

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
Policy Board**

Monday, March 28, 2022 - 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>

United States (Toll Free): +1 (877) 309-2073

United States: +1 (646) 749-3129

Access Code: 478-619-429

AGENDA

- a. **Flag Salute and Open Public Meetings Law Announcement**
- b. **Roll Call**
 1. Board Members
 2. Attendees on Phone
- c. **Approval of [Minutes: January 24, 2022](#)**
- d. **Communications**
- e. **Report of the Technical Advisory Committee – Kathleen Hicks, 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 2203-08](#): Adopting the SJTPO FY 2023 Unified Planning Work Program (UPWP)**

Presenter: Jennifer Marandino, Executive Director

The FY 2023 UPWP has undergone a 33-day public comment period (from Tuesday, January 4, 2022 – Sunday, February 6, 2022), with comments received by NJDOT, FHWA, and FTA. No comments were received from members of the public. The current Draft FY 2023 UPWP is available for review on the SJTPO website at www.sjtpo.org/upwp. A total of \$3,543,524 resources is available in the FY 2023 UPWP, which includes \$68,640 in Local Match and \$3,474,884 in programmed USDOT resources.
 2. **[Resolution 2203-09](#): Adopting the Community Outreach and Engagement Committee (COEC) Bylaws**

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

SJTPO has been working to establish a framework for the successful development of a Community Outreach and Engagement Committee (COEC), replacing the Citizens Advisory Committee, which was dissolved in November 2020. The committee is intended to be a representative sampling

of the region's demographics, with members primarily through community organizations and groups. The bylaws were developed to establish a foundation for this committee. The intention is that members will complete an application to express their interest in membership on the COEC. Membership will not be brought to the TAC or Policy Board for formal approval.

3. [Resolution 2203-10](#): Approving a Minor Amendment to the FFY 2022-2031 Transportation Improvement Program (TIP) Adding the Route 40, Hamilton Common Drive to West End Avenue (CR 629) Project

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

NJDOT has requested to add the Route 40, Hamilton Common Drive to West End Avenue (CR 629) project into the FFY 2022-2031 TIP. The project will be seeking authorization of \$5.33 million for Right-of-Way (ROW) in FFY 2022 and for \$13.35 million for Construction (CON) in FFY 2023 for a total project cost of \$18.68 million. The project was previously in the FFY 2020-2019 TIP but was not authorized and thus must be added to the current TIP as a new project, thus requiring a Minor Amendment.

j. NJDOT Update

k. Adjournment

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
Policy Board Virtual Teleconference Reorganization Meeting

Monday, January 24, 2022 - 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 the requirements of the New Jersey Open Public Meetings Act were met through Annual Notice transmitted 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.

Executive Director Marandino reminded members to unmute when they need to speak and to also state their last name when making or seconding a motion.

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 (Not present)
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
John Musto, Atlantic County
Barbara Wooley-Dillon, Atlantic City
Leslie Gimeno, Cape May County
Kathleen Hicks, City of Vineland
Lu Ding, NJTA
Meghan Wren, NJOPA
Brian Goodson, FHWA
Jeffry Nielsen, Governor's Authorities Unit
Rudy Rodas, Governor's Authorities Unit
Michael Watson, Esq., Brown & Connery, LLP
Daniel Hutton, Urban Engineers
Harry Moore, Resident
Nancy Ridgway, Resident
Monica Butler, SJTPO
David Heller, SJTPO
Alan Huff, SJTPO
Jennifer Marandino, SJTPO
Jason Simmons, SJTPO

REORGANIZATION

Executive Director Marandino stated that as the first meeting of calendar year 2022 this meeting is the Annual Reorganization Meeting of the SJTPO Policy Board. She further stated that at this meeting, the Board must act on adoption of the meeting schedule for the upcoming year, presentation of credentials, for which she and Monica Butler coordinated with the members, and designation of the officers.

1. Report of the Nominating Committee

Executive Director Marandino reported that at the November 22, 2021 Policy Board meeting, Vice Chairman Laury appointed members to a Nominating Committee for the appointment of officers for calendar year 2022. The members appointed to the Nominating Committee included Commissioners from three of the four counties, Atlantic, Cape May, and Salem Counties. Chairman Desiderio and Mayor Anthony Fanucci of Vineland were also added to the Committee as they both served in 2021 as well. Coordination was done via email, with the proposal being unanimous to keep the current slate of officers as follows: Mayor Desiderio as Chairman, Commissioner Director Laury as Vice Chairman, and Commissioner Risley as Secretary/Treasurer.

There were no additional nominations recommended.

2. Election of Officers

On Motion by Commissioner Director Laury and seconded by Stephen Mazur, it was unanimously approved to close the nominations and accept the selection of officers. Ms. Marandino thanked the Committee for their coordination and continued service of the Officers to SJTPO.

Chairman Desiderio thanked everyone for the nominations and congratulated all others reelected.

3. Resolution 2201-01: Adopting Annual Notice of Schedule of Regular Meetings

Executive Director Marandino stated that all Policy Board meetings will continue to be conducted virtually, utilizing GoToMeeting, until further notice and will remain the fourth Monday of every other month. She further noted that SJTPO staff is currently working on a hybrid work schedule through the end of the week and hope to return to full-time in-person on Monday, January 31st.

On Motion by Commissioner Castellini and seconded by Commissioner Director Laury, Resolution 2201-01 was opened for discussion. With no further discussion, Resolution 2201-01 was unanimously approved.

Mayor McKelvey dropped from the meeting.

POLICY BOARD SCHEDULE OF ACTION ITEMS

Executive Director Marandino stated that the schedule is an informational item and includes tentative action items at future Policy Board meetings. She noted that in March, in addition to the consideration of approval for the UPWP, staff anticipates adoption of bylaws for the new Community Outreach and

Engagement Committee (COEC) along with updates to the PIP, Title VI, and LEP plans to include information about SJTPO's ability to provide translation and interpretation through consultant support. The schedule also includes consultant selection for upcoming technical studies including those programmed in the FY 2023 UPWP in May. She noted that all dates and action items are tentative and subject to change and primarily used for schedule planning internally.

APPROVAL OF MINUTES: November 22, 2021

On Motion by Commissioner Director Laury and seconded by Stephen Mazur, the minutes of November 22, 2021 were unanimously approved.

COMMUNICATIONS

Executive Director Marandino reported that there were no pieces of correspondence included in the packet, however, she wanted to share that SJTPO received an email from NJDOT sharing comments from NJDOT, FHWA, and FTA on SJTPO's draft FY 2023 UPWP. She stated that she is working through those comments along with staff and incorporating various recommendations as appropriate. Based upon the Mutual Service Standards schedule, all comments are to be addressed and submitted to NJDOT in early February, at which time a second draft will be available. She noted that recommendation to both the TAC and Policy Board will be sought at their March meetings.

TECHNICAL ADVISORY COMMITTEE REPORT

Chairperson Kathleen Hicks reported that at the January 10, 2022 virtual meeting TAC recommended approval of Resolutions 2201-02 through 2201-07.

CHAIRMAN'S REMARKS

Chairman Desiderio wished everyone a happy, healthy, and safe New Year. He then welcomed the Policy Board members back and thanked everyone for their recommendation to reelect him as Chairman.

REPORT OF THE EXECUTIVE DIRECTOR

FY 2023 UPWP

Executive Director Marandino explained that the report includes a good bit of detail related to the SJTPO's draft FY 2023 UPWP, which would be effective July 1, 2022 through to June 30, 2023. She noted that in November, she touched up initial budget estimates along with details related to the technical program which ideas were vetted by staff at the TAC meeting. Since November, the draft FY 2023 UPWP was transmitted to NJDOT on December 9th with the same being made available on the SJTPO website. She reported that a public comment period was opened on Tuesday, January 4th and will remain open through Sunday, February 6th, pending any significant changes to the UPWP, which could trigger an additional 10 days. No formal public meeting will be held for the UPWP.

Ms. Marandino reported that the FY 2023 UPWP continues the same Central Staff Work Program areas from previous years, influenced by Federal, State, and regional priorities. She noted that the Executive Director's Report included details related to Finances, Technical Program, and the Subregional Planning Work Program. A total of approximately \$3.54 million is anticipated from USDOT resources, including \$68,640 for the 20% Local Match required for the Subregional Planning Work Program. Later in the

agenda, Ms. Marandino noted that there will be a discussion about the partial release of funds from FY 2021 in the amount of \$30,837 (which is not included in the current draft), however, is available for inclusion in the FY 2023 UPWP. She explained that the intention is that the funds, in combination with other funds, will allow SJTPO to add a technical effort for a demographics analysis. The task could be added later when other resources are made available from the new federal bi-partisan legislation.

Ms. Marandino reported that of interest, is the \$1.755 million available as part of the FY 2023 Technical Program, which includes \$1.6 million of HSIP funding for a Countywide Local Road Safety Plans effort. Staff has been coordinating with NJDOT and FHWA on the scope of this effort, and the hope is that the RFP is released later this week. Other technical studies in FY 2023 include a Microtransit Feasibility Study and the Maurice River Corridor Study. Ms. Marandino commented that the Executive Director's Report notes the discussion about a Regional Vulnerability Assessment Study and SJTPO's intention to apply for the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) grant program included within the new federal bi-partisan legislation. She noted that since this would be SJTPO's first application for any federal grants and to assist with that effort the operating/direct expense includes \$25,000 for grant writing consultant support.

