and current site from the date of signature at the reduced rate of \$13,525.00. Exclusions apply – see below.

[www.sjtpo.org](http://www.sjtpo.org)

  
William Miele, Stokes Creative Group, Inc.  
Date 6/30/21

South Jersey Transportation Planning Organization

 7/2/2021  
Alan Huff Program Manager-Safety Initiatives & Public Outreach  
Jennifer Marandino- Executive Director, SJTPO

**Please Note:** Updates and Maintenance requests from agreement holders will be handled within 5 business days from the date the request is received. Plan will automatically renew one year from date of signature unless written notification of a change in plan is received by Stokes prior to the end of the one-year term.

**Payment terms:** Quarterly billing, net 30 days

**\*With regard to the Ultimate Plan – exclusions include a complete overhaul, design, look and rebranding of the site and SJTPO.**

*"Putting our clients first for over 30 years"*

www.stokescg.com | 1666 Route 206, Vincentown, NJ 08038 | 609.859.8400

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2109-30: Approving an Amendment to the FY 2022 Unified Planning Work Program (UPWP) Reallocating Funds from the Technical Program to the Central Staff Work 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 22, 2021, the SJTPO Policy Board approved the SJTPO FY 2022 UPWP, which included a total of \$1,856,119 in Total Programmed FHWA Resources and allocated \$1,156,703 for Central Staff Salaries/Labor and \$161,956 within the Technical Program; and**

**WHEREAS, on May 24, 2021, the SJTPO Policy Board approved an Amendment to the FY 2022 UPWP, reallocating funds from the Central Staff Work Program to the Technical Program; and**

**WHEREAS, the Amendment added a new third consultant-led technical effort, Task 22/403 Website Backend/Extension Review and Optimization, to the Technical Program to help address issues with SJTPO's website; and**

**WHEREAS, SJTPO has learned that the website issues were the result of a major update to the Wordpress Platform on which the SJTPO website is built, leaving SJTPO with an outdated and non-supported content editor; and**

**WHEREAS, SJTPO's website needs to be re-themed, updating the content editor and redeveloping the pages to ensure compatibility of the page and all its plug-ins; and**

**WHEREAS, SJTPO seeks to utilize the existing maintenance contract with Stokes Creative Group to complete the website re-theming; and**

**WHEREAS, Stokes Creative Group estimates a total of total of 96 to 116 hours will be necessary for the website "re-theming", the first 50 hours are covered under the existing maintenance contract with an additional amount of up to \$9,860 needed; and**

**WHEREAS, \$13,499 shall be reallocated from the Technical Program (Task 22/403 Website Backend/Extension Review and Optimization) to Operating/Direct Expenses with the Central Staff Work Program (Line Item 57090 Consultant Support); and**

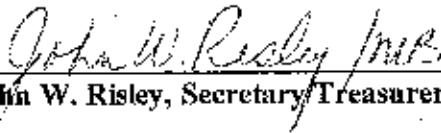
**WHEREAS, any funds not utilized for the website re-theming will be utilized for translation services under the same line item; and**

**NOW, THEREFORE BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves an amendment to the SJTPO FY 2022 UPWP to reallocate budget from the Technical Program to Central Staff Work Program, Operating/Direct Expenses.**

**BE IT FURTHER RESOLVED**, that the Policy Board request that the South Jersey Transportation Authority execute the appropriate contractual arrangements with NJDOT 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 September 27, 2021.

  
John W. Risley, Secretary/Treasurer

# SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

## ITEM 2109-31: Supporting the FY 2021 Transit Asset Management Performance Measure Targets Set by the New Jersey Transit

### PROPOSAL

At its September 13, 2021 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board endorse and support the State Fiscal Year (FY) 2021 Transit Asset Management (TAM) Performance Measure Targets as established by NJ TRANSIT.

### BACKGROUND

In the interest of improving accountability and transparency, Congress passed the MAP-21 and the FAST Act, which led to the promulgation of performance measures and targets covering the national goals for the Federal-Aid Highway System (23 USC 150). To that end, the Federal Transit Administration (FTA) enacted the Transit Asset Management Final Rule (49 USC 625), which establishes national performance measures for transit operators in operating, maintaining, and improving transit assets.

The four required transit asset management performance measures are:

- **Rolling Stock:** The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)
- **Equipment:** The percentage of non-revenue service vehicles (by type) that exceed the ULB
- **Facilities:** The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale
- **Infrastructure:** The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 mile

NJ TRANSIT set annual targets for FY 2021 that were submitted by NJ TRANSIT to the National Transit Database on their A-90 Form as part of their 2021 Annual Submission. The attachment summarizes these performance measure targets for both FY 2020 and FY 2021.

