

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
Policy Board**

Monday, November 22, 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, Open Public Meetings Law Announcement**
- b. **Roll Call**
 - 1. Board Member
 - 2. Attendees on Phone
- c. **Approval of Minutes: [September 27, 2021](#)**
- d. **[Tentative 2022 Meeting Schedule](#)**
- e. **[Communications](#)**
 - 1. NJDOT and FHWA FY 2022 UPWP Planning Emphasis Area Letters
 - 2. Call for FY 2023 Subregional Planning Work Programs
- f. **Report of the Technical Advisory Committee – Leslie Gimeno, Chairperson**
- g. **Chairman's Remarks**
- h. **[Report of the Executive Director](#) – Jennifer Marandino**
- i. **Selection of Nominating Committee for January 24, 2022 Reorganization**
- j. **Public Comment *limit to three (3) minutes per person***
- k. **New Business**
 - 1. **[Resolution 2111-36: Support for the 2022 Safety Performance Measure Targets](#)**
Presenter: Alan Huff, Program Manager, Safety Initiatives & Public Outreach
NJDOT has established and reported Highway Safety Improvement Program (HSIP) targets for Calendar Year 2022. A letter from NJDOT to FHWA, dated August 20, 2021, establishing the 2022 Safety Performance Targets is attached for reference. As with targets in previous years, SJTPO is supporting the state targets, instead of developing our own targets.
- l. **NJDOT Update**
- m. **Adjournment**

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

Policy Board Virtual Teleconference Meeting

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

The meeting was called to order at 10:04 a.m. by Executive Director Jennifer Marandino, followed by the flag salute. Ms. Marandino then advised that the requirements of the New Jersey Open Public Meetings Act were met through Annual Notice early February 2021 to The Press of Atlantic City, The Daily Journal, The South Jersey Times, and to the Clerks of the four-member counties. Also, the Notice was posted on the designated bulletin board in Vineland City Hall.

ATTENDANCE (virtually):

Members:

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

Also, in attendance (virtually):

John Peterson, Atlantic County
Brian Walters, Atlantic County
Leslie Gimeno, Cape May County
Kathleen Hicks, City of Vineland
Matt Pisarski, Cumberland County
Brent Van Lilth, DRBA
Brian Goodson, FHWA
Jeffry Nielsen, Governor's Authorities Unit
Michael Watson, Esq., Brown & Connery, LLP
Eric Powers, NJDOT
James Vari, NJDOT
Meghan Wren, NJOPA
Lu Ding, NJ Turnpike Authority
Nancy Ridgway, Resident
Monica Butler, SJTPO
David Heller, SJTPO
Alan Huff, SJTPO
Jennifer Marandino, SJTPO
Jason Simmons, SJTPO

APPROVAL OF MINUTES: May 24, 2021

On Motion by Commissioner Director Laury and seconded by Commissioner Risley, the minutes of May 24, 2021 were unanimously approved.

COMMUNICATIONS

Executive Director Marandino reported on three items of correspondence. The first, is a Letter of Support prepared by SJTPO for NJ TRANSIT who applied for FTA's Areas of Persistent Poverty Program grant application. NJ TRANSIT asked that SJTPO provide a letter of support for the proposed transit market demand study. The study is expected to help gain an understanding of mobility needs, evaluate existing transit and mobility gaps, and provide potential solutions in the SJTPO region, specifically. Ms. Marandino stated that staff, along with herself, felt the study would be of enormous benefit in determining where transit market demand may exist, and thus provided the letter of support. She noted that Cross County Connection, who is a TMA in the SJTPO region, was also asked to provide a letter of support. Proposals for the FTA grant were due September 13, 2021. NJ TRANSIT is extremely hopeful for their application.

The second correspondence is a joint letter from FTA and FHWA related to SJTPO's Title VI Implementation Plan. Ms. Marandino stated that both agencies reviewed the Plan, that was adopted in May 2021 by the Policy Board and have found that the Plan successfully addresses the Civil Rights Correction Action received by the MPO at the last Federal Certification Review in September 2019.

The third correspondence is a letter from NJDOT announcing applications are being accepted for the 2022 Safe Routes to School (SRTS) Program. She noted that applications are due on or before October 14, 2021. Alan Huff is the SJTPO staff member responsible for oversight of the program.

Alan Huff explained that there were issues back in April during the Transportation Alternatives (TA) Set-Aside solicitation, which related to not having enough funds to cover the one full project up to the advertised soft cap. The issues were also related to the urbanized area funding pot, which has funding that can only be utilized in a specific designated area, potentially further breaking the small allocation among the SJTPO region which would ultimately leave out some parts of the region altogether. Mr. Huff stated that Safe Routes is funded through TA Set-Aside funds but appears that neither of these previous issues will be issues for the SRTS solicitation.

Mr. Huff explained that SJTPO has been very clear in their conversations with NJDOT that restrictions cannot apply if they are not part of the upfront advertisement. NJDOT indicated that at least two years of funding will be awarded with this selection, as the three MPOs have indicated that one year of funding in these programs is not enough to warrant a solicitation. He noted that SRTS uses a portion of the TA Set-Aside that is not broken out by urbanized areas, so the full region will be equally eligible for the SRTS solicitation.

Mr. Huff noted that only two applicants took advantage of the pre-application meetings with SJTPO and Local Aid during this SRTS solicitation, which is unfortunate. SJTPO, Local Aid, and Cross County Connection all remain available to anyone with questions while the solicitation is still open. The solicitation is open through October 14, 2021 with additional information on the SJTPO website at www.sjtpo.org/SRTS.

TECHNICAL ADVISORY COMMITTEE REPORT

Chairperson Leslie Gimeno reported that at the September 13, 2021 virtual meeting, TAC recommended approval of Resolutions 2109-26 through 2109-34.

CHAIRMAN'S REMARKS

Chairman Desiderio commented that he hoped everyone had a safe, healthy, and enjoyable summer.

Mayor Small of Atlantic City joined the meeting.

REPORT OF THE EXECUTIVE DIRECTOR

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

COVID-19 Update and SJTPO's Phase 3 Reopening Ms. Marandino reported that staff continues to work on a hybrid schedule, working a minimum of five days in the office within a two-week period, indicating that staff continues to be available during normal working hours whether in the office or at home, through email or on the phone. SJTPO continues to make progress towards the goals and needs of the SJTPO region. Ms. Marandino stated that SJTPO anticipated a full return of employees to the office after Labor Day, however, the Governor's announcement regarding vaccination of all State employees, delayed the return. The current timeline is that all State employees will move into Phase 3 (unrestricted staffing) on Monday, October 18th. Ms. Marandino noted that current guidance only allows for teleworking on a limited basis and hoped that the strict guidance will permit considerations for teleworking in the future, which she would like to offer this flexibility to SJTPO staff.

FFY 2021 Project Authorizations Ms. Marandino stated that the Federal Fiscal Year (FFY) 2021 Project Authorization Status Chart displays the authorization status and amount of funding authorized for each project. Since the chart was originally shared, Atlantic City's Atlantic Avenue project has been authorized for \$1.14 Million of Transportation Trust Fund (old TTF balance) money as well as \$964,000 in Federal funds. The report notes that SJTPO had 18 projects authorized totaling just under \$15 Million. She noted that that number will increase if one or two more projects are authorized before the end of this fiscal year. The chart includes a breakdown of projects per subregion in the report and by funding source.

PUBLIC COMMENT

Ms. Marandino stated that an email was sent to SJTPO's General Information mailing list, whereby the public was advised that the meeting was to be conducted virtually. Member of the public were asked to submit comments on agenda items through SJTPO general comment from our website. Monica Butler confirmed that no additional comments were received on-line. There were no additional comments made at the meeting.

NEW BUSINESS

1. Resolution 2109-26: Adopting the SJTPO FFY 2022-2031 Transportation Improvement Program

On Motion by Commissioner Director Laury and seconded by Stephen Mazur, Resolution 2109-26 was opened for discussion. Jason Simmons reported that the FFY 2022-2031 Transportation Improvement Program (TIP) contains both State and Local Highway projects as well as Statewide and Transit projects totaling approximately \$1.3 Billion. The TIP introduces new projects and updates schedules, costs, and funding from the previous TIP. Mr. Simmons indicated that two public virtual meetings were held and were successful adding that the virtual environment is giving a bit more accessibility to the public. All public comments that were received were included and responded to and are included in Appendix E of the TIP document. He also noted that the analysis results of the Transportation Conformity Determination are available on the website and are included as Appendix C. With no further comment, Resolution 2109-26 was unanimously approved.

2. Resolution 2109-27: Self-Certifying the SJTPO Planning Process

On Motion by Mayor McKelvey and seconded by Commissioner Castellini, Resolution 2109-27 was opened for discussion. Jason Simmons reported that per the Metropolitan Planning Rule, MPOs must certify that the Transportation Planning Process is being conducted in accordance with the various requirements that are outlined in the resolution. The Self Certification must be concurrent with the submittal of the proposed TIP to the FHWA and FTA as part of the Statewide Transportation Improvement Program (STIP) approval. The Self Certification outlines that the SJTPO is following all the requirements and processes and ensuring that all projects are in compliance. With no further comment, Resolution 2109-27 was unanimously approved.