Ms. Marandino reported that a tentative schedule for upcoming technical studies in calendar year 2022 is included for the consultant-lead technical studies with the draft FY 2023 UPWP. She mentioned that the Subregional Planning Work Program makes mention of Cape May County's Task III study focusing on Non-motorized Transportation Network Improvements in the amount of \$12,000. Over the past few years, Cape May County has not had a Task III study, therefore, this is a great addition to the FY 2023 UPWP. She mentioned other Task III projects include corridor level traffic improvement investigation of Delilah Road in Atlantic County, a Transportation and Community Impact Analysis for the Southeast Gateway Community for Cumberland County, and a Roadway and Intersection Improvement Analysis for locations as requested by municipalities for Salem County.

Ms. Marandino stated that Salem County shared that they may not be able to complete their Task III study within the current FY 2022 UPWUP due to limited staff resources and time. She added that she and David Heller will work with the County on how this would impact the programmed funds.

FFY 2020-2023 Transportation Improvement Program (TIP) Informational Modification

Ms. Marandino reported that the report itself shares details of an Informational Modification to the STIP, which was approved by NJDOT for the Statewide Line-Item *Rail-Highway Grade Crossing Program, Federal*. She noted that staff is also coordinating with NJDOT Capital Programming on two other Statewide TIP actions, *Highway Safety Improvement Program Planning* and *Safety Programs*. Both actions add prior year unobligated balances to increase available HSIP funds, with various projects anticipated for authorization in FFY 2022, including some NJDOT-lead projects in the SJTPO region. She stated that more information will be given once available, sharing that Jason Simmons is currently working with NJDOT on that effort.

Ms. Marandino stated that the report includes some information about *promoting Subregional projects* stating if anyone has any projects or efforts that they would like to share, please pass on that information. A few examples of recent highlights were included from the SJTPO's On The Go newsletter. SJTPO would like to do a better job demonstrating to the public what has been accomplished in the region.

PUBLIC COMMENT

Executive Director Marandino stated that an email was sent to SJTPO's General Information mailing list, in which the public was advised that the meeting was to be conducted virtually. Members of the public were asked to submit comments on agenda items through SJTPO general comment on our website. The meeting agenda and details to connect to the meeting were also posted to the SJTPO website. Monica Butler stated that no comments were received, and no additional comments were made during the virtual meeting.

Chairman Desiderio greeted Nancy Ridgway and welcomed her back.

Mayor Fanucci joined the meeting at 10:30 a.m.

NEW BUSINESS

1. Resolution 2201-02: Approving an Amendment to the FY 2022 Unified Planning Work Program Adding Funds to the Central Staff Salaries/Labor to Support Retro Payment for FY 2020, 2021, and 2022 Merit Increases

On Motion by Commissioner Director Laury and seconded by Commissioner Castellini, Resolution 2201-02 was opened for discussion. Executive Director Marandino explained that the action adds a total of \$70,000 to the current FY 2022 UPWP to provide sufficient funding to support retro payment for merit increases from FY 2020, 2021, and 2022, dating back to effective dates of July 1, 2019, 2020, and 2021. To date, only the July 1, 2019 merit increase has been approved and processed by SJTA. She stated that no formal action is required by SJTPO's Policy Board to process the merit increases as they are included within the budget, which is approved along with the UPWP each March. Ms. Marandino stated that it was her intention to bring the FY 2021 and 2022 merit increases to the SJTA at their March meeting, which would bring the increases current.

Ms. Marandino explained that in terms of the specific action to be considered by the Policy Board, in December SJTPO initiated the Partial Release of Funds from FY 2021 UPWP in the amount of \$100,837.65. Of those funds, \$70,000 will be reprogrammed in the FY 2022 UPWP to support the retro payment associated with the merit increases. She noted that the remaining \$30,837.65 remaining will not yet be reprogrammed. The hope is that with some additional funds through the new bi-partisan federal legislation, SJTPO can program the funds in the FY 2023 UPWP, which would then support a regional demographics analysis. Ms. Marandino noted that revised financial tables were include as part of the Policy Board packet. With no further comment, Resolution 2201-02 was unanimously approved.

2. Resolution 2201-03: Approving an Amendment to the FY 2022 Unified Planning Work Program Reallocating Funds Within and Adding a New Task to the Technical Program

On Motion by Commissioner Castellini and seconded by Stephen Mazur, Resolution 2201-03 was opened for discussion. Executive Director Marandino explained that this action reallocates \$35,000 of the total \$110,000 budgeted for Task 22/401 Automated Traffic Signal Performance Feasibility and Deployment and creates a new technical effort which is Task 22/404 Air Quality Post Processor Development. Initially, it was thought that SJTPO would need to secure consultant support for the Automated Traffic Signal Performance effort. However, after additional research and discussion it

became evident that most cost effective and feasible solution was to purchase Signal Analytics through the University of Maryland.

Ms. Marandino explained that Signal Analytics is an ancillary data product to the INRIX data suite, which as a member of the Eastern Transportation Coalition, through its relationship with NJDOT, SJTPO has access to the full INRIX data suite. Therefore, SJTPO can purchase additional data platforms such as Signal Analytics. The cloud-based data provides access to systemwide traffic signal metrics without the need to invest in physical equipment. The intention of this effort is to purchase INRIX Signal Analytics, which will be utilized by SJTPO and subregional partners to analyze traffic signal metrics at select signalized intersections within the SJTPO region. She stated that SJTPO would have access to the Signal Analytics data for a period of one-year from the date of purchase. She noted that this would be a two-year effort, providing two one-year purchases of data, with each year of data being \$37,217.11 or approximately \$75,000 over a two-years. This would leave a total of \$35,000 from the original \$110,000 for reallocation. Mr. Simmons then confirmed that 88 signals would be included with each year of data purchase.

Ms. Marandino explained that the \$35,000 will be utilized to support the development of an air quality post processor that would effectively link the outputs of the SJTPO's CUBE-based travel demand model and process them into a format that can be readily input into the latest version of MOVES. She shared that SJTPO must currently seek consultant support to conduct air quality modeling, making use of a proprietary package known as PPSUITE. She stated that this effort would allow SJTPO to transition to a non-proprietary, open-source post-processor and keep all air quality related work in-house, without the need for reoccurring consultant support.

Ms. Marandino reported that David Heller is the Project Manager of this project and released an RFP a week ago, seeking consultant support to develop a post-processor for SJTPO. The expectation is that consultant selection will be brought to the Policy Board at their March meeting.

Ms. Marandino noted that revised text within the Technical Program of SJTPO's FY 2022 UPWP was shared as part of the Policy Board packet supporting the proposed resolution. With no further comment, Resolution 2201-03 was unanimously approved.

3. Resolution 2201-04: Approving a Series of Actions to the FFY 2022-2031 Transportation Improvement Program (TIP) for Salem County

On Motion by Commissioner Director Laury and seconded by Stephen Mazur, Resolution 2201-04 was opened for discussion. Jason Simmons explained that the recommendation is for two informational modifications to the FFY 2022-2031 TIP. SJTPO is requesting to reduce the programmed design funds for Griffith/Grant Streets (CR 657) and Welchville Road (CR 540) to free up funds to program a new project, Telegraph Road Phase II Design. He stated that this project was a previously scheduled in the FY 2020-2029 TIP, however, due to unforeseen reasons, the project was not authorized. Therefore, with the funding utilized from the two design projects scheduled for FFY 2022, in the amount of \$60,000, Telegraph Road Phase II Design will be added into the current FFY 2022-2031 TIP. With no further comment, Resolution 2201-04 was unanimously approved.

4. Resolution 2201-05: Approving a Minor Amendment to the FFY 2022-2031 Transportation Improvement Program (TIP) Adding the New Port of Salem Development Project

On Motion by Commissioner Director Laury and seconded by Commissioner Castellini, Resolution 2201-05 was opened for discussion. Jason Simmons explained that the South Jersey Port Corporation (SJPC) was awarded a \$9 million federal Infrastructure for Rebuilding America (INFRA) grant in the Summer of 2021. SJPC is not one of our subregional partners, however, for federal dollars to get authorized it needs to be shown in the TIP/STIP. He stated that this project will include rehabilitation of bulkhead, dredging, acquisition of additional property as well as improvements to their multi-model rail connections. He added that the project is being managed through USDOT's Marine Division. With no further comment, Resolution 2201-05 was unanimously approved.

5. Resolution 2201-06: Supporting the FY 2022 Transit Asset Management Performance (TAMP) Measures Targets Set by NJ TRANSIT

On Motion by Louis Millan and seconded by Commissioner Castellini, Resolution 2201-06 was opened for discussion. David Heller explained 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. These targets are readjusted annually. He stated that the previously approved FY 2021 targets and performance, as well as the FY 2022 targets were included in the Board packet. Mr. Heller noted that these targets have been submitted to FTA for their review, but are still considered to be draft, and not intended for public circulation or discussion, pending final approval by FTA. Mr. Heller stated that as with most of the other federally mandated performance measurers, SJTPO supports the performance targets set by NJ TRANSIT and is seeking support for the FY 2022 Transit Asset Management Plan (TAMP) Measures Targets. With no further comment, Resolution 2201-06 was unanimously approved.

6. Resolution 2201-07: Approving the Selection of Pennoni Associates, Inc. for the Regional Trails Network-Feasibility Survey, Cape May County Technical Study

Executive Director Marandino informed Harry Moore that he was a member of the public after he had made the motion to open the item for discussion.

On Motion by Commissioner Director Laury and seconded by Commissioner Castellini, Resolution 2201-07 was opened for discussion. Alan Huff explained that this effort is a feasibility study to assist SJTPO in identifying and evaluating feasible routing to extend Cape May County's trail network to the Garden State Parkway Bridge, connecting Upper Township to Somers Point. The RFP was posted in October 2021 and received six (6) proposals on November 16th, with one proposal being disqualified. The Consultant Selection Committee consisting of Atlantic County, Cape May County, Upper Township, Cross County Connection TMA, and SJTPO reviewed the five proposals and recommend Pennoni Associates, Inc. in association with Lomax Consulting Group and Rodriguez Consulting LLC serving as the DBE/ESBE firms, with a total cost of \$79,995.97 and a 13.23% DBE participation.