The performance measure targets represent NJ TRANSIT's equipment and facilities used systemwide with difficulty in isolating equipment solely operating in the SJTPO region. Equipment, such as the Comet rail coaches and diesel locomotives used on the Atlantic City Rail Line, are shopped centrally, and can be deployed anywhere on the commuter rail system. Specific classes of equipment are, however, pertinent to specifically to the SJTPO region based on the type of transit services that are operated in the region.

Under Rolling Stock, for the rail mode, measures for Commuter Rail Locomotive and Commuter Rail Passenger Coach are relevant, as they are used on the Atlantic City Rail Line, while measures for Commuter Rail Self-Propelled Passenger Car and Light Rail Vehicle would not. Similarly, Bus and Over-the-road Bus would be pertinent, while Articulated Bus would not. Other classes of vehicles represent Access Link or non-revenue support vehicles which would have systemwide pertinence, while other modes reported on the form, like School Bus, Streetcar Rail, or Vintage Trolley would not be pertinent because they are not used by NJ TRANSIT.

The TAM targets were established based upon a collaborative process with NJ TRANSIT, New Jersey Department of Transportation (NJDOT), and the other MPOs in New Jersey.

MPOs are required to establish targets 180 days after their state transit provider, specific to the MPO planning area for the same performance measures for all public transit providers<sup>1</sup> in the MPO planning area, or by agreeing to plan and program projects that support the attainment of the state targets.

SJTPO supported the FY 2020 targets in January 2020.

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<sup>1</sup> These particular measures and targets are only for Tier I transit providers, those that own, operate, or manage either 101 or more vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, or (2) rail transit. NJ Transit is the only Tier I transit provider within the SJTPO region. The TAM measures and targets for Tier II providers, those transit providers that own, operate, or manage 100 or fewer vehicles in peak revenue service, are covered under a different plan being prepared by NJ Transit.

## FY 2021 Transit Asset Management Performance Measure Targets Set by the New Jersey Transit

The TAM Final Rule (49 USC 625) prescribed specific transit asset performance measures and targets for: Rolling Stock, Equipment, Facilities, and Infrastructure (Track Segments) for transit operators. SJTPO supports the following performance measure targets set by NJ TRANSIT:

### 1. Rolling Stock (Percent of revenue vehicles that have met or exceeded their useful life benchmark)

| Performance Measure                        | FY 2020 Target (%) | FY 2020 Performance (%) | Difference | FY 2021 Target (%) |
|--|--------------------|-------------------------|------------|--------------------|
| Articulated Bus                            | 20.00              | 95.40                   | -75.40     | 0.00               |
| Automobile                                 | 52.76              | 27.06                   | 25.70      | 6.00               |
| Over-the-road Bus                          | 46.40              | 52.01                   | -5.61      | 27.00              |
| Bus  | 0                  | 19.32                   | -19.32     | 24.00              |
| Cutaway                                    | 1.50               | 23.61                   | -22.11     | 64.36              |
| Light Rail Vehicle                         | 0.00               | 0.00                    | 0.0        | 0.0                |
| Minivan                                    | 4.35               | 8.40                    | -4.05      | 5.00               |
| Commuter Rail Locomotive                   | 6.37               | 6.37                    | 0.00       | 7.50               |
| Commuter Rail Passenger Coach              | 17.94              | 17.94                   | 0.00       | 16.70              |
| Commuter Rail Self-Propelled Passenger Car | 100.00             | 100.00                  | 0.00       | 100.00             |
| Van  | 1.53               | 0.00                    | 1.53       | 2.00               |

### 2. Equipment (Percent of service vehicles that have met or exceeded their useful life benchmark)

| Performance Measure                   | FY 2020 Target (%) | FY 2020 Performance (%) | Difference | FY 2021 Target (%) |
|---------------------------------------|--------------------|-------------------------|------------|--------------------|
| Automobile                            | 40.00              | 77.05                   | -37.05     | 0.00               |
| Trucks and Other Rubber Tire Vehicles | 50.63              | 34.26                   | 16.37      | 64.24              |
| Steel Wheel Vehicles                  | 24.10              | 25.81                   | -1.71      | 33.90              |