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)

On Motion by Commissioner Director Laury and by Stephen Mazur, Resolution 2109-28 was opened for discussion. David Heller reported that since the SJTPO released a new TIP, a new conformity determination must be conducted. 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 Transportation Conformity Report is included as Appendix C of the TIP.

Mr. Heller stated that the Conformity Determination demonstrates that the FFY 2022-2031 TIP conforms to the 8-hour Ozone Air Quality standards. In essence, this means that the future projected emissions from all projects fall under all the requisite emissions budgets. Before any new projects can be added into the TIP, it must be evaluated for its potential air quality impacts because of the transportation conformity requirements. He also stated that the Conformity Determination was completed with consultant assistance through the FY 2021 Air Quality Assistance technical study. The specific modelling results as well as details of the process can be found in the document itself. With no further comment, Resolution 2109-28 was unanimously approved.

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

On Motion by Commissioner Castellini and seconded by Commissioner Risley, Resolution 2109-29 was opened for discussion. Alan Huff reported that Environmental Justice (EJ) is an important federal priority, focusing on low-income and minority populations. EJ is connected to both its own executive actions as well as to Title VI. He mentioned that the EJ Report was a collaborative effort among staff, with a great deal of effort from Bill Schiavi, Katie Elliott, and others. Mr. Huff stated that the report looks at several things in the SJTPO region to try and paint a picture of possible equity issues. It looks at TIP investments, which are generally positive. He noted that in the new TIP, in FFY 2022-2025, a total of \$467 per person is spent on mappable projects in EJ areas, compared to \$159 in non-EJ areas. Mr. Huff noted that there are several other activities in the TIP that are not easily tied to a specific location, which are not part of the figures.

Mr. Huff noted that SJTPO has a higher African American population than the State or nation. As a historically underserved population, SJTPO will want to consider how to properly evaluate the impact of the system as well as the process and projects of this population. Other groups that are over-represented in the SJTPO region, compared to the State or nation, include Low-income, Disabled, Zero Vehicle Households, and individuals ages 75 and over. These may be a good opportunity to engage others for the Community Outreach and Engagement Committee, when it is reconstituted, and will certainly be a focus for membership. With no further comment, Resolution 2109-29 was unanimously approved.

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

On Motion by Commissioner Risley and seconded by Stephen Mazur, Resolution 2109-30 was opened for discussion. Executive Director Marandino reported that at the last Policy Board meeting in May, the FY 2022 UPWP was amended to include a third technical study for Website Backend/Extension Review and Optimization. The study was anticipated to be needed to address increasing issues with SJTPO's website. More recently, SJTPO learned that the issues were the result of a major update to the WordPress platform. This rare update made the third-party content editor incompatible, resulting in several issues and leading to the need to re-theme the SJTPO website.

Ms. Marandino stated that 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 work. SJTPO's existing maintenance contract provides for a total of 50 hours with additional hours provided at a discount (\$85 per hour vs. standard rate of \$150 per hour). Stokes estimates that a total of 96 to 116 hours will be necessary with the variance associated with the page redevelopment. An additional amount, not anticipated to exceed \$9,860 is needed for this work.

Ms. Marandino stated that a total of \$13,499 is budgeted for the original Website Backend/Extension Review and Optimization technical study. These funds will be reallocated from Technical Program to the Central Staff Work Program, specifically to the Operating/Direct Expenses (Line Item 57090 Consultant Support). She noted that any funds not utilized for the website re-theming will be utilized to supplement translation services under the same line item.

Ms. Marandino indicated to move forward with the work through the existing contract, the UPWP must again be amended, essentially reversing the action that was taken in May when the third consultant-lead

effort was added. The previous action also moved money from Central Staff Salaries/Labor to the Technical Program. This current action reallocates funds from the Technical Program to the Operating/Direct Expenses within the Central Staff Work Program.

Ms. Marandino stated that a formal request letter detailing the modification to the Task Order between SJTPO, NJDOT, and SJTA will be provided to NJDOT. The UPWP document, including the relevant tables, will be updated on the SJTPO website, following action by the Policy Board. With no further comment, Resolution 2109-30 was unanimously approved.

6. Resolution 2109-31: Supporting the FY 2021 Transit Asset Management Performance Measure Targets Set by the NJ TRANSIT

On Motion by Commissioner Risley and seconded by Stephen Mazur, Resolution 2109-31 was opened for discussion. David Heller reported that the Transit Asset Management (TAM) Final Rule prescribes specific transit asset performance measures and targets covering rolling stock, equipment, facilities, and infrastructure/track segments. He noted that in the packet that was emailed to the Policy Board last week, the actual measures and targets were inadvertently omitted, however, the Board packet posted online has since been updated with the actual measures and targets.

Mr. Heller stated that as these are annual measures, new targets must be submitted every year. In January 2020, SJTPO brought forth the targets for FY 2020. The current action is related to targets for FY 2021. In addition to the targets intended for use in FY 2021, the progress towards meeting the FY 2020 targets is shown. As with the previous Federally mandated performance measures, MPOs can either support the State targets (where that is an option), or come up with their own, in which case they have 180 days after the State sets its targets. NJ Transit released these targets in July 2021. SJTPO supports the performance targets set by NJ Transit. On question by Commissioner Castellini, Lou Millan replied that a Cutaway (CU) is a vehicle in which a bus body is mounted on the chassis of a van or light-duty truck. The original van or light-duty truck chassis may be reinforced or extended. Cutaways typically seat 15 or more passengers, and typically may accommodate some standing passengers. With no further comment, Resolution 2109-31 was unanimously approved.

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

On Motion by Commissioner Director Laury and seconded by Commissioner Risley, Resolution 2109-32 was opened for discussion. David Heller explained that the Performance Management Written Procedures for Transit Safety Measures are between the NJDOT, NJ TRANSIT, the Port Authority Transit Corporation (PATCO) and all three MPOs in the State of New Jersey. He stated that pursuant to Federal regulations, written procedures must be developed regarding the MAP-21 and FAST Act performance management requirements. A copy of the signed written procedures was included as part of the packet.

Mr. Heller stated that these written agreements pertain to the establishment of specific public transit safety measures and targets. Specifically, this agreement lays out the specific performance measures and targets required, the agencies involved in setting these targets as well as the required coordination between them, and the reporting of these targets. He stated that because of a hard Federal deadline of July 20, 2021 to have these written procedures in place, Executive Director Marandino signed this agreement on July 19, 2021. He noted that other signatories include the Executive Directors of NJ's two

other MPOs, NJ Transit, PATCO, and NJDOT. With no further comment, Resolution 2109-32 was unanimously approved.

8. Resolution 2109-33: Supporting the FY 2021 Public Transportation Agency Safety Plan (PTASP) Safety Performance Targets Set by the NJ TRANSIT

On Motion by Commissioner Castellini and seconded by Commissioner Director Laury, Resolution 2109-33 was opened for discussion. David Heller explained that the Public Transportation Agency Safety Plan Performance targets, as established by NJ TRANSIT, requires public transportation providers to establish Safety Performance Targets to address the safety performance measures identified in the National Public Transportation Safety Plan. As with the TAMP measures discussed earlier, these are annual measures, and new targets must be submitted every year.

Mr. Heller stated that in January 2021, SJTPO brought forth the targets for FY 2020. 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 targets for bus operations were included on the item sheet for this resolution. He indicated that these targets are intended for use in FY 2021. Since there are no light rail facilities that fall within the SJTPO region, he did not include these. Mr. Heller clarified that the Atlantic City Rail Line is part of the rail system, for which the PTASP does not apply. As with most of the other Federally mandated performance measures, SJTPO supports the performance targets set by NJ TRANSIT. With no further comment, Resolution 2109-33 was unanimously approved.

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

On Motion by Commissioner Risley and seconded by Commissioner Director Laury, Resolution 2109-34 was opened for discussion. Jason Simmons reported that SJTPO is contracted with Urban Engineers as the consultant for the design services associated with the Local Safety Program to advance two roundabout projects (Five Points and Six Points) in Salem County. After discussions with planning partners, an RFP was released from Salem County to execute the right-of-way (ROW) phase for both roundabouts, however, no proposals were received.

Therefore, a No Cost time Extension to the existing contract from December 12, 2021 to December 12, 2022 is necessary. This will ensure that Urban Engineers remain under contract to make any necessary changes due to the ROW phase prior to submitting for Construction authorization. Commission Director Laury questioned if this will delay the project and Mr. Simmons replied that it will delay the Construction and ROW phase. The Five Points roundabout will advance in FFY 2023 and the Six Points roundabout will advance in FFY 2024. The delay is noted in the attached project status sheets.