SJTPO General Counsel, Michael Watson, recommended a roll call vote for the resolution. With no further comment, Resolution 2201-07 was unanimously approved by roll call vote.

NJDOT UPDATE – Sudhir Joshi

Sudhir Joshi reported that Commissioner Diane Gutierrez-Scaccetti has been elected as the President of the International Bridge, Tunnel and Turnpike Association (IBTTA), that represents tolling agencies throughout the World. During her one-year term Mr. Joshi noted that the NJDOT Commissioner will lead the Board of Directors composed of Five Executive Officers and twenty Directors from agencies and tolling operators from around the World.

He then reported that in January, the NJDOT Commissioner announced the implementation of a real time traffic assistance for commercial vehicle drivers making this the first state in the country to offer this Drivewise safety alert program. This system offers in-cab traffic congestion updates and slowdown alerts to commercial drivers on 647 miles of New Jersey highways including the NJ Turnpike, Garden State Parkway, and the Atlantic City Expressway. The commercial vehicle drivers will be notified approximately 2-3 miles before the slow down begins. This will give drivers plenty of time to reduce their speed to help prevent crashes.

Executive Director Marandino announced that SJTPO's Assistant Planner Katherine Elliott submitted her resignation and is taking a job with the New Jersey Pinelands Commission. She added that with the vacancy, SJTPO will be working on updating the job description for posting sometime in February and would hope to bring a new hire to both SJTPO and SJTA Boards for approvals in May/June.

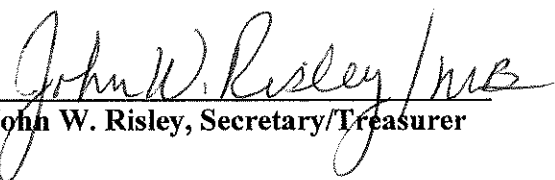
BOARD COMMENT

No additional Board comments were received.

ADJOURNMENT

On Motion by Commissioner Director Laury and seconded by Stephen Mazur, the meeting was adjourned at 10:50 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
(856) 794-1941
(856) 794-2549 (fax)

Jennifer Marandino, P.E.
Executive Director

John W. Rislely, *Secretary/Treasurer*

EXECUTIVE DIRECTOR'S REPORT –March 28, 2022

FFY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) Informational Modification

NJDOT has requested two Modifications to the current FFY 2022-2031 TIP as noted in the TAC agenda. Neither require any action by the SJTPO TAC or Policy Board but are shared for information only.

The first is related to database number (DBNUM) X30 for the **Planning and Research, Federal-Aid** program line item. There are two (2) upcoming/pending authorizations for this program line item which require additional funds to be added to FFY 2022; \$5.626 million of SPR funds and \$1.6 million of STBGP-FLEX funding, which is made available through prior year unobligated balances.

The second action is related to **DBNUMB 13306 Mobility and Systems Engineering Program** which adds both NHPP and STBGP-FLEX funds in the combined amount of \$3.003 million. With the addition of funds, the program balance would be at a negative balance of \$5 million.

Before and after TIP pages are attached for reference and provide additional details related to both Modifications.

FY 2022 UPWP INFORMATIONAL REVISION

SJTPO has submitted a request to NJDOT for the modification of the task order associated with the FY 2022 UPWP. The request involves a change in the scope of work for Task 22/404 and a change of the name of the consultant effort from “Air Quality Post-Processor Development” to “Air Quality Technical Assistance.”

SJTPO released a Request for Proposals for the Air Quality Post-Processor Development technical effort, which sought consultant support to develop a non-proprietary, open-source post-processor, which would have allowed SJTPO to bring all air quality-related work in-house. Unfortunately, no proposals were received. Because SJTPO will still need to conduct an air quality emissions modeling to develop new emissions budgets for the SJTPO region, a new RFP was released for Air Quality Technical Assistance. The funding originally programmed for Task 22/404 Air Quality Post Processor Development will be utilized to fund this new consultant effort. No additional money will be added. Based upon discussions with NJDOT, no formal approval of the TAC or Policy Board is necessary to revise the scope of work within the Technical Program. A letter has been sent to NJDOT for the modification.

The FY 2022 UPWP has been revised to reflect the proposed change related to Task 22/404. The UPWP document and related tracker is available on the SJTPO website at www.sjtpo.org/upwp/.

BIPARTISAN INFRASTRUCTURE LAW

On November 15, 2021, President Biden enacted the Bipartisan Infrastructure Law (BIL), formally known as the Infrastructure Investment and Jobs Act (P.L. 117-58). Many of the programs in the BIL were subject to apportions and significant increases in funding, contingent upon the enactment of the full-year 2022 appropriations bill. The federal government had been funded by a Continuing Resolution that extends FY 2021 federal spending levels through March 11, 2022.

On March 15, 2022, President Biden signed into law the Consolidated Appropriations Act, 2022, which provides full-year funding through September 30, 2022, for projects and activities of the Federal Government. FHWA has posted the Supplementary tables related to the [FFY 2022 apportionments](#) under the IJA/BIL. Of most interest to SJTPO is the STBGP suballocation and Metropolitan Planning Program funds suballocation. STBGP funding is utilized by our subregional partners for the transportation improvement projects while Metropolitan Planning funds provide funding for SJTPO's Unified Planning Work Program.

SJTPO LOCAL LEAD PROJECT STATUS CHARTS

The FFY 2022 Local Lead Project Status Chart (dated 3/18/2022) is attached along with two additional project charts, which display the HSIP and CMAQ projects (dated 3/18/2022) programmed in the SJTPO region.

TECHNICAL PROGRAM UPDATE

SJTPO currently has three (3) ongoing technical studies; Cumberland County Bicycle/Pedestrian Safety Action Plan, Local Safety Program Design Assistance, and Regional Freight Plan Data Collection and Analysis. The Regional Trail Network – Feasibility Survey - Cape May County is anticipated to kick-off soon. Other Technical Program efforts are also included in the attached memo (dated March 18, 2022), including consultant-led technical studies programmed in the FY 2023 UPWP.

NJ TRANSACTION CONFERENCE www.njtransaction.com/

The NJ TransAction conference is being held in-person at Tropicana in Atlantic City on Tuesday, April 26th through Thursday, April 28th. SJTPO staff are coordinating three sessions and hosting two sessions.

- **Session #17** Philly to the Shore – Connecting South Jersey Through Trails and Partnerships scheduled for Tuesday, April 26, 2022 (2:20-3:25 pm)
- **Session #77** Incorporating Safety in Planning and Innovative Design Solutions for Intersections scheduled for Thursday, April 28, 2022 (9:40-10:30 am)
- **Session #68** ITS NJ (Intelligent Transportation Society of New Jersey) session is confirmed and scheduled for Thursday, April 28, 2022 (8:35-9:35 am)

PROMOTING SUBREGIONAL PROJECTS

SJTPO would like to do a better job demonstrating to the public the accomplishments in the region. Our intention would be to capture images of projects, showing the location before and after construction, highlighting the project or effort through the use of social media or SJTPO's bi-monthly newsletter On The Go <https://www.sjtpo.org/onthego/>.

If any subregions have projects or efforts to highlight, please share this information. This could include projects either in construction or before construction.



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Planning and Research, Federal-Aid**

DBNUM: X30

TRACK #: SW-X30-1-M-2022

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases SPR funding for PLS in FFY 22 from \$21.983M by \$5.626M to \$27.609M.

Increases STBGP-FLEX funding for PLS in FFY 22 from \$12M by \$1.6MM to \$13.6M.

REASON FOR CHANGE:

There are 2 upcoming/pending authorizations in the amount of \$5.626M and \$1.6M. Program balances are currently depleted, so this TIP action will increase funding in order to accommodate these authorizations.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 22-31 FC Chart 4

CONFORMITY:

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

PUBLIC INVOLVEMENT:

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

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
New Jersey Department of Transportation

(AFTER)

TRACK #: SW-X30-1-M-2022	REVISION #: 1	DATE: 2/14/22 12:41:44PM
PROJECT NAME: Planning and Research, Federal-Aid		
DBNUM: X30	UPC:	MILEPOST(S):
COUNTY: Various		
MUNICIPALITY: Various		

Funding from this program will enable NJDOT to continue to address planning and research needs in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, research initiatives and Local Technical Assistance Program.

ASSET MANAGEMENT CATEGORY: Capital Program Delivery-Planning Programs and Studies

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): X1 O10c O10A (Exempt)

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT: Various

STRUCTURE NO.: N/A

MPO	PHAS	FUND	Amounts in Millions of Dollars									
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Statewide	PLS	LTAP	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150
Statewide	PLS	SPR	27.609	22.321	22.665	23.014	23.368	23.727	24.092	24.463	24.839	25.222
Statewide	PLS	STBGP-FLEX	13.600	12.000	12.000	12.000	12.000	19.541	19.604	19.667	19.667	19.667

FY 2022-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
New Jersey Department of Transportation

(BEFORE)

Planning and Research, Federal-Aid

DBNUM: X30 UPC: MILEPOST(S):
COUNTY: Various
MUNICIPALITY: Various

Funding from this program will enable NJDOT to continue to address planning and research needs in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, research initiatives and Local Technical Assistance Program.