### 3. Facility (Percent of facilities rated below 3 on the condition scale)

| Performance Measure                   | FY 2020 Target (%) | FY 2020 Performance (%) | Difference | FY 2021 Target (%) |
|---------------------------------------|--------------------|-------------------------|------------|--------------------|
| Passenger/Parking Facilities          | 0.00               | 3.44                    | -3.44      | 4.00               |
| Administrative/Maintenance Facilities | 0.00               | 3.12                    | -3.12      | 4.00               |

### 4. Infrastructure (Percent of track segments with performance restrictions)<sup>1</sup>

| Performance Measure | FY 2020 Target (%) | FY 2020 Performance (%) | Difference | FY 2021 Target (%) |
|---------------------|--------------------|-------------------------|------------|--------------------|
| Commuter Rail       | 1.00               | 0.94                    | 0.06       | 1.00               |

<sup>1</sup> While this performance measure covers other types of rail services including Light Rail and Hybrid Rail, as the SJTPO region contains only one rail service, the Atlantic City Rail line, which is classified as a Commuter Rail service, only the Commuter Rail target is listed herein.

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2109-31: Supporting the FY 2021 Transit Asset Management Performance Measure Targets Set by the New Jersey Transit**

**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, Title 23, Sections 134 and 150 of the United States Code requires that each MPO undertake a transportation planning process that shall provide for the establishment and use of a performance-based approach to transportation decision-making to support national goals; and that each MPO shall establish performance targets that address the performance measures to use in tracking progress toward attainment of critical outcomes for the region; and**

**WHEREAS, the Federal Transit Administration (FTA) published the final rule, (49 CFR Part 625), on Transit Asset Management (TAM) on July 26, 2016, requiring public transportation providers to develop and adopt annual transit asset management targets assessing percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB), the percentage of non-revenue service vehicles (by type) that exceed the ULB, the percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements model (TERM) Scale, and the percentage of track segments (by mode) that have performance restrictions; and**

**WHEREAS, on May 27, 2016 the Federal Highway Administration (FHWA) and Federal Transit Association (FTA) issued a final rule on metropolitan planning (23 CFR 450 & 771 and 49 CFR 613), under which MPOs must adopt TAM targets no later than 180 days after the State transit providers establishes and reports targets to the National Transit Database on their A-90 Form, and each year thereafter; and**

**WHEREAS, the final rule also requires that MPOs coordinate with the State and other partners to set performance targets for the specified measures and integrate those targets into their planning documents and processes; and**

**WHEREAS, SJTPO coordinated with NJ TRANSIT, New Jersey Department of Transportation (NJDOT), and the other MPOs in New Jersey on developing State Fiscal Year (FY) 2020 TAM targets; and**

**WHEREAS, NJ TRANSIT, NJDOT, in consultation with New Jersey's three MPOs, agreed upon four FY 2021 quantitative targets for each of the four TAM performance measures identified above, and FTA formally approved them; and**

**WHEREAS, the final TAM Rule (49 CFR Parts 625 and 630) states that MPOs have the option to (1) agree to program investments in support of NJ Transit's targets, or (2) set their own quantifiable targets; and**

**NOW, THEREFORE, BE IT RESOLVED, that the SJTPO hereby supports the FY 2021 statewide Transit Asset Management Performance Measure Targets set by NJ TRANSIT, as required by the Transit Asset Management Final Rule (23 CFR Part 490); and**

**BE IT FURTHER RESOLVED**, that the SJTPO will program investments that support the achievement of the performance targets in support of the TAM performance measure targets.

**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 September 27, 2021.

  
\_\_\_\_\_  
John W. Risley, Secretary/Treasurer

## SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

### ITEM 2109-32: **Approving the Performance Management Written Procedures for Transit Safety Measures**

#### **PROPOSAL**

At its September 13, 2021 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board approve the Performance Management Written Procedures for Transit Safety Measures between the New Jersey Department of Transportation (NJDOT), NJ TRANSIT, the Port Authority Transit Corporation (PATCO) and all three Metropolitan Planning Organizations (MPOs) in the State of New Jersey.

#### **BACKGROUND**

Pursuant to the Public Transportation Agency Safety Plan regulation, 49 CFR Part 673, and the Federal Planning Rule 23 CFR 450, written procedures must be developed regarding the MAP-21 and FAST Act performance management requirements. These written procedures cover the performance measures and reporting requirements for the public transit safety measures. These measures consist of:

- **Fatalities:** total number of reportable fatalities and rate per total vehicle revenue miles, by mode
- **Injuries:** total number of reportable injuries and rate per total vehicle revenue miles, by mode
- **Safety events:** total number of reportable events and rate per total vehicle revenue miles (broken down by type of event, where appropriate), by mode
- **System reliability:** mean distance between major mechanical failures, by mode

The Performance Management Written Procedures for Transit Safety have been reviewed by staff, and other involved parties, who, in turn, recommend approval of these procedures.