On question by Commissioner Castellini, Alan Huff explained the difference between a circle and a modern roundabout. He indicated that there are two primary differences, with the first being that circles are much larger than modern roundabouts, which means that once you are inside the circle you are more likely to go faster than in a roundabout, which is much smaller and forces drivers to slow down when circulating. The second difference is that approaching roadway into a circle is more likely to be at a 90-degree angle. This means that when a driver approaches a circle, they need to stop, find a gap, and circulate among faster moving traffic. Whereas in a roundabout, drivers come in at an angle and at a slow speed, allowing them to merge with slower moving vehicles inside the roundabout.

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

On Motion by Commissioner Director Laury and seconded by Stephen Mazur, Resolution 2109-35 was opened for discussion. Executive Director Marandino reported that earlier this summer, James Lewis, Manager, NJDOT Division of Statewide Strategies, retired from NJDOT after 44 years of service. Through this resolution, SJTPO recognizes his contributions to the SJTPO Policy Board for nearly 20 years. Ms. Marandino then read the resolution and stated that a copy of the signed resolution will be mailed to Mr. Lewis. She also mentioned that Melissa Melora drafted a very nice article in the September edition of SJTPO's OnTheGo Newsletter. Chairman Desiderio wished Mr. Lewis the best in his retirement and thanked him for all his years of service with SJTPO. Ms. Marandino then introduced Mr. Lewis' successor Sudhir Joshi, Manager, as the new member of the Policy Board. With no further comment, Resolution 2109-35 was unanimously approved.

NJDOT UPDATE – Sudhir Joshi


Sudhir Joshi expressed his thanks to Mr. Lewis for his long service to NJDOT, as well as Assistant Commissioner Michael Russo, and Director Andy Swords for his appointment as the new Manager of NJDOT Division of Statewide Strategies. He also thanked Monica Etz and Brian Leckie for their assistance in the transition. Mr. Joshi then reviewed his previous experience within NJDOT over the years leading into his new appointment.

Mr. Joshi noted that the Department continues to work on the TIP/STIP with the end of the federal fiscal year approaching quickly.

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

ANNUAL NOTICE OF REGULAR POLICY BOARD MEETINGS

FOR 2022

Monday, January 24, 2022 – 10:00 a.m. **(Reorganization Meeting)**

Monday, March 28, 2022 - 10:00 a.m.

Monday, May 23, 2022 - 10:00 a.m.

Monday, July 25, 2022 - 10:00 a.m.

Monday, September 26, 2022 - 10:00 a.m.

Monday, November 28, 2022 – 10:00 a.m.

Monday, January 23, 2023 – 10:00 a.m. **(Reorganization Meeting)**

Meeting Location: *Consistent with guidance from the Governor's Authorities Unit, all meetings shall take place utilizing the previously virtual or telephonic format. As such, all upcoming meetings will be conducted through GoToMeeting until further notice.*



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

September 29, 2021

Jennifer Marandino
Executive Director
SJTPD
782 South Brewster Rd.
Vineland, NJ 08361

Mary Ameen
Executive Director
NJTPA
One Newark Center
Newark, NJ 07102

Barry Seymour
Executive Director
DVRPC
190 N Independence Mall W.
Philadelphia, PA 19106

Dear Ms. Marandino, Ms. Ameen and Mr. Seymour:

This letter presents the New Jersey Department of Transportation (NJDOT) planning priorities for your FY 2023 Unified Planning Work Program (UPWP). Federal Highway Administration (FHWA) priorities are enclosed.

NJDOT MPO Transportation Priorities

Interagency Coordination

- Continue to collaborate with NJDOT in meeting USDOT's legislated surface transportation requirements.
- Coordinate with NJDOT in the development and integration of performance measures and targets necessary to meet federal performance requirements for the NHS and support progress to achieve national performance goals. This includes performance-based planning and programming (PBPP) approaches in accordance with FHWA TPM requirements and the Department's TPM, asset management and long range planning policies, procedures, practices and objectives, and performance management written procedures.
- Support NJDOT and NJ TRANSIT in the development of the Long Range Statewide Transportation Plan (LRSTP) as part of stakeholder coordination and collaboration, and assist with public involvement activities to produce a multimodal transportation plan that meets state and federal requirements.

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- Work to achieve consistency with the principles of the New Jersey State Development and Redevelopment Plan.
- In partnership with the Complete Team, institutionalize an improved process for initiating mobility and freight improvements with an updated, coordinated and streamlined approach to developing and vetting problem statements.
- Implement actions to assist the NJDOT with data collection:
 - Continue to assist with data collection of Model Inventory of Roadway Elements (MIRE) on county and local roads. This would be done by attending meetings with Transportation Data and Support to review collected data and to provide guidance on future data to be collected to meet the 2026 federal deadline.
- Continue to support greater coordination with other MPOs, NJDOT, transit agencies, TMAs and subregions in mobility and land use planning.
- Work with willing county and municipal partners for integration of transportation and land use to promote community livability and maximize the efficiency of the transportation system.
- Work with NJDOT, NJ TRANSIT and other state agencies to support the Transit Village Initiative and other efforts to encourage transit-oriented development (TOD).
- Work with NJDOT and other partners on risk management strategies for improving the resilience of transportation infrastructure against the impacts of extreme weather.

Congestion Relief

- Pursue the following congestion relief strategies:
 - Low-cost operational improvements at intersections, interchanges, and identified bottlenecks; and
 - Transportation Demand Management (TDM) to help maximize the efficiency of the existing transportation system from the demand side, encouraging greater use of alternatives to single occupant vehicles.

Freight Planning

- Improve New Jersey's multimodal freight network and hubs for more efficient access and improved system performance.
- Encourage opportunities for modal shift from trucks to barge and rail where practical.
- Identify truck parking improvements throughout the state through dialogue with MPO partners and industry stakeholders (trucking, real estate, manufacturing, etc.).
- Advance rail freight projects, connectivity solutions, and planning initiatives in New Jersey, including:
 - Systematic freight rail improvements in North Jersey such as 286k, plate F, shared service, port-rail connectivity issues and for site-specific line impediments.
 - Planning for an enhanced regional network in South Jersey through improved connectivity between New Jersey and Pennsylvania.
- Investigate the impact of increased (on-line) goods delivery on land use and transportation.

- Understand local impacts of freight-related truck traffic, particularly those associated with interactions between heavy vehicles and non-motorized modes.
- Highlight the value of freight and the freight industry to the general public and improve knowledge of freight source/demand through the development of video footage and expanded use of social media opportunities.

Emerging Technologies

- Work to incorporate automated/connected/electric/shared use vehicles into the planning process, recognizing the challenges, opportunities and uncertainty associated with them.

Safety Planning

- Promote development of the Systemic Safety Program.
- Maximize opportunities to include Proven Safety Countermeasures in all projects.
- Continue to prioritize implementation of the New Jersey 2020 Strategic Highway Safety Plan.
- Develop local strategic highway safety plans in consultation with NJDOT and FHWA.

Bicycle and Pedestrian Planning

- Maximize opportunities for Complete Streets implementation:
 - Promote green infrastructure to address stormwater issues, particularly in urban areas.
 - Support the collection of bicycle and pedestrian volume data on county roadways, and on municipal streets as appropriate.
 - Refine the local project prioritization process to include scoring factors that are based on potential health outcomes, safety improvements, connectivity for all modes, proximity to schools and transit stops, and other factors.
 - Support adoption of Complete Streets Policies and Implementation Plans.
- Provide opportunities to complete the East Coast Greenway, the Circuit Trails and other regional trail networks by assisting with the development of local trail plans and projects.

Intelligent Transportation Systems

- Promote the use of Intelligent Transportation System (ITS) architecture:
 - Improve traffic operations through ITS upgrades and enhanced coordination at the interstate, state, county and local level.
 - Disseminate and provide information/knowledge/skills to local partners in technology areas where NJDOT has acquired a higher level of maturity.
 - Explore the benefits of providing connectivity between infrastructure and vehicles to improve mobility and safety.
 - Invest in the development of fiber and communication infrastructure across NJ to support safety- and mobility-related initiatives.
 - Invest in compliance and adaptation of ITS regional architecture in all pertinent and applicable projects.

- Enhance safety through endemic planning and evaluation of ITS application against wrong-way driving systems.

Local Public Agencies

- Assist the NJDOT Division of Local Aid and Economic Development in incorporating equity in the grant application process.
- Keep local public agencies informed and on schedule in the delivery of local projects.
- Improve the project delivery process through coordination with Local Aid and FHWA.

Equity, Public Health, and Outreach

- Implement actions that uphold fairness and improved coordination of services, access and mobility for low income and minority populations, persons with disabilities and senior citizens.
- Promote clean-powered public transit options (i.e. electric buses) and non-motorized transportation in an effort to reduce air pollution, particularly in low-income communities where concentrations are disproportionately higher.
- Prioritize safety for non-motorized travelers in disadvantaged and transit-dependent communities, especially in areas around transit stops, housing, parks, schools and senior centers.
- Encourage counties and municipalities to promote public health principles and practices whenever possible in implementation of transportation projects.
- Focus on increasing participation of minority and low-income communities in the planning process; allow community members to brainstorm project ideas so that planning efforts are more tailored to meet their mobility needs.
- Continue to engage with the public to strengthen public confidence and participation in the planning process and help secure public buy-in of proposed transportation projects through the use of web tools/technology, social media, outreach, education and public forums/meetings.