ASSET MANAGEMENT CATEGORY: Capital Program Delivery-Planning Programs and Studies

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): X1 O10c O10A (Exempt)

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT: Various

STRUCTURE NO.: N/A

MPO	PHAS	FUND	Amounts in Millions of Dollars									
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Statewide	PLS	LTAP	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150
Statewide	PLS	SPR	21.983	22.321	22.665	23.014	23.368	23.727	24.092	24.463	24.839	25.222
Statewide	PLS	STBGP-FLEX	12.000	12.000	12.000	12.000	12.000	19.541	19.604	19.667	19.667	19.667

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS									
FUNDING SOURCE	FUNDING CATEGORY			FFY 22	FFY 23	FFY 24	FFY 25	FFY 22-25	
NET- FEDERAL				0.000	0.000	0.000	0.000	0.000	
PROJECT MODIFICATIONS									
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 22	FFY 23	FFY 24	FFY 25	FFY 22-25
Planning and Research, Federal-Aid	X30	BEFORE		Various	21.983	0.000	0.000	0.000	21.983
		PLS	SPR		5.626	0.000	0.000	0.000	5.626
		AFTER			27.609	0.000	0.000	0.000	27.609
Planning and Research, Federal-Aid	X30	BEFORE		Various	12.000	0.000	0.000	0.000	12.000
		PLS	STBGP-FLEX		1.600	0.000	0.000	0.000	1.600
		AFTER			13.600	0.000	0.000	0.000	13.600
Releases From Prior Year Unobligated Balances	N/A	BEFORE		Various	7.226	0.000	0.000	0.000	7.226
		ERC	VAR FEDERAL-F		(7.226)	0.000	0.000	0.000	(7.226)
		AFTER			0.000	0.000	0.000	0.000	0.000
Total					0.000	0.000	0.000	0.000	0.000
FISCAL CONSTRAINT BANK AFTER MODIFICATIONS									
FUNDING SOURCE	FUNDING CATEGORY			FFY 22	FFY 23	FFY 24	FFY 25	FFY 22-25	
NET- FEDERAL				0.000	0.000	0.000	0.000	0.000	
<i>... the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)</i>									



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Mobility and Systems Engineering Program**

DBNUM: 13306

TRACK #: SW-13306-1-M-2022

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases NHPP funding for EC in FFY 22 from \$5.008M by \$1.097M to \$6.105.

REASON FOR CHANGE:

An authorization has been requested for \$2.193M that will push the overall program balance over \$-5M, therefore this TIP MOD will prevent the overall program balance from being over the allowed amount.

The current program balance is -3.904, the balance with the authorization is \$-6.097, and the balance with the TIP MOD is \$-5.

MPO ACTION REQUIRED: Informational

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 22-31 FC Chart 5

CONFORMITY:

PUBLIC INVOLVEMENT:

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS									
FUNDING SOURCE	FUNDING CATEGORY				FFY 22	FFY 23	FFY 24	FFY 25	FFY 22-25
NET- FEDERAL					0.000	0.000	0.000	0.000	0.000
PROJECT MODIFICATIONS									
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 22	FFY 23	FFY 24	FFY 25	FFY 22-25
Mobility and Systems Engineering Program	13306	BEFORE		Various	5.008	0.000	0.000	0.000	5.008
		EC	NHPP		1.097	0.000	0.000	0.000	1.097
		AFTER			6.105	0.000	0.000	0.000	6.105
Releases From Prior Year Unobligated Balances	N/A	BEFORE		Various	1.097	0.000	0.000	0.000	1.097
		ERC	VAR FEDERAL-F		(1.097)	0.000	0.000	0.000	(1.097)
		AFTER			0.000	0.000	0.000	0.000	0.000
Total					0.000	0.000	0.000	0.000	0.000
FISCAL CONSTRAINT BANK AFTER MODIFICATIONS									
FUNDING SOURCE	FUNDING CATEGORY				FFY 22	FFY 23	FFY 24	FFY 25	FFY 22-25
NET- FEDERAL					0.000	0.000	0.000	0.000	0.000
<i>... the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)</i>									

FFY 2022 Local Lead Project Status

DB Number	Funding Source	Project Name	Phase	Cost (millions)		CED/ECE		Preliminary PS&E Submitted	Final PS&E Submitted	Authorization	
				Programmed	Authorized	Submitted	Approved			Submitted	Approved
Atlantic City											
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) for FY22										
S1913	2022 STBGP-AC	Atlantic Avenue, Albany to Tennessee Avenues	CON	\$1.000							
Additional \$1.5M of HWI funds being used; 12/14/21: CED needed from City; project description to be modified based on RAISE grant, this phase will be for fiber only. Road diet and signal work will follow with RAISE project. City Consultant anticipates CED mid March. Will likely require Informational TIP Mod to adjust limits and project description;											
S1702	2022 STBGP-AC	Baltic Avenue, Maine to Missouri Avenues	DES	\$0.100							
	2024 STBGP-AC		CON	\$0.900							
12/14/21: awaiting city's RFP to be submitted to Local Aid for review;											
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 CEI services. A request for federal authorization can be submitted when City has negotiated a price for CEI; 4/8/20 Authorization request sent, Authorized on 5/21 for \$935,181.65. Requested more funding from FHWA for construction on 11/5/20.										
X065	2022 CMAQ	Pacific Avenue Traffic Signal Optimization	DES	\$0.200							12/8/2021
	2024 CMAQ		CON	\$1.200							
12/14/21: City has to submit federal authorization for PE. ER needed; City dismissed all proposals; 2/28/22 City submitted request to SJTPO for a revised scope of work for the project and requested an additional funds; 3/11/22, forwarded revised scope to FHWA and NJDOT for comment;											
Atlantic County											
S1911	2022 STBGP-AC	Brigantine Avenue (CR 638), 29th Street South to 2nd Street South	CON	\$2.820		8/13/2022			1/6/2022		
12/14/21: CED needed; 12/23/21: Preliminary documents for CED submitted											
X107	2021 TAP-AC	Lighthouse District Streetscape Improvement Program (Project Sponsor: Brigantine City)	CON	\$1.000				12/18/2020			
	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, submit 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; 12/14/21: ER needed										
X107	2021 TAP-AC	Cedar Creek/Egg Harbor Lake Pedestrian Connection (Project Sponsor: Egg Harbor City)	CON	\$0.723		7/17/2020		11/30/2020			
	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; 12/14/21: ER needed										
X107	2023 TAP-FLEX	Borough of Folsom 13th Street Pedestrian Path (Project Sponsor: Folsom Boro)	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; Expected to be authorized in 2022											
X107	2023 TAP-AC	Linwood/Seaview Bike Path Extension (Project Sponsor: Linwood City)	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; 12/14/21: anticipated authorization August 2022											
99358	2023 SRTS	Ventnor School Safety Improvement Program (Project Sponsor: Ventnor City)	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											
S2201	2022 CRRSAA-AC	Tilton Road (CR 563) -- Section 7	CON	\$1.760		1/13/2022			1/7/2022		
1/6/22: CED submitted and PS&E											
X065	2022 CMAQ	Ventnor Avenue Signal Synchronization Project	DES	\$0.290							
	2023 CMAQ		CON	\$1.350							
1/25/22: City needs to schedule kick-off meeting and federal authorization; City has submitted its eligibility package and is working to schedule kick off meeting the week of 3/7/2022; 3/15/22 held kick off meeting with Ventnor;											
X065	2022 CMAQ	Somers Point Bike Path Enhancements	CON	\$0.165							
Waiting on City to submit CED and preliminary PS&E											

FFY 2022 Local Lead Project Status

DB Number	Funding Source	Project Name	Phase	Cost (millions)		CED/ECE		Preliminary PS&E Submitted	Final PS&E Submitted	Authorization	
				Programmed	Authorized	Submitted	Approved			Submitted	Approved
Cape May County											
99358	2023 SRTS	West Cape May Borough Elementary School Pedestrian Safety Improvements (Project Sponsor: West Cape May Boro)	CON	\$0.252		3/15/2021	12/27/2021	6/17/2021		2/3/2022	
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. Will move to 2022											
X065	2025 CMAQ	Cape May County Route 621 (New Jersey Avenue) 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; Moved from 2022 to 2025											
S9911	2022 STBGP-B5K200K	Beach Avenue (CR 604), Second Avenue to Wilmington Avenue	CON	\$1.785							
12/14/21: Bob Church said CED submitted, DOT has not received as of this meeting; 1/10/22: PS&E submittal estimated for end of January											
S2110	2022 STBGP-L5K	Tyler Road (CR 611)	CON	\$1.000							
1/10/22: PS&E submittal estimated for end of February; 1/25/22: Anticipated authorization August 2022											
City of Vineland											
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; City is applying for State funding											
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; 12/14/21: City applied for additional state funds, awaiting answer											
S1713	2022 STBGP-B5K200K	Landis Avenue, Phase VI, Route 55 to Mill Road	CON	\$1.300			7/25/2018	12/14/2021	1/24/2022		
12/14/21: ER needed; 3/1/2022: Final PS&E received 1/25/2022 (Design Phase). CED approved 7/25/2018. ER sent to BEPR 2/7/2022; 3/8/22 - Project design in process of closeout. Awaiting Authorization;											
4314	2022 HSP	Garden Road & Mill Road Traffic Signalization	CON	\$0.461	\$0.661						12/28/2021
12/21/21: Granted additional authorization of \$460,799.30 to cover construction costs that exceeded the original authorization amount, amount increased from \$461K; 3/8/22 - Additional authorization for construction and CMCI. Agreement mod 2 to be executed. Original Amt: \$1,977,999.53. Addtl Con. Costs: \$460,779.30, CMCI: 199,891.04, Total Amount: \$2,638,669.87											
Cumberland County											
X107	2023 TAP-L5K	Newport Streetscape Improvement Project (Project Sponsor: Downe Twp)	CON	\$0.990							
Kick-off meeting held; Cumberland County most likely to take lead on project; Township selected GPI for Design Assistant. Project Kick off on 5/12/20; Proposal only recently received, moved to FY21; Township/county inter-local agreement in process; Will be using design assistance; 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 this year but may move to future year; 3/1/22: awaiting for meeting with city officials to confirm project schedule;											
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; 12/14/21: ER needed											
S1403	2022 STBGP-B5K200K	Cumberland County Federal Road Program; FY 2022	CON	\$2.200		10/21/2021		11/19/2021			
12/11/21: PS&E and CED submitted 10/21/21 as of status meeting with County; Railroad comments received 11/8/2021 & Local Aid PS&E comments received 11/26/2021. Waiting on response to CED;											
04314	2021 HSP	Cumberland County Pilot Roundabout (West Park Drive)	ROW	\$0.100	\$0.100	2/18/2021				Estimated Aug. 2021	9/20/2021
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; 12/14/21: CON moved from 2022 to 2023; Project kickoff meeting held on 2/15/2022. On-site meeting with Green Acres held 3/7/2022.											
04314	2023 HSP	FY 2022 Local Safety Design Assistance - Cumberland County Ped & Bike Action Plan	PE	\$0.250							
7 project locations will need Design Assistance from the Ped & Bike Safety Action Plan (once it is complete)											
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; County in process of hiring staff, project on hold until then;											
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; 1/25/22: potentially moved to 2023, most likely will not be authorized 2022; City selected McCormick Taylor to conduct Design Assistance;											