Because of a hard Federal deadline (July 20, 2021) to have these written procedures in place, the SJTPO Executive Director signed this agreement on July 19, 2021. A copy of the Performance Management Written Procedures for Transit Safety Measures, signed by all parties, is attached.

**Performance Management Written Procedures for Transit Safety Measures**  
**among the**  
**North Jersey Transportation Planning Authority (NJTPA),**  
**Delaware Valley Regional Planning Commission (DVRPC),**  
**South Jersey Transportation Planning Organization (SJTPO),**  
**and New Jersey Department of Transportation (NJDOT),**  
**with the applicable Tier 1 transit agencies**  
**New Jersey Transit Corporation (NJ TRANSIT), and**  
**Delaware River Port Authority/Port Authority Transit Corporation (DRPA/PATCO)**

**March 2021**

**Background**

These performance management procedures:

- document agreement among NJDOT, the three New Jersey Metropolitan Planning Organizations (NJTPA, DVRPC, and SJTPO), and the two New Jersey Tier 1 transit operating agencies regulated by the Federal Transit Administration (NJ TRANSIT and DRPA/PATCO);
- address the performance-based transportation planning and programming process required under the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act for transit safety within the State of New Jersey; and
- enable compliance with the requirements of the US Department of Transportation (USDOT) Statewide and Metropolitan Transportation Planning Final Rule (23 CFR Part 450 and 49 CFR Part 613), and the Federal Transit Administration (FTA) Public Transportation Agency Safety Plan (PTASP) Final Rule (49 CFR Part 673).

All three of the New Jersey Metropolitan Planning Organizations (MPOs) conduct continuing, comprehensive, and cooperative metropolitan transportation planning processes, pursuant to 23 USC 134. The final federal Planning Rule, adopted May 27, 2016, indicates in 23 CFR 450.314(h) that written procedures must be developed regarding the MAP-21 and FAST Act performance management requirements, and that these procedures be documented either through existing metropolitan planning agreements, or by another means, as determined cooperatively by the parties (23 CFR 450.314(h)(2)). By use of these written procedures, the parties listed above choose the latter option.

Provisions herein complement existing metropolitan planning agreements and may be supplemented by related agreements regarding performance management (such as covering urbanized areas extending beyond New Jersey and therefore involving other parties).

## **Scope of Agreement**

The Final Planning Rule requires the development and use of a performance-based planning and programming process. This process includes developing an assessment of transit safety, including data acquisition, sharing, analysis, target setting, and reporting for the following national transit safety performance measures established under the National Public Transportation Safety Plan:

- *Fatalities*: total number of reportable fatalities and rate per total vehicle revenue miles, by mode
- *Injuries*: total number of reportable injuries and rate per total vehicle revenue miles, by mode
- *Safety events*: total number of reportable events and rate per total vehicle revenue miles (broken down by type of event, where appropriate), by mode
- *System reliability*: mean distance between major mechanical failures, by mode

Coordination among the transit operating agencies and MPOs is required where the operating agency's service area overlaps with the MPO planning area. Each transit operating agency provides service within the following MPO planning area(s), and these written procedures will pertain to these areas:

- NJ TRANSIT
  - NJTPA
  - DVRPC
  - SJTPO
- DRPA/PATCO
  - DVRPC

## **Written Provisions**

The parties to this agreement—the MPOs (NJTPA, DVRPC, SJTPO), transit operating agencies (NJ TRANSIT and DRPA/PATCO), and NJDOT—agree to the provisions described below, for all elements where coordination is required within each Transit Agency's MPO area.

### **1) Overall schedule and elements**

- a) The parties will collaboratively determine schedule(s) for data collection, analysis, target setting, sharing, and reporting for the transit safety performance measures, following regulations and guidance from FTA, and allowing sufficient time for review.

### **2) Transportation performance data**

- a) Primary responsibility for data collection associated with the transit safety performance measures will reside with the transit operating agencies, and will be conducted in accordance with FTA regulations and guidance. The operating agencies will share this data with NJDOT and the applicable MPO.

### **3) Establishment of performance targets**

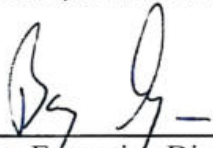
- a) Each transit operating agency will establish targets for each of the transit safety performance measures, coordinating with NJDOT and the applicable MPO(s), to the maximum extent practicable.