We look forward to continued collaboration with your organization in the development and execution of your planning work programs.

Sincerely,



Andrew R. Swords, AICP, PP
Director
Division of Statewide Planning

Enclosure

c: Robert Clark, FHWA
Stephen Goodman, FTA
Michael Russo, NJDOT
Sudhir Joshi, NJDOT
Monica Etz, NJDOT



U.S. Department
of Transportation
**Federal Highway
Administration**

New Jersey Division
840 Bear Tavern Road, Suite 202
West Trenton, New Jersey 08628
609 637-4200

In Reply Refer To:
HPL-NJ

September 14, 2021

Mr. Andrew Swords, AICP, PP
Director, Division of Statewide Planning
New Jersey Department of Transportation
P.O. Box 600
Trenton, New Jersey 08625-0600

Re: FY 2023 UPWP Planning Emphasis Areas

Dear Mr. Swords:

Thank you for your letter of September 1, 2021, requesting the planning emphasis areas for the MPOs FY 2023 Unified Planning Work Programs (UPWP). Per our Mutual Service Standards for the FY 2023 Unified Planning Work Program (UPWP), Federal Highway Administration is requesting the State Department of Transportation and the Metropolitan Planning Organizations (MPO) focus on the following priorities:

- ***continue with MAP-21 and FAST Act Implementation, Regional Models of Cooperation, and Ladders of Opportunity.***
- continue with the cooperative data collection, development, and monitoring of required performance measures and targets.
- continue focusing on contributing towards the 2-year and 4-year targets set for the National Performance Measures.
- incorporate Automated/Connected/Electric/Shared-use Vehicles into the planning processes. Although the potential impacts of these technologies are still uncertain, MPOs need to determine how best to address the challenges and opportunities these technologies present.
- consider the resilience of the transportation system and mitigation of stormwater impacts on surface transportation.
- facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options, particularly to traditionally underserved populations.
- coordinate with Federal Land Management Agencies to conduct continuing, comprehensive, and collaborative intermodal transportation planning that facilitates the efficient, and economic movement of people and goods.

We encourage the MPOs and the State Department of Transportation to develop and identify work tasks associated with these planning emphasis areas for inclusion in their upcoming UPWP work programs.

If you have any questions, please contact Brian Goodson at brian.goodson@dot.gov or 609.637.4208.

Sincerely,

SUTAPA
BANDYOPADHYAY

Digitally signed by SUTAPA
BANDYOPADHYAY
Date: 2021.09.15 10:07:03 -04'00'

Sutapa Bandyopadhyay
Planning and Program Development Manager
FHWA NJ Division

cc: Monica Etz, NJDOT; Sudhir Joshi, NJDOT; Mary Ameen, NJTPA; Jennifer Marandino, SJTPO; Barry Seymour, DVRPC
Uzoma Anukwe, FTA; Ray Tomczak, FTA; Brian Goodson, FHWA



Date: October 20, 2021
To: County Planning Directors
From: David Heller
Re: FY 2023 Subregional Planning Work Programs

Call for FY 2023 Subregional Planning Work Programs

An initial draft of SJTPO's FY 2023 Unified Planning Work Program is due to NJDOT in early December. To meet that deadline, we need your assistance in developing the Subregional Planning Work Program, with key due dates as noted below:

Estimate of total cost of work program due *Wednesday, November 10, 2021*

Full Work Program write-up and description, including Task III study due *Tuesday, November 30, 2021*

Format

For your convenience, copies of your FY 2022 County Work Program have been transmitted via email. Consistent with past practice, there are three basic tasks:

- Task I Administration
- Task II Data File, TIP and Public Participation
- Task III Supportive Studies

Each task should include its own objectives, activities, products, due dates, and costs. Task III should also include a statement on the relation of this task to SJTPO's current Regional Transportation Plan (RTP 2050), which can be found on the SJTPO website at <https://www.sjtpo.org/rtp>.

The last page of the Program proposal should show the funding summary for all three tasks, Federal Share/County match breakdown and the staffing plan (person-days per staff person working on the project). Please specifically note if the County will complete their Task III project in-house, or if the work is to be done through consultant services.

Budget

SJTPO's total federal funding allocation for FY 2023 will be approximately \$265,000, which is the same as in previous years.

- The specific distribution to each of the four counties can fluctuate, depending on the counties needs and work in the upcoming state fiscal year (FY 2023)
- Each County is encouraged to consider a Task III study that would relate to RTP 2050. However, there is a recognition that funding allocation may be a concern
- Do not hesitate to reach out in advance, but the intention is to discuss at the November 8th TAC meeting
- For programming purposes, please provide the County's budget estimates, by Task, by Wednesday, November 10, 2021



Date: October 20, 2021

Re: FY 2023 Subregional Planning Work Programs

Content

While each Subregional Planning Work Program proposal will differ for each County, please take note of the following:

- Task I should be confined to administrative work, i.e., submission of the quarterly and final report, and preparation of the FY 2024 Subregional Planning Work Program, and should represent about no more than 10% of the total Program budget
- Deliverables from Task II should include products that support regional transportation planning or major Task II projects that counties are anticipating in FY 2023.
 - Example products include a county map or transportation information brochure preparation work, bicycle, and walking trail mapping
 - All products should be specifically identified in the work program
 - Public involvement/outreach will be emphasized as a County Subregional Task II work item. Counties will be asked to promote public involvement in transportation planning and decision-making
- For Task III proposals, please consider activities that support SJTPO priorities such as studies relating to road system improvement, preservation and safety, public transportation system maintenance and improvement, non-motorized (e.g., bicycle and pedestrian) travel and safety, and emergency evacuation. Human services transportation projects to help advance recommendations identified in the Access for All Transit Plan would also be very beneficial. Public outreach efforts pertaining to transportation planning can also be included.
- Please also consider priorities identified by NJDOT and FHWA (many of which are also SJTPO's priorities), which include:
 - Actions that improve access and mobility for low-income and minority populations, persons with disabilities, and senior citizens
 - Resilience of the transportation system including mitigation of stormwater impacts on surface transportation
 - Implementation of Complete Streets
 - Use of Intelligent Transportation System (ITS) architecture to improve traffic operations
- As noted above, you must indicate the relation of this Task III to SJTPO's RTP 2050. It would also be useful to note the relation of the project to your county's long-range transportation plans and activities.

Please be advised that SJTPO's allocation for the Subregional Planning Work Programs does not carry over outside of the specific state fiscal year. As such, please make every effort to fully expend your county's allocation each year. Should you have any questions related to eligible activities, please do not hesitate to reach out to myself or Jennifer Marandino.



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
(856) 794-1941
(856) 794-2549 (fax)

Jennifer Marandino, P.E.
Executive Director

John W. Risley, *Secretary/Treasurer*

EXECUTIVE DIRECTOR'S REPORT – November 22, 2021

BIPARTISAN INFRASTRUCTURE DEAL – INFRASTRUCTURE INVESTMENT AND JOBS ACT

The U.S. House of Representatives passed the Infrastructure Investment and Jobs Act (IIJA) Friday, November 5th, nearly three months after the Senate. The IIJA includes \$550 billion in new federal spending with approximately half going to the U.S. Department of Transportation. The result is higher funding levels in existing programs and the creation of new core apportionment programs, including Carbon Reduction Program and Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT).

The Carbon Reduction Program is intended to advance eligible projects to reduce transportation emissions, providing \$6.4B in funding over five years that will be suballocated to each state.

PROTECT has funding distributed both by formula and through competitive grants for resilience improvements. MPOs are eligible to receive resilience planning grants, which can be used for developing a resilience improvement plan; resilience planning including scenario development and vulnerability assessments; technical capacity building; or evacuation planning and preparation. PROTECT has \$7.3B over five years by formula; \$1.4B for competitive grants, broken down into \$250M for each of fiscal years 2022-2023 and \$300M for 2024-2026.

The bill also includes lots of new Competitive Grant Programs. The National Association of Regional Councils (NARC) conducted an analysis of much of the bill, including a summary analysis and a chart with all the transportation-related sections contained in the IIJA. More information is available on their website at <https://narc.org/>.

FY 2023 UPWP

The Unified Planning Work Program (UPWP) describes all transportation planning activities to be conducted by SJTPO staff, subregional partners, and other member agencies during FY 2023 (July 1, 2022-June 30, 2023). The first draft of the FY 2023 UPWP will be submitted to NJDOT for review in early-December, with comments from NJDOT and FHWA/FTA expected by mid-January. SJTPO intends to respond to all comments in early-February, presenting the FY 2023 UPWP for adoption in March of 2022.