FFY 2022 Local Lead Project Status

DB Number	Funding Source	Project Name	Phase	Cost (millions)		CED/ECE		Preliminary PS&E Submitted	Final PS&E Submitted	Authorization	
				Programmed	Authorized	Submitted	Approved			Submitted	Approved
Salem County											
S1406	2016 TTF	CR 551 (Hook Road), E. Pittsfield Street to Route 295 (Phase II)	CON	\$0.469	FY 2016 Dollars	Estimated 2/2021		Estimated 4/2021			
	Construction phase of project broken into Phase 1 CON (FY 18) and Phase 2 CON (FY 20, \$0.469); Phase II is from Station 143+75 to 155+00 (MP 2.73-2.94); County added additional funding to Design phase II in FY19 using TTF and Construction Phase II switched funding from STBGP to TTF; DES phase authorized on 6/20/19 for \$100,000.00; FY 2021 authorization is anticipated due to need for permits, County anticipates CED submission February 2021 and Preliminary Plans April 2021; Moved to 2022; Need ER; 12/14/21: Anticipated authorization June 2022										
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	11/1/2021					
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, will need to be added into TIP since not authorized in FY21; 12/14/21: Anticipated authorization June 2022; 1/25/22: Anticipated authorization August 2022, CED needed for CON; PS&E estimated by end of March											
04314	2020 HSIP	Five Points Roundabout	FD	\$0.124	\$0.175	Estimated 2/2020	8/20/2020				9/17/2020
	2022 HSIP		ROW	\$0.350							
	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 Laureale 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; 1/25/22: Anticipated ROW authorization August 2022, ROW consultant on contract and NTP was issued in Jan 2022;										
04314	2020 HSIP	Six Points Roundabout	FD	\$0.124	\$0.182	Estimated 2/2020	9/1/2020				9/17/2020
	2022 HSIP		ROW	\$0.150	FY 2021 Dollars		1/6/2020				
	2024 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 Laureale 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; 3/1/2022: ROW consultant on contract and NTP was issued in Jan 2022;										
S1908	2022 STBGP-L5K	Telegraph Road (CR 540), Phase 2	DES	\$0.060		3/3/2021	6/29/2021				
	2023 STBGP-L5K		CON	\$1.500							
Salem County awaiting executed contract from DOT for incurrent 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; 12/8/21: DES moved from 2021 to 2022 for \$60K with funding from Griffith/Grant and Welchville, amount changed from \$150K; County had RFP approved by NJDOT and FHWA, County waiting on executed funding agreement to proceed with advertisement;											
S1903	2022 STBGP-B5K200K	Griffith Street/Grant Street (CR 657)	DES	\$0.060		2/11/2022					
	2024 STBGP-B5K200K		CON	\$0.750		2/11/2022					
12/8/21: \$60K DES funds contributed from Telegraph Road being moved to 2022, amount changed from \$100K, difference funding Telegraph Road at reduced rate; 2/11/2022 Salem submitted RFT, schedule, CED, and other documents for approval;											
S9912	2022 STBGP-L5K	Welchville Road (CR 540)	DES	\$0.080							
	2024 STBGP-L5K		CON	\$0.750							
12/8/21: \$80K DES funds contributed from Telegraph Road being moved to 2022, amount changed from \$100K, difference funding Telegraph Road at reduced rate; 1/25/22: Anticipated authorization August 2022; 2/11/2022 Salem submitted RFT, schedule, CED, and other documents for approval;											
New Jersey Department of Environmental Protection											
X065	2021 CMAQ	It Pay\$ to Plug in: New Jersey's Electric Vehicle Charging Grants Program	CON	\$0.399	FY 2021 Dollars						
NJDEP working on signing vendor certification for Buy America compliance for FHWA. After MOA and BA certification, final authorization will be requested from FHWA;											

18-Mar

SJTPO HSIP PROJECTS

Emphasis Area	Project Name	SPONSOR	MUNICIPALITY	COUNTY	MPO	PHASE	FUND	Amount Type	2022	2023	2024	2025	2026	2027	2022 - 2024
TBD	Safety Plans	SJTPO		All Counties	SJTPO	PIAN	HSIP	Programmed		\$ 1.6000					
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	CON	HSIP	Programmed		\$ 1.035					\$ 1.0350
Intersections	Garden Road & Mill Road Traffic Signalization	City of Vineland	Vineland City	Cumberland	SJTPO	CON/CI	HSIP	Programmed	\$ 0.661						\$ 2.7330
Pedestrians and Bicyclists	FY 2023 Local Safety Design Assistance - Cumberland County Ped & Bike Action Plan*	Cumberland County	Various	Cumberland	SJTPO	PE	HSIP	Programmed		\$ 0.5000					
Pedestrians and Bicyclists						FD	HSIP	Programmed			\$ 0.6000				
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

18-Mar

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

<i>SJTPO HSIP Total Programmed</i>	\$ 1.161	\$ 4.412	\$ 2.375	\$ -	\$ -	\$ -
<i>SJTPO HSIP Line Item</i>	\$ 2.000	\$ 1.757	\$ 1.742	\$ 2.000	\$ 2.000	\$ 2.000
<i>SJTPO HSIP Balance</i>	\$ 0.839	\$ (2.655)	\$ (0.633)	\$ 2.000	\$ 2.000	\$ 2.000

Green = within budget

Red = overbudget

SJTPO CMAQ PROJECTS

DBNUM	Project Name	SPONSOR	MUNICIPALITY	COUNTY	MPO	PHASE	FUND	Amount Type	Solicitation Year	2022	2023	2024	2025	2021-2025
X065	Ventnor Avenue Signal Synchronization Project	Ventnor	Ventnor	Atlantic	SJTPO	DES	CMAQ	Programmed	FY 2022-2024	\$ 0.2900				\$ 0.2900
						CON	CMAQ	Programmed	FY 2022-2024		\$ 1.3500			\$ 1.3500
X065	Somers Point Bike Path Enhancements	Somers Point	Somers Point	Atlantic	SJTPO	CON	CMAQ	Programmed	FY 2022-2024	\$ 0.1650				\$ 0.1650
X065	Pacific Avenue Traffic Signal Optimization	Atlantic City	Atlantic City	Atlantic	SJTPO	DES	CMAQ	Programmed	FY 2022-2024	\$ 0.2000				\$ 0.2000
						CON	CMAQ	Programmed	FY 2022-2024			\$ 1.2000		\$ 1.2000
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		\$ 0.5000
X065	Cape May County Route 621 (New Jersey Ave) Improvements	Cape May County	Various	Cape May	SJTPO	CON	CMAQ	Programmed	FY 2018				\$ 1.2450	\$ 1.2450
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			\$ 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			\$ 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		\$ 0.2000
<i>SJTPO CMAQ Total Programmed</i>										\$ 0.655	\$ 1.900	\$ 1.900	\$ 1.245	\$ 7.668

18-Mar

Supplemental STBGP B5K200K

SJTPO CMAQ Line Item \$ 1.900 \$ 1.670 \$ 1.655 \$ 1.900

Green = within budget

Red = overbudget

SJTPO CMAQ Balance \$ 1.245 \$ (0.231) \$ (0.245) \$ 0.655



Date: March 18, 2022
To: SJTPO Policy Board
From: SJTPO Staff
Re: Technical Program Update

Active Technical Studies

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. This technical effort has included countywide network screening, public feedback, project location selection including resolutions of support from local public agencies. Crash report data has been collected, analyzed, and diagrammed. Road Safety Audits have been performed at all locations. Safety countermeasure toolkits were developed as well as videos in English and Spanish to educate the public about select safety countermeasures. Urban is compiling the Safety Action Plan, documenting the process, data analyses, toolkits, and conclusions.

Extensive public outreach was conducted to vet alternatives and recommendations and final feedback was received from Vineland, Bridgeton, and Cumberland County, enabling application packages to be submitted for East Avenue in Vineland and Irving Avenue and Atlantic Street in Bridgeton to NJDOT for initial review. NJDOT has shared comments with SJTPO, which are being reviewed to inform updated applications.