- b) Within 180 days of receiving all of the final targets from each applicable transit operating agency (or any date specified by federal code), each MPO will establish targets for each transit safety performance measure. For each performance measure, each MPO has the discretion to either agree to plan and program projects contributing toward the targets from each operating agency, or set a quantifiable target for the MPO planning area.
  - c) For any transit safety performance measure for which an MPO adopts its own quantitative planning area target, the MPO will develop draft targets in coordination with the applicable operating agency(ies) and NJDOT. The operating agency(ies) and NJDOT will be provided an opportunity to provide comments on draft MPO performance targets prior to final MPO adoption.
  - d) Coordination among the parties on draft performance targets may include communication about policies, trends, conditions or other factors that contribute to their determination.
- 4) Reporting of performance targets and performance to be used in tracking progress**
- a) The transit operating agencies will report transit safety performance targets and performance to FTA, as required. NJDOT and the applicable MPO(s) will be notified when an operating agency has established or updated targets, reported final targets, and reported performance.
  - b) Each MPO will report its transit safety performance targets to the NJDOT and the applicable transit operating agency(ies). For each transit safety performance measure, the MPO will provide the following information no later than 180 days after the date all applicable operating agencies establish performance targets, or the date specified by federal code. This reporting will include for each target a determination of whether the MPO:
    - i) agrees to plan and program projects so that they contribute toward the accomplishment of the transit agency's performance target, or
    - ii) sets a specified quantifiable target for that performance measure for the MPO planning area.
  - c) Documentation of an MPO target or support of the operating agency target will be provided in the form of a letter, resolution or other formal correspondence. If the MPO supports the operating agency's target, this formal documentation of support is only required of the initial targets; support of subsequent/revised targets does not require formal documentation of support.
  - d) Each MPO will include pertinent information regarding required performance-related content (including the current targets and performance), in any metropolitan transportation plan (MTP) or Transportation Improvement Program (TIP) amended or adopted subsequent to this agreement. Any TIP update will include, to the maximum extent practicable, a description of the anticipated effects of the TIP toward achieving the established transit safety performance targets. Each MPO will coordinate with the applicable operating agency(ies) to ensure that the MTP and/or TIP language is accurate.

**5) Agreement**


The above process is hereby acknowledged by the parties to this agreement, through their respective authorized executives, provided however that no Commissioner, director, officer, agent or employee of any party shall be charged personally by any other party with any liability, or held liable to the other party, under any term or provision of this Permit, or because of the party's execution or attempted execution, or because of any breach thereof.

Signature:  Date: 07/20/2021  
Mary D. Ameen, Executive Director  
North Jersey Transportation Planning Authority

Signature:  Date: 7/15/21  
Barry Seymour, Executive Director  
Delaware Valley Regional Planning Commission

Signature:  Date: 7/19/2021  
Jennifer Marandino, Executive Director  
South Jersey Transportation Planning Organization

Signature:  Date: 07/20/2021  
Brian A. Lapp, Chief Safety Officer  
New Jersey Transit Corporation

Signature:  Date: 2/26/2021  
John Rink, General Manager and Account Executive, Port Authority Transit Corporation

Signature:  Date: 7/16/2021  
Michael Russo, Assistant Commissioner, Planning, Multimodal and Grants Administration  
New Jersey Department of Transportation

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2109-32: Approving the Performance Management Written Procedures for Transit Safety Measures**

**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, MAP-21 (Pub. L. No. 112-141) and the FAST Act (Pub. L. No. 114-94) have placed an increasingly greater emphasis on a data-driven and performance-based planning process; and**

**WHEREAS, Pursuant to the USDOT/FTA Public Transportation Agency Safety Plan regulation, 49 CFR Part 673, and the Federal Planning Rule 23 CFR 450, written procedures must be developed in accordance with the MAP-21 and FAST Act performance management requirements; and**

**WHEREAS, this documentation of Performance Management Written Procedures for Transit Safety Measures contains all the requirements of the written procedures, as stipulated by the Metropolitan Planning Rule, 23 CFR 450.314(h); and**

**WHEREAS, these written procedures have been extensively vetted by NJDOT, NJ TRANSIT, and all three MPO's in New Jersey (NJTPA, DVRPC and SJTPO); and**

**WHEREAS, the SJTPO Technical Advisory Committee recommends Policy Board approval of these Performance Management Written Procedures for Transit Safety; and**

**WHEREAS, because of a hard Federal deadline (July 20, 2021) to have these written procedures in place, the SJTPO Executive Director has signed this agreement on July 19, 2021; and**