Finances

SJTPO expects to receive \$1.61 million in resources from FHWA and FTA, programmed as FHWA PL funds in the FY 2023 work program. This figure accounts for the reprogramming of SJTPO's FY 2019 release of funds in the amount of \$45,782. SJTPO is coordinating with SJTA to close out the FY 2021, gaining access to \$100,838, which will be available for use in FY 2023. SJTPO's current budget figures estimate an anticipated need of \$1.135 million in Central Staff Salaries and Labor, \$209,000 in Operating/Direct Expenses, and an additional \$71,500 for Financial and Administrative Services for SJTA. The total need is dependent upon Payroll Burden figures,

which fluctuate dependent upon actual figures. Currently, approximately \$194,000 is available for consultant-led technical studies.

Technical Program

Staff has prepared and internally vetted possible ideas with two scenarios and three technical study options, which were shared with TAC at their November 8th meeting:

- **Scenario 1:** Microtransit Feasibility Study *and* Maurice River Corridor Study (\$70,000 to \$85,000 range)
- **Scenario 2:** Regional Vulnerability Assessment (\$150,000+)

There was a lot of interest and discussion related to the Regional Vulnerability Assessment with coordination with NJDOT, NJDEP, and the NJ Office of Planning Advocacy. SJTPO may elect to pursue a resilience planning grant through the PROTECT program created with the IJA, which would leave Scenario 1 as the preferred option.

In addition to the scenario options, SJTPO intends to advance a technical study to develop Countywide Local Safety Plans for each of the four counties. The study will be funded using HSIP funds and is expected to kick-off no later than November of 2022 (FFY 2023/2024). NJDOT is engaging the MPOs in conversations to advance these local safety plans at each of the three MPOs, as a priority from the State's Strategic Highway Safety Plan efforts.

Subregional Planning Work Program

The Call for FY 2023 Subregional Planning Work Programs (shared as part of Communication) outlines relevant information, including dates for when budget estimates and full work program write-ups and descriptions are due.

SJTPO's total federal funding allocation for FY 2023 will be approximately \$265,000, which is the same as in previous years. With each County encouraged to consider a Task III study, there may be consideration to have two counties advance a study one year and two other counties in following year. SJTPO could also consider adding funds to the Subregional Program from our STBGP allocation. Additional conversation with County Planning Directors will be held to work through these options for consideration.

COVID-19 UPDATE

SJTPO had anticipated that staff would move into Phase 3 (unrestricted staffing) with all State employees returning on Monday, October 18th. However, shortly before that date, SJTPO received additional guidance that included a phased return to the office based upon the number of employees. The current anticipation is that SJTPO will have full return of employees on Monday, November 29th after the Thanksgiving holiday.

No additional guidance related to work-related travel, or in-person meetings has been provided by the Governor's Authorities Unit. All work-related travel continues to be paused and all meetings for the MPO will continue to be held in the previously approved virtual or telephonic format.

COMMUNITY OUTREACH AND ENGAGEMENT COMMITTEE (COEC)

Last November (2020) SJTPO dissolved the Citizen's Advisory Committee. Over the past year staff has been working on elements for the establishment of the new COEC. Most recently staff has been working on the redevelopment of the bylaws. With changes rather substantial they will be reviewed by SJTPO General Counsel before bringing them to the Policy Board in 2022.

For feedback and participation by the COEC to be more meaningful, staff has been working on establishing a targeted focus and how to ensure that we have something to offer the members. There may be an opportunity to look at organizations' needs and periodically conduct technical studies that serve member needs. Staff is completing a timeline for development of core and vital document updates. This would allow public feedback in advance of drafting the document. As a result of a previous consultant effort, and with the help of Cross County Connection, staff has compiled a list of organizations that SJTPO will reach out to for soliciting membership. Membership will be targeted on groups that represent or serve groups of people rather than

individuals, to give snapshot of public sentiments and needs and allow users to also spread the word on our efforts.

SJTPO LOCAL LEAD PROJECT STATUS CHARTS

The Regional Highway Projects/Program chart from Section 2 of the TIP is attached, displaying projects programmed in the first four years of the new TIP (FFY 2022-2025). Also attached are the two project charts that display the CMAQ and HSIP projects programmed in the SJTPO region (dated October 26, 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 (dated November 15, 2021) provides information regarding the status of the technical studies.

FFY 2022-2025 TIP Projects Summary

DBNUM	Project Name	SPONSOR	MUNICIPALITY	COUNTY	MPO	PHASE	FUND	2022	2023	2024	2025
15420A	ADA South, Contract 1 with ROW	NJDOT	Galloway Twp	Atlantic	SJTPO	CON	NHPP	\$ 3.382			
16322	ADA South, Contract 5	NJDOT	Galloway Twp	Atlantic	SJTPO	ROW	STATE	\$ 0.050			
						CON	STBGP-FLEX	\$ 1.998			
S1913	Atlantic Avenue, Albany to Tennessee Avenues	Atlantic City	Atlantic City	Atlantic	SJTPO	CON	HWIZ905-AC	\$ 1.003			
						CON	HWIZ910-AC	\$ 0.308			
						CON	HWIZ919-AC	\$ 0.251			
						CON	STBGP-AC	\$ 1.000			
						SJTPO	CON	STBGP-AC			\$ 0.900
S1702	Baltic Avenue, Maine to Missouri Avenues	Atlantic City	Atlantic City	Atlantic	SJTPO	DES	STBGP-AC	\$ 0.100			
S9911	Beach Avenue (CR 604), Second Avenue to Wilmington Avenue	Cape May County	Cape May City	Cape May	SJTPO	CON	STBGP-B5K200K	\$ 1.785			
03304	Bridge Deck/Superstructure Replacement Program	NJDOT	Various	Various	SJTPO	ERC	NHPP	\$ 1.000	\$ 0.852	\$ 0.903	\$ 1.000
S1912	Brigantine Avenue (CR 638), 2nd Street South to Terminus	Atlantic County	Brigantine City	Atlantic	SJTPO	CON	STBGP-AC		\$ 1.950		
S1911	Brigantine Avenue (CR 638), 29th Street South to 2nd Street South	Atlantic County	Brigantine City	Atlantic	SJTPO	CON	STBGP-AC	\$ 2.820			
S2102	California Avenue (CR 663)	Atlantic County	Absecon City	Atlantic	SJTPO	CON	STBGP-AC			\$ 1.500	
S2111	Commissioners Pike (CR 581)	Salem County	Alloway Twp	Salem	SJTPO	CON	STBGP-L5K				
						DES	STBGP-L5K				\$ 0.150
S1403	Cumberland County Federal Road Program	Cumberland County	Various	Cumberland	SJTPO	CON	STBGP-B5K200K	\$ 2.200	\$ 2.800	\$ 2.300	\$ 2.300
S2103	Deurer Street (CR 561)	Atlantic County	Galloway Twp	Atlantic	SJTPO	CON	STBGP-AC				\$ 2.500
S2106	East Mill Creek Road (CR 670/US 347), Phase I	Cape May County	Dennis Twp	Cape May	SJTPO	CON	STBGP-L5K			\$ 1.000	
S2107	East Mill Creek Road (CR 670/US 347), Phase II	Cape May County	Dennis Twp	Cape May	SJTPO	CON	STBGP-L5K				\$ 1.500
S1903	Griffith Street/Grant Street (CR 657)	Salem County	Salem City	Salem	SJTPO	CON	STBGP-B5K200K			\$ 0.750	
						DES	STBGP-B5K200K	\$ 0.100			
S1713	Landis Avenue Phase VI, Route 55 to Mill Road	Vineland City	Vineland City	Cumberland	SJTPO	CON	STBGP-B5K200K	\$ 1.300			
10347	Local Aid Consultant Services	NJDOT	Various	Various	SJTPO	EC	STBGP-B5K200K				
X065	Local CMAQ Initiatives	Local Lead	Various	Various	SJTPO	EC	CMAQ	\$ 1.900	\$ 1.670	\$ 1.655	\$ 1.833
06326	Local Concept Development Support	NJDOT	Various	Various	SJTPO	PLS	STBGP-B5K200K				
X41A1	Local County Aid, SJTPO	Local Lead	Various	Various	SJTPO	ERC	STATE	\$ 23.092	\$ 23.092	\$ 23.080	\$ 21.620
X98A1	Local Municipal Aid, SJTPO	Local Lead	Various	Various	SJTPO	ERC	STATE	\$ 13.613	\$ 13.558	\$ 13.560	\$ 12.550
04314	Local Safety/ High Risk Rural Roads Program	Local Lead	Various	Various	SJTPO	ERC	HSIP	\$ 2.000	\$ 1.757	\$ 1.742	\$ 1.929
S2101	Martin Luther King Jr. Boulevard (Mediterranean Avenue to Route 30)	Atlantic City	Atlantic City	Atlantic	SJTPO	CON	STBGP-AC		\$ 0.100		
						DES	STBGP-AC				
X30A	Metropolitan Planning	MPO	Various	Various	SJTPO	PLS	PL	\$ 1.069	\$ 1.069	\$ 1.069	\$ 1.069
						PLS	PL-FTA	\$ 0.462	\$ 0.462	\$ 0.462	\$ 0.462
						PLS	STBGP-AC	\$ 0.265		\$ 0.265	
						PLS	STBGP-L5K		\$ 0.265		\$ 0.265
S1714	Mill Road, Landis Avenue to CR 540 (Almond Road)	Vineland City	Vineland City	Cumberland	SJTPO	CON	STBGP-B5K200K		\$ 1.400		
S2113	Ohio Avenue	Atlantic City	Atlantic City	Atlantic	SJTPO	CON	STBGP-AC				\$ 0.100
						DES	STBGP-AC				
S2105	Ohio Avenue (CR 630)	Atlantic County	Absecon City	Atlantic	SJTPO	CON	STBGP-AC			\$ 1.000	
S1716	Park Avenue, NW Boulevard to West Avenue	Vineland City	Vineland City	Cumberland	SJTPO	CON	STBGP-B5K200K				\$ 1.150
S1902	Park Avenue/Quigley Avenue (CR 540)	Vineland City	Vineland City	Cumberland	SJTPO	CON	STBGP-B5K200K			\$ 2.050	
X51	Pavement Preservation	NJDOT	Various	Various	SJTPO	ERC	NHPP	\$ 4.500	\$ 3.409	\$ 3.613	\$ 4.000
						ERC	STBGP-FLEX	\$ 1.000	\$ 0.852	\$ 0.903	\$ 1.000
S2112	Quaker Neck Road (CR 657) Phase II	Salem County	Salem City	Salem	SJTPO	CON	STBGP-L5K				
						DES	STBGP-L5K			\$ 0.150	
X35A1	Rail-Highway Grade Crossing Program, Federal	NJDOT	Various	Various	SJTPO	EC	RHC	\$ 0.278	\$ 0.280	\$ 0.281	\$ 0.282
99327A	Resurfacing, Federal	NJDOT	Various	Various	SJTPO	ERC	NHPP				
15397	Route 9, Atkinson Avenue to Bayview Drive	NJDOT	Somers Point City	Atlantic	SJTPO	CON	STBGP-FLEX			\$ 7.500	
15400	Route 9, Wrights Lane to Harbor Road	NJDOT	Upper Twp	Cape May	SJTPO	CON	DEMO-R	\$ 3.275			
						CON	NHPP	\$ 6.025			
						CON	NHPP				
14428	Route 30, Bridge over Duck Thorofare	NJDOT	Atlantic City	Atlantic	SJTPO	DES	NHPP	\$ 2.200			
						ROW	STATE		\$ 0.500		
16350	Route 30, Bridge over Newfound Thorofare	NJDOT	Atlantic City	Atlantic	SJTPO	CON	NHPP				\$ 28.600
15382	Route 30, CR 542 (Sea Grove Ave/Central Ave) to Weymouth Rd (CR 640)	NJDOT	Hammonton Town	Atlantic	SJTPO	CON	NHPP	\$ 3.500			
08371	Route 40, Atlantic County, Drainage	NJDOT	Egg Harbor Twp	Atlantic	SJTPO	CON	STBGP-FLEX			\$ 27.585	