Due to leadership changes, Millville requested that SJTPO coordinate with them in Spring 2022 to seek feedback on two projects proposed for High Street and 3rd/Wheaton. SJTPO has been in touch with Millville, a meeting is expected to occur in late March. Urban is prepared to finalize application materials as soon as this feedback can be obtained.

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: March 18, 2022

Re: Technical Program 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 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 limits 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, is on track. The County awarded a contract to JMT to provide Full-Service Right of Way Consultant Services. A kickoff meeting for this effort was held on January 26, 2022.

SJTPO will be coordinating with Salem County to ensure that roles and responsibilities of each agency are defined, and the projects will advance through to construction.

Since the ROW phase was delayed, funding for the purchase of ROW at both Five Points and Six Points is now programmed for 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.

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 study will identify freight generators and the freight network beyond the state network and analyze that network for issues that may benefit from further study and investment. This consultant-led effort will help inform a future regional freight plan to be completed in-house by SJTPO. A Notice to Proceed was issued to HDR on May 26, 2021, with the kick-off meeting held June 14th.

The first Freight Advisory Committee (FAC) meeting was held in October 2021. Twelve teleconference interviews were conducted with freight stakeholders. HDR also attempted outreach to firms in our targeted industries, the NJ Motor Truck Association, and the New Jersey Rail Association. However, this approach has not yielded any responses. HDR conducted dataset analysis to identify SJTPO's major freight generating locations. TechniQuest (DBE) completed 48-hour volume and classification counts at 21 locations, which were determined through analysis and stakeholder input. HDR downloaded roadway segment level speed and congestion data. HDR assessed congestion, travel time, reliability, and average speeds to identify bottlenecks and other issues. The second FAC meeting is scheduled for the week of March 21st.



Date: March 18, 2022

Re: Technical Program Update

Additional stakeholder outreach was conducted in March to counties, municipalities, chambers of commerce, and economic development agencies to increase participation in the online survey and interactive mapping tool. Upcoming work includes further analyses of the truck origin-destination analysis and documentation to develop technical memorandums related to the Regional Core Freight Dataset and Performance Based Network Analysis.

A TAC workshop is scheduled for April 11th. The main purpose of the presentation is to make sure that we are accurately representing the characteristics of the freight system in SJTPO. Also looking for any recommendations for additional analyses that would clarify specific issues or questions that come up during the presentation.

The project is estimated to be approximately 60% complete as of March 18th and is expected to be completed on time, by the end of April, well in advance of the June 30, 2022, contract end date.

Regional Trails Network – Feasibility Survey, Cape May County *kicking off* Alan Huff *Pennoni Associates, Inc. in association with Lomax Consulting Group and Rodriguez Consulting LLC (DBE)*

This technical study is intended to assist SJTPO, Cape May County, and Upper Township in identifying and evaluating feasible routing to extend Cape May County’s trail network to the Garden State Parkway Bridge in Upper Township. The effort will include several activities that will help SJTPO, Cape May County, and Upper Township understand the existing conditions related to routing this bikeway and will focus heavily on the environmental constraints relevant to advancing this trail as well as developing cost estimates and a trail concept plan.

Pennoni Associates, Inc. was approved at the January 24, 2022 Policy Board meeting. A Notice to Proceed was issued March 1, 2022. SJTPO is coordinating with Pennoni on scheduling a kick-off in late March.

Other Technical Program Efforts

Automated Traffic Signal Performance Feasibility and Deployment Jason Simmons

While consultant services were initially anticipated for this technical effort, after additional research and consultation it was determined that the most cost effective and feasible solution was to purchase Signal Analytics, which is an ancillary data product to the INRIX data suite. As a member of the Eastern Transportation Coalition, through its relationship with NJDOT, SJTPO has access to the INRIX data suite and the ability to purchase additional data platforms such as Signal Analytics. The cloud-based data provides access to systemwide traffic signal metrics without the need to invest in physical equipment.

The intention of this effort is to purchase INRIX Signal Analytics which will be utilized by SJTPO and our subregional partners to analyze traffic signal metrics at select signalized intersections within the SJTPO region. Access to the Signal Analytics data will be for a period of one-year from the purchase date. This will be a two-year effort, providing two one-year purchases of data and access to traffic signal metrics during the summer. Seasonality of traffic in the SJTPO region is significant and any effort to identify preferred technologies will require analyzing summer travel.



Date: March 18, 2022

Re: Technical Program Update

After an action to reallocate \$35,000 of the total \$115,000 was approved by the Policy Board in January 2022, a total of \$75,000 is available for this effort. One year of data is \$37,217.11, for a total cost of approximately \$75,000 over two years. On March 21st, a fully executed agreement was received and from the University of Maryland. Staff are finalizing the list of signalized intersections that our subregional partners had provided.

Website Backend/Extension Review and Optimization Alan Huff

Stokes Creative Group, Inc.

This activity is intended to address several stability issues with the SJTPO website. SJTPO learned that these issues are associated with third party content editor that is no longer compatible with a major update to the Wordpress platform. SJTPO originally envisioned this as a technical study. However, upon learning the cause of the issues SJTPO was experiencing with the website, SJTPO determined it was in its best interest to utilize its existing Maintenance Support Contract with Stokes Creative Group and exercise the option to utilize deeply discounted labor rates associated with this contract with staff who already are familiar with the SJTPO website.

Stokes has created a duplicate SJTPO website that is hosted on a test server during redevelopment. All pages have been recreated using the new Wordpress content editor platform. Stokes has been working to recreate details associated with the existing website in the new website. During the process, Stokes is also evaluating features on the website to eliminate unnecessary complication for SJTPO staff and will address some improvements SJTPO has requested. SJTPO staff is meeting with Stokes monthly to review progress. Once the redeveloped effort is complete, Stokes will remain under contract through June 30, 2022, for the duration of the existing Maintenance Support Contract.

Air Quality Post-Processor Development *Technical Effort Cancelled* David Heller

Through the reallocation of \$35,000 of funds originally programmed for the Automated Traffic Signal Performance Feasibility and Deployment, the new task of Air Quality Post-Processor Development was created. The intention of this new effort was to seek support for the development of an air quality post-processor that would effectively link the outputs of the SJTPO's CUBE-based travel demand model and process them into a format that can be readily input into the latest version of MOVES. SJTPO released an RFP on January 20, 2022, seeking consultant support to develop a non-proprietary, open-source post-processor that performs this function. Proposals were due Tuesday, February 15th. Unfortunately, no proposals were received.

SJTPO has requested NJDOT to have the scope and name changed for Task 22/404 from Air Quality Post-Process Development to Air Quality Technical Assistance since new motor vehicle emissions budgets must be developed. SJTPO must continue to rely on consultant support for this development.

SJTPO is investigating the development of a non-proprietary air quality post processor via other means.



Date: March 18, 2022

Re: Technical Program Update

Air Quality Technical Assistance RFP released David Heller

A request was made to NJDOT to have Task 22/404, originally intended to develop a non-proprietary air quality post processor for SJTPO, revised to allow consultant support to develop new motor vehicle emissions budgets. This technical study is intended to assist SJTPO in preparing the required motor vehicle emissions budgets for NJDEP's upcoming Ozone Attainment Demonstration State Implementation Plan revision that shows how the State will ultimately attain the 70-ppb standard.

SJTPO released a [Request for Proposals](#) on Thursday, March 3, 2022. Proposals are due Wednesday, March 30th with Selection Committee scores requested no later than Wednesday, April 13th. No interviews are anticipated for this effort. Action will be considered by the TAC and Policy Board for consultant selection in May.

Countywide Local Road Safety Plans RFP released Alan Huff

SJTPO released a [Request for Proposals](#) on January 26, 2022, seeking consultant support to develop and implement four Countywide Local Road Safety Plans for Atlantic, Cape May, Cumberland, and Salem Counties. These planning level efforts are intended to address the unique safety needs under county and local jurisdictions while contributing to the success of the New Jersey 2020 Strategic Highway Safety Plan. The planning process will include extensive data analyses, as well as data collection, assembly, and/or purchase, stakeholder identification and engagement from the state, county, municipal, private, and non-profit sectors, including through a series of workshop or summit events.

Proposals were due on Tuesday, March 1st with a total of four proposals received. Selection Committee scores due to SJTPO by Tuesday, March 22nd and consultant interviews will be scheduled for the week of April 4th. Action will be considered by the TAC and Policy Board for consultant selection in May.

Microtransit Feasibility Study RFP released David Heller

The Route 54/40 Community Shuttle is a community shuttle operated by the SJTA and administered by the Cross-County Connection Transportation Management Association (CCCTMA). A major portion of the shuttle's funding comes from the Pascale Sykes Foundation, which will cease operations in mid-2022. With the sunset of the foundation as a funding source, CCCTMA is seeking enhancements to the service that will make it more efficient and impactful. Microtransit is a form of on-demand transportation that makes use of an application to determine its routing and ridership. Through a consultant-led effort, use of this technology will be evaluated, assessing the feasibility of operating microtransit along the Route 54/40 shuttle route as well as other parts of western Atlantic County.

SJTPO released a [Request for Proposals](#) on February 3, 2022, seeking consultant support for microtransit feasibility. Proposals are due March 15th with two formal proposals received. Selection Committee scores requested no later than Tuesday March 29th. Potential interviews will be held the week of April 11th. Action will be considered by the TAC and Policy Board for consultant selection in May.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2103-08: Adopting the FY 2022 Unified Planning Work Program (UPWP)

PROPOSAL

At its March 14, 2022 meeting, the SJTPO Technical Advisory Committee (TAC) recommended that the Policy Board adopt the FY 2022 Unified Planning Work Program (UPWP).