**WHEREAS, the Performance Management Written Procedures for Transit Safety Measures has been fully executed by all parties, including NJDOT, NJ TRANSIT, Port Authority Transit Corporation, and the three MPO's in New Jersey; and**

**NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves these Performance Management Written Procedures for Transit Safety Measures between NJDOT, NJ TRANSIT, DRPA/PATCO, NJTPA, DVRPC, and SJTPO.**

**NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Policy Board authorizes the Executive Director to review and approve subsequent changes to the written procedures as made by the parties involved.**

**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 September 27, 2021.

A handwritten signature in cursive script that reads "John W. Risley" followed by the initials "JWR". The signature is written in dark ink and is positioned above a horizontal line.

John W. Risley, Secretary/Treasurer

## SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

### ITEM 2109-33: **Supporting the FY 2021 Public Transportation Agency Safety Plan (PTASP) Safety Performance Targets Set by the New Jersey Transit**

#### **PROPOSAL**

At its September 13, 2021 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board endorse and support the Public Transportation Agency Safety Plan Performance targets, as established by NJ TRANSIT.

#### **BACKGROUND**

The Public Transportation Agency Safety Plan (PTASP) regulation, at 49 CFR Part 673, requires public transportation providers to establish Safety Performance Targets to address the safety performance measures identified in the National Public Transportation Safety Plan. (49 CFR §673.11(a)(3)).

In August 2021, NJ TRANSIT released updated transit safety performance measures and targets covering fatalities, injuries, and safety events such as collisions, employee injuries, and major bus fire events. The seven required safety performance measures for bus operations are noted below. Each target represents a one-year target for NJ TRANSIT’s Bus Operations in FY 2021. NJ TRANSIT released transit safety targets for its light rail operations, but as there is no light rail that falls within the SJTPO region, they are not included here. The Atlantic City Rail Line is part of the rail system, for which the PTASP does not apply. Rail operations are subject to a different set of safety regulations—FRA at 49 CFR 673.11(f).

| <b>Category</b>                  | <b>Measure</b>   | <b>FY 2021 Target</b> |
|----------------------------------|--|-----------------------|
| Fatalities                       | Total number of reportable fatalities by mode                                | 5                     |
|                                  | Rate of reportable fatalities per total vehicle revenue miles (TVRM) by mode | 0.073/Million Miles   |
| Injuries                         | Total number of reportable injuries by mode                                  | 202                   |
|                                  | Rate of reportable injuries  | 2.76/Million Miles    |
| <b>Safety Events<sup>1</sup></b> |  |                       |
| • Collisions/Rate                | Total number of collisions   | 231                   |
|                                  | Rate of collisions   | 3.15/Million Miles    |
| • Employee Injuries              | Total number of Employee Injuries  | 437                   |
|                                  | Rate of Employee Injuries  | 7.99/200,000 Hours    |
| • Major Bus Fire Events          | Total number of Major Bus Fire Events  | 9                     |
|                                  | Rate of Major Bus Fire Events  | 0.13/Million Miles    |
| System Reliability <sup>2</sup>  | Mean distance between major mechanical failures                              | 72.08/Million Miles   |

<sup>1</sup> **Safety Events** are defined as the total number of National Transit Database (NTD) reported events and rate that occur during transit operations and the performance of regular supervisory or maintenance activities. Safety events include all NTD reportable collisions, and major smoke conditions and/or fires during revenue service requiring evacuation for life safety reasons per \$1 Million Revenue-Miles.

<sup>2</sup> **System Reliability** (Mean distance between major mechanical failures)—Average distance between major mechanical failures that inhibit vehicle movement or prevents the start or completion of a scheduled revenue trip due to safety concerns. Examples of factors and/or components impacting System Reliability include tires, brakes, doors, engine/transmission, cooling

MPOs are required to establish targets 180 days after the state transit authority in this case, by either establishing specific numeric targets for each measure for the MPO region, or by agreeing to plan and program projects that support the attainment of the state targets.

SJTPO supported the previous PTASP targets in March 2021.

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systems, steering, axles, and suspension. The data is represented as total number of events and the rate is per \$1 Million Revenue-Miles.