FFY 2022-2025 TIP Projects Summary

DBNUM	Project Name	SPONSOR	MUNICIPALITY	COUNTY	MPO	PHASE	FUND	2022	2023	2024	2025	
17303	Route 47, Bridge over Dennis Creek	NJDOT	Dennis Twp	Cape May	SJTPO	CON	NHPP					
						ROW	NHPP	\$ 0.300				
16346	Route 47, Bridge over Menantico Creek	NJDOT	Maurice River Twp	Cumberland	SJTPO	CON	NHPP					
						ROW	STATE	\$ 0.300				
15314	Route 49, Bridge over Maurice River	NJDOT	Millville City	Cumberland	SJTPO	CON	NHPP		\$ 11.898			
17329	Route 50, Bridge over Cedar Swamp Creek	NJDOT	Upper Twp	Cape May	SJTPO	ROW	STATE	\$ 0.400				
						CON	STBGP-OS-BRDG			\$ 25.583		
18311	Route 9, Garden State Parkway to CR 559 (Mays Landing Road)	NJDOT	Somers Point City	Atlantic	SJTPO	CON	DEMO-R		\$ 0.822			
						CON	NHPP		\$ 2.178	\$ 3.000		
15448	Route 322, Bridge over Great Egg Harbor River	NJDOT	Hamilton Twp	Atlantic	SJTPO	CON	STBGP-OS-BRDG				\$ 5.860	
						ROW	STBGP-OS-BRDG		\$ 0.250			
S2108	Seashore Road Phase 1 Resurfacing (CR 626) from Breakwater Road (CR 613) to U.S. Route 47	Cape May County	Middle Twp	Cape May	SJTPO	CON	STBGP-B5K200K			\$ 1.350		
S2109	Seashore Road Phase 2 Resurfacing (CR 626) from Breakwater Road (CR 613) to Tabernacle Road (CR 647)	Cape May County	Lower Twp	Cape May	SJTPO	CON	STBGP-B5K200K				\$ 1.600	
S2117	Seashore Road Phase 3 resurfacing (C.R. 626) from Sandman Boulevard (U.S Route 9) to Tabernacle Road (C.R. 647)	Cape May County	Lower Twp	Cape May	SJTPO	CON	STBGP-B5K200K					
S044	SJTPO, Future Projects	SJTPO	Various	Various	SJTPO	ERC	HWIZ005-AC	\$ 0.327				
						ERC	STBGP-AC	\$ 0.008	\$ 0.090	\$ 0.037	\$ 0.066	
						ERC	STBGP-B5K200K	\$ 0.022	\$ 0.135	\$ 0.042	\$ 0.069	
						ERC	STBGP-L5K					
S1909	South Greenwich Street/Telegraph Road (CR 540), Phase 1	Salem	Alloway Twp	Salem	SJTPO	CON	STBGP-L5K	\$ 1.500				
09361	South Inlet Transportation Improvement Project	SJTA/CRDA	Atlantic City	Atlantic	SJTPO	CON	STATE	\$ 1.504	\$ 1.504	\$ 1.500	\$ 1.504	
S1908	Telegraph Road (CR 540), Phase 2	Salem	Quinton Twp	Salem	SJTPO	CON	STBGP-L5K		\$ 1.500			
S2115	Tennessee Avenue, Atlantic Ave to Boardwalk	Atlantic City	Atlantic City	Atlantic	SJTPO	CON	STBGP-AC			\$ 0.606		
S1910	Third Avenue (CR 619), 96th Street (CR 657) to 80th Street	Cape May County	Stone Harbor Boro	Cape May	SJTPO	CON	STBGP-AC		\$ 2.110			
S2201	Tilton Road (CR 563) – Section 7	Atlantic County	Galloway Twp	Atlantic	SJTPO	CON	CRRSAA-AC	\$ 1.760				
X107	Transportation Alternatives Program	NJDOT	Various	Various	SJTPO	ERC	TA-AC	\$ 0.243	\$ 0.243	\$ 0.243	\$ 0.243	
S2110	Tyler Road (CR 611)	Cape May County	Woodbine Boro	Cape May	SJTPO	CON	STBGP-L5K	\$ 1.000				
S9912	Welchville Road (CR 540)	Salem	Alloway Twp	Salem County	SJTPO	CON	STBGP-L5K			\$ 0.750		
						DES	STBGP-L5K	\$ 0.100				
S2104	Weymouth Road (CR 559)	Atlantic County	Hamilton Twp	Atlantic	SJTPO	CON	STBGP-L5K		\$ 1.900			
S1904	Willow Grove Road (CR 639); Perkintown Road (CR 644)	Salem County	Oldsmans Twp	Salem	SJTPO	CON	STBGP-L5K				\$ 1.500	
						DES	STBGP-L5K		\$ 0.150			

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	Funds flexed to NJ TRANSIT	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	Authorized	FY 2016	\$ 0.3450			
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	Funds flexed to NJ TRANSIT	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	Not authorized in 2021	FY 2015	\$ 0.5475			
X065	Millville Broad Street Traffic Signal Upgrades	Millville	Millville	Cumberland	SJTPO	CON	CMAQ	Not authorized in 2021	FY 2017	\$ 0.8250			
X065	It Pay\$ to Plug in: New Jersey's Electric Vehicle Charging Grants Program	NJDEP	Various	Various	SJTPO	CON	CMAQ	Not authorized in 2021	FY 2018	\$ 0.3990			

26-Oct

SJTPO CMAQ Total Programmed \$ 3.213 \$ 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 \$ (0.712) \$ - \$ (0.231) \$ (0.245)