BACKGROUND

A copy of the current UPWP is available on the SJTPO website at www.sjtpo.org/upwp/.

The Unified Planning Work Program (UPWP) is one of several major planning documents produced by SJTPO, serving as the annual budget for the organization. The UPWP describes all transportation and planning related activities to be conducted by central staff, subregions, and member agencies during the state fiscal year. The FY 2023 UPWP is effective July 1, 2022 through June 30, 2023. The document has been developed by SJTPO with direct input from NJDOT, NJ TRANSIT, and has been revised to address comments received by NJDOT, FHWA, and FTA.

Federal planning regulations require that Metropolitan Planning Organizations (MPO's) annually approve Unified Planning Work Programs that guide the transportation planning process in their regions. The tasks and activities within the UPWP are intended to advance the priorities of the region, guided by SJTPO's federally required long-range, regional transportation plan and the planning requirements within the Fixing America's Surface Transportation Act (FAST Act). The UPWP incorporates planning priorities shared annually by NJDOT, FHWA, and FTA. In accordance with SJTPO's Public Involvement Plan, the final UPWP document will be available on the SJTPO website and at State Depository Libraries throughout the four-county region.

The total FY 2023 program is \$3,543,524, which includes \$68,640 in Local Match and \$3,474,884 in programmed USDOT resources. An additional \$1,424,915 of NJDOT Continuing Task Orders, from previous fiscal years, supplements the Technical Program. The FY 2023 Technical Program includes three technical studies for a total of \$1.755 million, which includes \$1.6 million of HSIP funding for one consultant-led technical effort. The total USDOT resources does not include grant funding received from the New Jersey Division of Highway Traffic Safety (NJ DHTS). Supporting financial tables are found at the end of the text of the UPWP document (Tables 5a through 12).

SJTPO's FY 2023 UPWP is comprised of seven sections of text, 12 tables and various appendices (Appendix A through I) which include the comment letters received by NJDOT, FHWA, and FTA along with SJTPO's point-by-point response to those comments. A summary of the seven (7) sections is provided as follows:

1. Overview

The first section touches upon the *Structure of SJTPO*, providing a listing of the eight full-time and two part-time employees. SJTPO currently has two vacant positions, of which the Assistant Planner/Engineer position is currently being solicited. SJTPO continues to hold a vacancy left by the retirement of the part-time Subregional Program Specialist, in December 2020. The need for part-time position or another position is being evaluated. SJTPO also has a budget reserved for a Seasonal Intern.

The *Purpose of the UPWP* is discussed within this section along with a description of the *UPWP Development*. The first section includes a short write-up of the *Transportation Planning Environment*, and the section concludes with text related to the *Regionwide FY 2023 Planning Priorities*.

Based upon the public survey responses, completed as part of SJTPO's regional transportation plan (RTP 2050), top priorities of South Jersey residents for transportation were identified. In combination with the top priorities identified by residents, SJTPO also included priority areas established by the NJDOT, FHWA, and FTA which serve as a foundation for the development of each MPO's work programs.

2. Central Staff Work Program (\$1,373,824)

The Central Staff Work Program details the tasks and activities to be completed by SJTPO central staff in the UPWP, divided into a total of five broad scoped program areas, each broken into individual tasks. Task 23/100 includes budget for Salaries and Labor for all central staff employees as well as the associated Operating and Direct Expenses. Funding estimates are broken down into individual tasks and represent the total amount of Salaries/Labor and Operating/Direct Expenses allocated to each task/

The FY 2023 UPWP continues with the same Central Staff Program Areas from previous work programs. This fiscal year, the Safety Education & Public Outreach Program Area was broken into two areas because their purpose is distinct. All other tasks remain, with the specific activities and products changed to reflect new priorities.

Table 8 provides a summary of Costs by Task for the Central Staff Work Program. Table 9 displays the Operating/Direct Expense breakdown by category (i.e., office supplies, printing, etc.).

Transportation Planning tasks and activities represents approximately 30% of the budget, which includes Regional Transportation Plan (RTP) Development, Transportation Safety Planning, Regional Coordination & Collaboration, among other tasks. Capital Programming & Project Development represents 8% of the total budget in this year's work program, broken down into Transportation Improvement Program and Local Project Development. Safety Education accounts for approximately 5% and focuses on outreach/education on the topic of traffic safety. Public Outreach which includes Public Involvement & Outreach and Equity & Public Health accounts for approximately 15% of the budget. Program Management, including general administration and internal management, oversight of SJTPO's technical program, along with board and committee support will account for approximately 35% of the Central Staff budget in the FY 2023 UPWP.

3. Financial Administration (\$71,500)

Task 23/200 includes budget associated with administrative services provided by the South Jersey Transportation Authority (SJTA) pursuant to a formal agreement with NJDOT, SJTA, and SJTPO. Activities shall be performed in full compliance with the requirements of OMB 2 CFR Chapter I, Chapter II, Part 200, and others.

4. Subregional Planning Work Programs (\$343,200)

SJTPO counties are vital partners in all SJTPO planning processes. The funds they receive through the UPWP are utilized to support their contributions to SJTPO, as well as other transportation planning needs of their jurisdictions. Their work has many common activities, including contributing to regional transportation plan updates and related projects.

The County Subregional Planning Work Programs include a specific Task III product in addition to general transportation planning activities. All Task III projects conform to the goals and objectives of SJTPO's regional transportation plan, identifying specific goals which are being promoted by the project deliverable. Subregional County Transportation Planning Work Programs include corridor level traffic improvement investigation of Delilah Road in Atlantic County. Cape May County will conduct a Task III study focusing on Non-motorized Transportation Network Improvements. Cumberland County will complete a Transportation and Community Impact Analysis for the Southeast Gateway Community while Salem County will conduct a roadway and intersection improvement analysis for locations as requested by municipalities in the county.

Table 7 shows that \$9,600 of FHWA-PL funds will be utilized to supplement the Subregional Planning Work Program to support the County's Task III studies.

The total STBGP funding provided to each County and their individual Task III products are as follows:

- **Atlantic County (\$142,000)**

The *Delilah Road (CR 646) Traffic Improvement Study* intends to conduct an analysis of traffic operations and safety, evaluate bicycle, pedestrian, and transit movements along the corridor along with major commercial access points. Improvement alternatives and conceptual designs will be developed in addition to order of magnitude cost estimates and phasing for the improvements. This study is a continuation of the effort from FY2022, focusing on the section of roadway from Fire Road (CR 651) to English Creek Road (CR 603). The project will be completed in-house by county staff.

- **Cape May County (\$55,000)**

The *Non-motorized Transportation Network Improvements* will involve working with municipalities to identify community assets, identifying opportunities for linkages, and developing GIS mapping and related public outreach materials (brochures, website content, flyers) to promote the use of the trail system. The project will be completed in-house by county Planning and GIS staff.

- **Cumberland County (\$103,200)**

The *Transportation and Community Impact Analysis for the Southeast Gateway Community* will include a comprehensive analysis of the impacts associated with the potential closure South Avenue as throughway and making nearby Grove Street a two-way street. Options to restore the north-south throughway access are needed. The project will be completed by a consultant in cooperation with county staff.

- **Salem County (\$43,000)**

The *Roadway and Intersection Improvement Analysis* will include an analysis of the selected intersections and road segments selected based on requests received from municipalities or as otherwise determined by the Public Works Committee. The study will complete all necessary technical analysis of the identified locations to determine appropriate roadway, intersection, and/or traffic signal improvements. The project will be completed by a consultant in cooperation with county staff.

5. **Technical Program** (\$1,755,000)

Task 23/400 includes a total of \$155,000 programmed for two consultant-led studies within the Technical Program, utilizing FHWA Statewide Metropolitan Planning (PL) funds. A third technical study is to be funded with HSIP funding in the amount of \$1,600,000. David Heller, Jason Simmons, and Alan Huff will serve project managers for the technical studies.

The *Microtransit Feasibility Study* effort will determine if microtransit will more effectively connect rural Atlantic County residents to jobs, essential services, and needed resources. Pending a successful outcome of this study, future locations within the region may be analyzed and considered for microtransit implementation.

The *Maurice River Corridor Study* is a 2-year effort and will explore opportunities for eco-tourism and trails, as well as how to protect the anticipated growth of the maritime industry in the lower portion of the river. The study would identify the lands with the greatest riverfront access potential for recreation and future greenway restoration initiatives while promoting economic development by offering connectivity to the existing businesses, recreation resources, education centers, and entertainment amenities. This effort is intended to lay the groundwork for future connectivity of Cumberland County into the larger South Jersey Trails and Circuit Trail networks.

The *Countywide Local Road Safety Plans* is funded using HSIP and is a multi-year effort. The purpose of this technical study is to develop four countywide local road safety plans that address the data-driven safety issues in Atlantic, Cape May, Cumberland, and Salem Counties, inclusive of the 68 municipalities within the SJTPO region. The effort will be modelled off the state Strategic Highway Safety Plan (SHSP) with further guidance from FHWA resources, as well as other countywide efforts across the country.

In addition to the three technical studies, which are anticipated in FY 2023, there are three efforts continuing from FY 2022. Another five technical studies from FY 2018, 2019, 2020, and 2021 will also continue work into the FY 2023 UPWP. Additional details related to the Continuing Task Orders are included as part of Appendix A with Table 11 providing an overview of the associated budget and expenditures.

6. **Non MPO-funded Transportation Planning Activities**

To help broaden awareness of related planning activities in the region, regardless of funding source, the UPWP includes anticipated regionally significant transportation activities for authorities in the SJTPO region. A description of activities for each agency is provided either in the text of the UPWP or as an appendix. Activities to be completed by the New Jersey Department of Transportation are not included, however, an appropriate contact is noted in the text. Tables 2 and 3 includes projects, within the SJTPO region, led by the New Jersey Turnpike Authority and South Jersey Transportation Authority, respectively.