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2109-33: Supporting the FY 2021 Public Transportation Agency Safety Plan (PTASP) Safety Performance Targets Set by the New Jersey Transit**

**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, Title 23, Sections 134 and 150 of the United States Code requires that each MPO undertake a transportation planning process that shall provide for the establishment and use of a performance-based approach to transportation decision-making to support national goals; and that each MPO shall establish performance targets that address the performance measures to use in tracking progress toward attainment of critical outcomes for the region; and**

**WHEREAS, the Federal Transit Administration's final rule (49 CFR Part 673) on the Public Transportation Agency Safety Plan (PTASP) became effective on July 19, 2019, requiring NJ TRANSIT to establish Safety Performance Targets to address safety performance measures identified in the National Public Transportation Safety Plan (49 CFR §673.11 (a)(3)); and**

**WHEREAS, on May 27, 2016 the Federal Highway Administration (FHWA) and Federal Transit Association (FTA) issued a final rule on metropolitan planning (23 CFR 450 & 771 and 49 CFR 613), under which MPOs have the option to (1) agree to program investments in support of NJ TRANSIT's targets, or (2) set their own quantifiable targets; and**

**WHEREAS, the final rule also requires that MPOs coordinate with the State to set performance targets for the specified measures and integrate those targets into their planning documents and processes; and**

**WHEREAS, in 2021, NJ TRANSIT released updated targets for the seven (7) required safety performance measures covering fatalities, injuries, and safety events such as collisions, employee injuries, and major bus fire events; and**

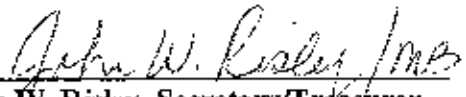
**WHEREAS, NJ TRANSIT also released updated transit safety targets for its light rail operations, but with no light rail within the SJTPO region, adoption of light rail operation targets are not required; and**

**NOW, THEREFORE, BE IT RESOLVED, that the SJTPO hereby supports the statewide targets for each of the safety performance measures for fiscal year 2021 set by NJ TRANSIT as required by the Public Transportation Agency Safety Plan Final Rule (49 CFR Part 673); and**

**BE IT FURTHER RESOLVED, that the SJTPO will program investments that support the achievement of the performance targets in support of the Public Transportation Agency Safety Plan.**

**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 September 27, 2021.

  
John W. Risley, Secretary/Treasurer

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

### **ITEM 2109-34: Approving a Contract Modification for a No Cost Time Extension for the Local Safety Program Design Assistance Technical Study for Five Points and Six Points Roundabouts**

#### **PROPOSAL**

At its September 13, 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 SJTPO's Local Safety Program to advance two roundabout projects in Salem County. The contract modification would extend the length of the contract one year from December 12, 2021 to December 12, 2022.

#### **BACKGROUND**

Urban Engineers, Inc., is currently under contract for design services associated with SJTPO's Local Safety Program to advance two roundabout projects (Five Points and Six Points Roundabouts) in Salem County. The original consultant contract, initiated November 2018, was for Preliminary Engineering and Final Design services. The Preliminary Engineering phase of work was completed in September 2020 with federal funding for Final Design services authorized with HSIP funds in Federal Fiscal Year 2020.

An Amendment to the Subcontract Agreement between Urban Engineers and SJTA was executed on January 13, 2021, as a result of the modified scope of work for Final Design, approved by the Policy Board at their November 23, 2020 meeting.

During the Final Design phase of work, Salem County was to execute the right-of-way (ROW) phase for both Five Points and Six Points Roundabouts. A Request for Proposal (RFP) and Qualifications was issued, by Salem County, for Professional Services for Full-Service Right-Of-Way Consultant Services for the Five Points and Six Points Roundabout Projects. SJPTO was notified on August 6, 2021, that the County did not receive any proposals in response to their RFP.

A status meeting with Salem County, SJTPO, and Urban Engineers was held on August 17<sup>th</sup> to discuss the impact the ROW phase would have on the Final Design and Construction schedule. It was agreed that, due to the delay in the ROW phase, a No Cost Time Extension would be required to extend the existing contract from December 12, 2021 to December 12, 2022. This will ensure that Urban Engineers remain under contract to make any necessary changes because of the ROW phase, prior to submitting for Construction Authorization.

The scope and cost of the technical effort are not impacted by the current amendment.