SJTPO HSIP PROJECTS

Emphasis Area	Project Name	SPONSOR	MUNICIPALITY	COUNTY	MPO	PHASE	FUND	Amount Type	2021	2022	2023	2024	2025	2026	2027	2017 - 2024
TBD	Safety Plans	SJTPO		All Counties	SJTPO	PIAN	HSIP	Programmed			\$ 0.6000					
Intersections	Cape May County Pilot Roundabout 1 (West Perry)	Cape May County	West Cape May Boro	Cape May	SJTPO	ROW	HSIP	Programmed			\$ 0.2250					\$ 0.2250
Intersections						CON	HSIP	Programmed			\$ 0.6750					\$ 0.6750
Intersections	Cumberland County Pilot Roundabout (West Park Drive)	Cumberland County	Bridgeton City	Cumberland	SJTPO	ROW	HSIP	Authorized	\$ 0.8800							\$ 0.8800
Intersections						CON	HSIP	Programmed		\$ 1.0350						\$ 1.0350
Intersections	Garden Road & Mill Road Traffic Signalization	City of Vineland	Vineland City	Cumberland	SJTPO	CON/CI	HSIP	Authorized	\$ 2.0720	\$ 0.450						\$ 2.5220
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		\$ 0.1500						\$ 0.1500
Intersections						CON	HSIP	Programmed			\$ 1.1000					\$ 1.1000
Intersections	Salem County Pilot Roundabout (Five Points)	Salem County	Pittsgrove Twp	Salem	SJTPO	ROW	HSIP	Programmed		\$ 0.3500						\$ 0.3500
Intersections						CON	HSIP	Programmed			\$ 1.0523					\$ 1.0523

26-Oct

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

<i>SJTPO HSIP Total Programmed</i>	\$ 2.952	\$ 1.985	\$ 2.127	\$ 2.025	\$ -	\$ -	\$ -
<i>SJTPO HSIP Line Item</i>	\$ 2.000	\$ 2.000	\$ 1.757	\$ 1.742	\$ 2.000	\$ 2.000	\$ 2.000
<i>SJTPO HSIP Balance</i>	\$ (0.952)	\$ 0.015	\$ (0.370)	\$ (0.283)	\$ 2.000	\$ 2.000	\$ 2.000

Green = within budget

Red = overbudget



Date: November 15, 2021
To: SJTPO Policy Board
From: SJTPO Staff
Re: Technical Studies Update

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

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

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

A Notice to Incur Cost was issued by NJDOT in April 2018 with a kick-off meeting held on May 4th. Work for the technical study began with conducting a network screening, collecting public feedback with municipalities selecting their project locations for advancement and creation of initial resolutions of support from each local public agency. 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 created a series of videos that educate the public about select safety countermeasures in English and Spanish. Extensive public outreach was conducted to vet alternatives and recommendations, including mailers to 9,500 households, social media, and email to our partners, along with paid social media campaigns through LocalIQ (the Daily Journal).

The project team has discussed proposed countermeasures and received feedback from Millville, Vineland, Bridgeton, and Cumberland County and is in the process of seeking approval from elected officials. Discussions will take place with City Councils in Bridgeton on Monday, November 15th and Vineland on Tuesday, November 16th and November 23rd. Formalized concept drawings have been prepared for Bridgeton and Vineland, with Millville underway. Applications for all projection locations are being prepared by the consultant, for Local Safety Program submission and HSM analysis will be conducted as needed. The consultant team will compile the Safety Action Plan, documenting the process, data analyses, toolkits, and conclusions.

Additional HSIP funds for the effort were approved, bringing the total 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.



Date: November 15, 2021

Re: Technical Studies Update

Local Safety Program Design Assistance *ongoing*; Jason Simmons
Urban Engineers, Inc., in association with Churchill Consulting Engineers (DBE/ESBE)

The purpose of this project is to assist Salem County in advancing two roundabout projects, selected under SJTPO's Local Safety Program, through the federal authorization process for construction with assistance in the preparation of plans, specifications, and cost estimates. The project is being funded through the federal Highway Safety Improvement Program (HSIP).

Urban Engineers has provided Salem County with an updated Right-of-Way (ROW) Impacts Map for property owners impacted by the Five and Six Points Roundabouts. Urban has sent Utility Agreement Plans for each utility company within the project areas 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, was delayed as the County initially receive no proposals for their ROW Consultant Services RFP. The County has since reissued the RFP with one firm submitting a proposal. It is anticipated that the consultant will be brought on and complete the ROW process in a timely manner.

As such, funding for the purchase of ROW at both Five Points and Six Points has been pushed to FFY 2022, the construction phases have been pushed to FFY 2023 and 2024 for Five Points and Six Points, respectively. To allow Urban Engineers to remain on contract through December 12, 2022, SJTPO has executed a second Amendment to the Subcontract Agreement.

The project team also concluded that the initial estimates for ROW and construction for both roundabouts are underestimated. Updated figures will be refined and updated, when available.

Regional Trail Network – Feasibility Survey *ongoing*; Alan Huff
WSP USA, Inc. in association with KMA Consulting Engineers, Inc. (DBE)

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

A Notice to Proceed was issued on January 20, 2021, with a kick-off meeting held on January 26th. 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 May 5th. Virtual public outreach was held in late June and early July, with a live Q&A event on June 23rd. 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 July, the team conducted a field visit of much of the corridor to better understand the specific constraints and existing conditions.



Date: November 15, 2021

Re: Technical Studies Update

The second meeting of the Steering Committee was held on October 13th to communicate public feedback and to discuss localized issues and questions associated with the preferred route alternative to make refinements. The final round of virtual public outreach began on November 10th and continues through November, with a live virtual Q&A session scheduled on Thursday, November 18th at 5:00 pm.

The project is proceeding and is anticipated to be completed, on schedule, by the end of the calendar year.

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.

The project includes four major project tasks: Project Coordination and Regional Core Freight Dataset, which are well underway, and Freight Network Performance and the Final Report, which have not yet begun.

Task 1, Project Coordination, is approximately 35% complete. Several project coordination meetings have been conducted. Stakeholder engagement activity is ongoing. Eleven (out of 20) interviews have been conducted and documented (through 11/10/2021). Recent interviews included Riggins Oil, and Northeast Precast of Vineland, and the New Jersey Economic Development Authority, related to Salem County's new windfarm port. The interactive GIS Map has been developed and is in use; this map is being populated with the comments received from the stakeholder interviews. Several key stakeholders expressed interest in participating in the Freight Advisory Committee (FAC). The FAC's first meeting took place Monday, November 8th. Members are still being added to the committee as stakeholder meetings continue.

Task 2, the Regional Core Freight Dataset, is approximately 50% complete. Data collection and analysis is on-going. This activity will eventually identify the region's freight generation hotspots and corridors. Resources utilized include Axle Reference Solutions, NJDOT truck classification counts, census employment data, land use data, and the online RITIS Transportation Performance Data tools. HDR has begun the development of the Technical Memo, which will summarize the data sources and analysis methods.

TechniQuest (DBE firm) will be conducting traffic counts as part of Task 2. The selection of traffic count locations will be based on any data gaps identified by the above noted freight data collection and analysis, and by stakeholder interview input.

The project is expected to be completed on time, in advance of the contract end date of June 30, 2022.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2111-36: Support for the 2022 Safety Performance Measure Targets Set by the New Jersey Department of Transportation in Collaboration with the Metropolitan Planning Organizations in New Jersey

PROPOSAL

At its November 8, 2021 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board endorse and support the Safety Performance Targets as established by NJDOT.

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 Highway Administration (FHWA) enacted the Safety Performance Measure Final Rule (23 CFR 490), which establishes national performance measures for carrying out the Highway Safety Improvement Program (HSIP) and for State DOTs and MPOs to use in assessing serious injuries and fatalities.

The Rule established the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to create and report their annual safety targets. It also establishes the process that the Federal Highway Administration (FHWA) will use to assess whether State DOTs have met or are making significant progress toward meeting their safety targets.

The five required safety performance measures are the five-year rolling averages of:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million Vehicle Miles Traveled
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The targets are based on five-year averages and include crashes on all public roads regardless of functional classification or ownership.

On September 28, 2020, the SJTPO Policy Board endorsed the safety performance targets for 2021. Similarly, on July 22, 2019, the SJTPO Policy Board endorsed the 2020 Safety Performance Measure Targets, on July 23, 2018, the SJTPO Policy Board endorsed the 2019 Safety Performance Measure Targets, and on January 29, 2018, the SJTPO Policy Board endorsed the safety performance targets for 2018.

NJDOT set annual targets for the calendar year 2022, which it includes in its Annual Safety Report. The attached letter dated August 20, 2021 from NJDOT Commissioner Diane Gutierrez-Scaccetti to FHWA Division Administrator Robert Clark documents these targets.

As with the four previously set safety targets, NJDOT's statewide safety targets for the five measures were established based on a collaborative process with the New Jersey Division of Highway Traffic Safety and the three New Jersey MPOs. The targets were set after analyzing past trends in crash data and are consistent with the New Jersey Strategic Highway Safety Plan (SHSP) long-term goal of reducing serious injuries and fatalities by 2.5 percent each year.