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2109-34: Approving a Contract Modification for a No Cost Time Extension for the Local Safety Program Design Assistance Technical Study for Five Points and Six Points Roundabouts**

**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, at their November 26, 2018 meeting, the Policy Board approved Urban Engineers, Inc. as the consultant for the technical study with a maximum fee of \$462,988.21, including both Preliminary and Final Design services; and**

**WHEREAS, a Subcontract Agreement between Urban Engineers, Inc. and the SJTA was fully executed on March 26, 2019 with the original contract end date as December 12, 2021; and**

**WHEREAS, Federal Highway Administration Highway Safety Improvement Program (HSIP) funds is programmed for Preliminary and Final Design services related to the Local Safety Program Design Assistance for the Five and Six Point Roundabouts; and**

**WHEREAS, NJDOT authorized HSIP funds for the Preliminary Engineering phase through two separate Task Orders between NJDOT and the South Jersey Transportation Authority (SJTA), which required an additional authorization for the Final Design phase at a later date; and**

**WHEREAS, Urban Engineers, Inc. successfully completed the Preliminary Engineering phase of work in September 2020 with HSIP funds authorized for Final Design services in Federal Fiscal Year 2020; and**

**WHEREAS, in September 2021, the Policy Board adopted a resolution approving a Contract Modification for a Scope and Cost Increase related to Final Design services for a total revised cost of \$366,590.92 for both Five Points and Six Points roundabouts; and**

**WHEREAS, the County of Salem had anticipated to have completed the associated work for right-of-way (ROW) Authorization in FFY 2021, allowing Urban Engineers to complete the Final Design phase on schedule; and**

**WHEREAS, the County of Salem received no proposals as a response to their Request for Proposal for a Full-Service Right-Of-Way Consultant Services, resulting in a delay of the ROW phase and will prevent Urban Engineers, Inc. from completing Final Design, as originally scheduled; and**

**WHEREAS, a status meeting with Salem County, SJTPO and Urban Engineers was held in mid-August to discuss the impact of the ROW phase on Final Design and the Construction schedule, where it was agreed that a No Cost Time Extension would be required to extend the existing contract from December 12, 2021 to December 12, 2022; and**

WHEREAS, the additional time will ensure that Urban Engineers, Inc. remain under contract to make any necessary changes because of the ROW phase, prior to submitting for Construction Authorization; and

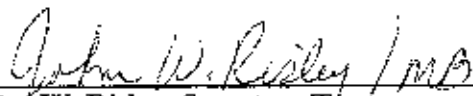
WHEREAS, the contract modification to extend the contract end date, through to December 12, 2022, will not negatively impact the initial needs and objectives of the technical study; and

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the No Cost Time Extension and related contract modification for the Five Points and Six Points Roundabout Local Safety Program Design Assistance Technical Study; 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 September 27, 2021.

  
\_\_\_\_\_  
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*

782 South Brewster Road, Unit B6,  
Vineland, New Jersey 08361

[www.sjtpo.org](http://www.sjtpo.org)  
(856) 794-1941  
(856) 794-2549 (fax)

*Jennifer Marandino, P.E.  
Executive Director*

*John W. Risley, Secretary/Treasurer*

## **RESOLUTION 2109-35: RECOGNIZING THE SERVICES OF JAMES LEWIS**

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

**WHEREAS, Mr. Lewis ably represented the New Jersey Department of Transportation and served on SJTPO Policy Board in the capacity of a member and alternate for approximately twenty years, serving 2001 to 2021; and**

**WHEREAS, Mr. Lewis' participation supported SJTPO in its major accomplishments including adoption of SJTPO's Transportation Improvement Program (TIP), which provides funding for many key capital projects for Southern New Jersey as well as SJTPO's annual Unified Planning Work Program (UPWP), which describes all transportation and planning related activities to be conducted; and**

**WHEREAS, working along with the Division of Capital Investment and Program Coordination, Mr. Lewis has been an integral contributor in the development of the TIP and funding allocation to the SJTPO region; and**

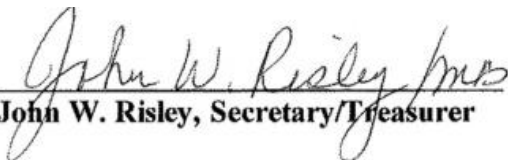
**WHEREAS, Mr. Lewis, along with his staff at the Bureau of Statewide Strategies/MPO Unit, have effectively served as a liaison with federal partners helping secure funding on an annual basis in support of SJTPO's transportation planning activities within our UPWP; and**

**WHEREAS, the SJTPO wishes to recognize Mr. Lewis' regional vision and ability to coordinate state and local issues,**

**NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization acknowledges the many contributions of JAMES LEWIS and extends its gratitude for his efforts on behalf of the Southern New Jersey region.**

### **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 September 27, 2021.**

  
**John W. Risley, Secretary/Treasurer**

Atlantic County | Cape May County | Cumberland County | Salem County  
City of Atlantic City | City of Sea Isle City | City of Vineland | Alloway Township  
NJDOT | NJ TRANSIT | SJTA