While the 2018-2022 targets for the number and rate of fatalities reflects an anticipated decrease, the number and rate of serious injuries as well as the number of non-motorized fatalities and serious injuries all reflect notable increases. This is generally attributable to a change to the definition of serious injury in the New Jersey Police Crash Investigation Report forms (NJTR-1). In the aforementioned letter to FHWA (attached), NJDOT explained this as follows:

“Beginning in 2019, New Jersey updated the police crash report to be consistent with the federally required injury classifications (Killed, Suspected Serious Injury, Suspected Minor Injury, Possible Injury, and No Apparent Injury). As a result of this change, injuries not previously attributed to the serious injury classification are now included in this number. For example, a crash victim with a broken arm that would have previously been classified as a Moderate Injury, is now classified as Suspected Serious Injury. As a result, New Jersey saw a 116% increase in reported serious injuries due to the changes in reporting. This large increase creates a challenge in predicting anticipated totals for future years.”

MPOs are required to establish targets 180 days after their State DOT, 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. Together with SJTPO staff, TAC recommends that the Policy Board endorse and support the state targets for the 2022 Safety Performance Measure Targets.

The SJTPO’s action on targets is to be reported to NJDOT and must be available to FHWA, if requested. While the NJDOT can face corrective actions for failing to meet or make substantial progress toward meeting their statewide safety targets, no specific regulatory penalties apply to MPOs.

New Jersey did not meet its 2019 targets. While this is generally attributable to the above-mentioned change in definition of serious injury on the NJTR-1, New Jersey is still subject to penalties associated with not meeting its targets. As a result, NJDOT was required to develop an HSIP Implementation Plan, which was completed in June 2021 and evaluates the challenges in achieving the targets and considers actions to achieve targets in coming years. In addition, New Jersey must dedicate all the State’s \$57.3 million allotment of HSIP funds directly to safety projects, losing the ability to flex a portion of those funds to other projects and/or programs. NJDOT has indicated that it did not meet its 2020 targets and will commit to the same actions in 2022 as well.



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

August 20, 2021

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

Dear Mr. Clark:

I am pleased to provide New Jersey's 2022 Safety Performance Targets required to be reported for the Highway Safety Improvement Program (HSIP). The New Jersey Department of Transportation (NJDOT) intends to include these targets in New Jersey's Annual Safety Report this year. These targets were established after careful consideration of previous trends, recently built projects and the current socioeconomic environment. The targets are based on five year rolling average values and are reported to satisfy federal requirements with the understanding that New Jersey's safety vision is "Towards Zero Deaths" on all public roads. This long-term safety vision requires time to change attitudes and behaviors and to construct infrastructure improvements to reduce the frequency and severity of crashes.

The 2020 New Jersey Strategic Highway Safety Plan (SHSP) guides the allocation of safety funding and resources to reduce highway fatalities and serious injuries on New Jersey's public roadways. The 2020 SHSP is data driven, sets long-term goals, and is a coordinated statewide plan that identifies the most significant infrastructure and behavioral safety issues on New Jersey's public roads. The 2020 SHSP identified 7 key safety emphasis areas, including Lane Departure, Intersections, Pedestrians & Bicyclists, Driver Behavior, Other Vulnerable Road Users, Data and Equity, and the supporting strategies that are likely to have the greatest impact on improving safety on our roadways.

NJDOT is committed to directing resources to the infrastructure related safety strategies as we diligently strive to drive down fatalities and serious injuries with an ultimate safety vision of "Towards Zero Deaths".

To satisfy 23 CFR 924.15(a)(1)(iii)(B) requirements, the following are the targets set by New Jersey Department of Transportation for 2022 Safety Performance Measures, based on 5 year rolling averages:

PERFORMANCE MEASURE	TARGET 2018-2022 - 5 YEAR ROLLING AVERAGE	BASELINE 2016-2020 - 5 YEAR ROLLING AVERAGE
NUMBER OF FATALITIES	565.0 ²	586.6
RATE OF FATALITIES PER 100 MILLION VMT	0.766 ^{2,3}	0.792
NUMBER OF SERIOUS INJURIES	2537.2 ^{1,2}	1782.1
RATE OF SERIOUS INJURIES PER 100 MILLION VMT	3.440 ^{1,2,3}	2.442
NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES	754.1 ^{1,2}	585.0

1. Beginning in 2019, New Jersey updated the police crash report to be consistent with the federally required classifications (Killed, Suspected Serious Injury, Suspected Minor Injury, Possible Injury, and No Apparent Injury). As a result of this change, injuries not previously attributed to the serious injury classification are now included in the serious injuries numbers for 2019 and 2020. For example, a crash victim with a broken arm that would have previously been classified as a Moderate injury, is now classified as Suspected Serious Injury. As a result, New Jersey saw an increase in reported serious injuries due to the changes in reporting. The increase creates a challenge in predicting anticipated totals for future years as well.

2. The COVID-19 Pandemic of 2020 led to a decrease in VMT and an unexpected increase in fatalities in New Jersey, with similar trends nationwide. The decrease in VMT, and increase in pedestrians and bicyclist, led to an increase in the severity of crashes.

3. Because 2020 was an anomalous year, it posed unique data challenges. There was a reduction in VMT in 2020 as a result of COVID-19 which impacted the fatality rates and serious injury rates. The previous trends and models are rendered ineffective. We are currently seeking guidance from FHWA regarding how to address 2020 data moving forward.

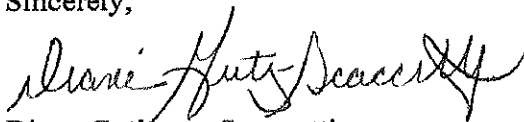
Projected annual values are trending down, except Serious Injuries, as indicated below.

PERFORMANCE MEASURE	TARGET 2022 ANNUAL	BASELINE 2020 ANNUAL
NUMBER OF FATALITIES	550	585
RATE OF FATALITIES PER 100 MILLION VMT	0.70	0.93
NUMBER OF SERIOUS INJURIES	2921	2423
RATE OF SERIOUS INJURIES PER 100 MILLION VMT	3.860	3.730
NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES	804	894

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

If you have any questions, please contact my office.

Sincerely,



Diane Gutierrez-Scaccetti
Commissioner

- c M. Ameen, NJTPA
- B. Seymour, DVRPC
- J. Marandiono, SJTPO
- E. Heitmann, NJDHTS
- M. Russo, NJDOT
- A. Swords, NJDOT

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2111-36: Support for the 2022 Safety Performance Measure Targets Set by the New Jersey Department of Transportation in Collaboration with the Metropolitan Planning Organizations in New Jersey

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 Highway Administration (FHWA) published the final rule, (23 CFR Part 490), on the Highway Safety Improvement Program (HSIP) on April 14, 2016, requiring the New Jersey Department of Transportation (NJDOT) to develop and adopt targets assessing number of motor vehicle crash-related serious injuries and fatalities; serious injuries and fatalities per vehicle miles traveled (VMT); and number of serious injuries and fatalities of non-motorized users; and

WHEREAS, on May 27, 2016 the Federal Highway Administration (FHWA) issued a final rule on metropolitan planning (23 CFR 450 & 771 and 49 CFR 613), under which MPOs must adopt safety targets no later than 180 days after the State DOT establishes and reports targets in the State HSIP annual report, and each year thereafter; and

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

WHEREAS, SJTPO coordinated with NJDOT, the New Jersey Division of Highway Traffic Safety (NJDHTS), and the other MPOs in New Jersey on analyzing trends and developing appropriate 2022 safety targets; and

WHEREAS, the NJDOT, in consultation with New Jersey's three MPOs, agreed upon five 2022 quantitative targets for each of the five safety performance measures identified above, and formally submitted them to the FHWA on August 20, 2021; and

WHEREAS, the final HSIP Rule (23 CFR Part 490) states that MPOs have the option to (1) agree to program investments in support of NJDOT's targets, or (2) set their own quantifiable targets; and

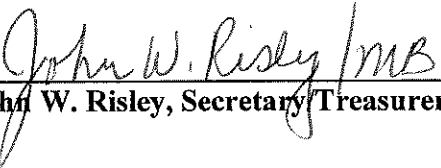
WHEREAS, SJTPO supported the State's 2018 Safety Performance Measure Targets on January 29, 2018, 2019 Safety Performance Measure Targets on July 23, 2018, 2020 Safety Performance Measure Targets on July 22, 2019, 2021 Safety Performance Targets on September 28, 2020, and this represents the fifth year of annual target setting for the five safety performance measures mentioned above; and

NOW, THEREFORE, BE IT RESOLVED, that the SJTPO hereby supports the statewide 2022 Safety Performance Measure Targets for each of the safety performance measures set by NJDOT from the National Performance Management Measures: Highway Safety Improvement Program (HSIP); Final Rule (23 CFR 490), as documented in the August 20, 2021 NJDOT letter to FHWA; and

BE IT FURTHER RESOLVED, that the SJTPO will program investments that support the achievement of the performance targets in support of the NJDOT HSIP.

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 November 22, 2021.


John W. Risley, Secretary/Treasurer