7. **Financial Information**

The section briefly describes the expenditures and revenues included in SJTPO's UPWP. The budget tables, provided as part of the UPWP, detail the MPO's anticipated expenses and how SJTPO intends to allocate the USDOT planning resources received.

Revenues

There are five separate revenue streams supporting SJTPO's FY 2023 UPWP:

1. FHWA Statewide Metropolitan Planning (PL) funds;
2. FHWA Flexed FTA Section 5303 (PL) funds;
3. FHWA Highway Safety Improvement Program (HSIP) funds;
4. Federal Surface Transportation Block Grant Program (STBGP) funds; and
5. Non-federal sources (local match).

Central Staff Work Program and Financial Administration activities are funded through FHWA Statewide Metropolitan Planning (PL) funds and FHWA Flexed FTA Section 5303 planning funds, which are collectively identified as FHWA-PL. The local match requirements are provided through the NJDOT "Soft Match" program. The Subregional Planning Work Programs are funded using FHWA Surface Transportation Block Grant Program, specific funding allocated to the Atlantic City Urbanized Area (STBGP-AC 80% in FY 2023) with the local match provided by the SJTPO counties themselves.

In previous work programs, FHWA CMAQ funds were leveraged to support consultant-led efforts within the Technical Program. However, this federal funding stream is not anticipated for use within the FY 2023 UPWP.

In addition to USDOT funding, SJTPO is the recipient of a grant administered by DHTS. Efforts related to SJTPO's Education and Outreach program are funded, in part, by the grant. While the grant does not include reimbursement of any salaries or wages, travel, equipment, and other contractual services for program presentation development are funded by the DHTS grant. A summary of this funding is provided in Table 12, which includes \$38,200 in FY 2022 and \$14,000 estimated for FY 2023.

Expenditures

The SJTPO budget for FY 2023 can be separated into four categories:

1. Central Staff Work Program (23/100), including Central Staff Salaries/Labor (23/101) and Operating/Direct Expenses (23/102);
2. Financial Administration (23/200), which includes Financial & Administrative Services (23/201);
3. Subregional Planning Work Programs Activities (23/300), which include pass-through funding for the Surface Transportation Block Grant Program (STBGP-AC), subregional studies, and other subregional support studies and tasks for the four SJTPO counties; and
4. Technical Program (23/400), which includes consultant-led activities.

Table 8 and Table 9 provide a detailed breakdown of the budget of the Central Staff Work Program activities and tasks.

Although travel outside of New Jersey remains restricted, the budget for Operating/Direct expenses includes budget associated with Lodging & Meals (Line Item 52020) and Mileage (Line Item 52021). The System Support Contracts category (Line Item 53050) was added to this UPWP, which includes budget related to maintenance or registration fees for computer related software or network support services. Budget for these expenses were previously included within Consultant Support (Line Item 57090). Consultant Support includes budget for translation and interpretation services, grant writing services, and SJTPO's annual website maintenance. A total of \$25,000 is budgeted for grant writing services to help provide SJTPO the best opportunity to

receive a federal grant under the PROTECT program created within the IJA/BIL.

The budget for salaries includes nine full-time and three part-time employees, in addition to money set aside for a seasonal worker to support Central Staff Work Program activities and tasks. The budget includes a 2% merit pool for salary increases for all SJTPO employees. Increases are merit-based and considered annually at the end of the fiscal year. Individual salaries are not listed.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2203-08: Adopting the FY 2023 Unified Planning Work Program (UPWP)

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, pursuant to 23 U.S.C. Sec. 104 (f) (3) et. seq. and 49 U.S.C. Sec. 1607 et. seq. MPO's are responsible for the development of a Unified Planning Work Program (UPWP) to guide the transportation planning process in the region; and

WHEREAS, the SJTPO FY 2023 Unified Planning Work Program describes the metropolitan transportation and transportation-related air quality planning activities to be undertaken by Central Staff, the Counties, consultants, and other agencies,

WHEREAS, the SJTPO FY 2023 UPWP is fully consistent with the U.S. Department of Transportation Metropolitan Transportation Planning Regulations (23 CFR part 450) which became effective May 27, 2016, as well as the "Fixing America's Surface Transportation Act" (FAST Act); and

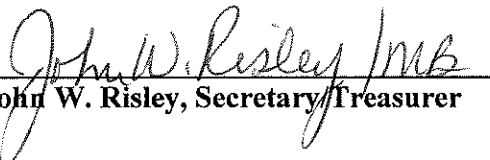
WHEREAS, the SJTPO FY 2023 UPWP includes salaries for nine full-time and three part-time positions along with a seasonal intern, with a 2% pool for merit-based increases, subject to the discretion of the SJTPO Executive Director and approval of the SJTA Board of Commissioners; and

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby adopts the FY 2023 Unified Planning Work Program for the region; and

BE IT FURTHER RESOLVED, that the Policy Board authorizes staff to make minor revisions to the UPWP as may be necessary to carry out the above purpose, with subsequent notice to the Policy Board and Technical Advisory Committee.

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 March 28, 2022.


John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2203-09: Adopting the Community Outreach and Engagement Committee (COEC) Bylaws

PROPOSAL

At its March 14, 2022 meeting, the SJTPO Technical Advisory Committee (TAC) recommended that the Policy Board adopt the Community Outreach and Engagement Committee (COEC) Bylaws.

BACKGROUND

Since its inception in 1993, SJTPO has intermittently maintained a committee of members of the public who offer feedback to SJTPO. Federal guidance as well as feedback during Federal Certification Reviews have consistently supported maintaining public committees. As interest or productivity of these committees has waxed and waned over the years, iterations of the committee have been dissolved and reconstituted.

The former Citizen's Advisory Committee (CAC) was dissolved in November 2020. Since that time, SJTPO has been working to identify a framework for a replacement to the CAC. This process included researching the practices of MPOs across the county as well as numerous conversations with MPO staff, particularly at neighboring DVRPC. SJTPO has also engaged in multiple conversation with federal partners on the subject. The result of this research is the development of the Community Outreach and Engagement Committee (COEC). This committee will be populated with individuals who represent the diverse demographics reflecting the SJTPO region.

The new COEC includes multiple changes designed to introduce flexibility and to clarify the purpose of the committee.

- Membership will not have a defined number but consist of no more than twenty-five members.
- Meetings will not be held on a reoccurring schedule, but only held to correspond with SJTPO business, such as opportunities to comment on SJTPO products and activities.
- Membership will not be based on volunteers among general members of the public, but will, to the greatest reasonable degree, seek to reflect the racial, ethnic, cultural, gender, age, geographic, ability, and economic diversity of the four-county region. This will allow for the discussion of important issues with individuals that can offer SJTPO a snapshot of the diverse set of viewpoints and interests that exist in the region. SJTPO will seek members of organizations who serve or otherwise represent these populations.
- Membership will not be appointed by the Policy Board, but will be selected by SJTPO staff, based on the above noted representation. SJTPO will bring membership information to the Technical Advisory Committee and Policy Board as information as membership changes occur.
- SJTPO will seek applications from potential members to ensure the membership reflects the region to the greatest reasonable degree.
- Membership will be evaluated annually by SJTPO staff.
- Political party officials, holders of an elective office, persons seeking an elective office, members of a planning board, or spouses and immediate family members of all the above will not be considered for membership, as they have a voice in the process through their position in office.
- SJTPO will adhere to a removal policy based on absences or violation of a Code of Conduct.
- Meetings will be discussion-based and will not adhere to Roberts Rules of Order, nor will they include resolutions or voting on issues.

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
COMMUNITY OUTREACH AND ENGAGEMENT COMMITTEE
BYLAWS**

ADOPTED March 28, 2022

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

COMMUNITY OUTREACH AND ENGAGEMENT COMMITTEE

The South Jersey Transportation Planning Organization (SJTPO) is the Metropolitan Planning Organization (MPO) for the southern New Jersey region covering Atlantic, Cape May, Cumberland, and Salem Counties. The SJTPO's primary objectives include serving as a technical resource, providing access to funding, and addressing transportation planning and engineering issues from a regional perspective. Pursuant to these objectives, the SJTPO has established a Community Outreach and Engagement Committee (COEC) to enhance the scope of its public outreach and to ensure its decision-making process is based on diverse, inclusive, and equity-based information and opinions. Through its collective membership, the COEC will provide the SJTPO with a direct channel for public and special interest groups to provide input on important subjects such as the development of a safe, effective, and efficient multi-modal transportation system in the SJTPO four-county region.

I. COEC MISSION STATEMENT AND RESPONSIBILITIES

A. Open Discussions and Providing Input for Important SJTPO Issues.

Through open discussions on important issues, COEC will provide valuable and diverse range of information, feedback, and opinions to the SJTPO. The issues for discussion will include, but may not be limited to:

- **Regional Transportation Plan (RTP)** – Updated every four years, the RTP sets out a vision for the development of the region's transportation infrastructure over 20+ years. It includes goals and strategies, as well as an analysis of regional trends.
- **Transportation Improvement Program (TIP)** – Updated every two years, the TIP is a four-year list of projects drawn from the RTP. To be eligible for federal funding, proposed projects must be approved by the SJTPO Policy Board for inclusion in the TIP.
- **Unified Planning Work Program (UPWP)** – Updated annually and guided by the RTP, the UPWP summarizes transportation planning activities to be conducted by the SJTPO central staff, member agencies, and other transportation agencies in the region, providing details of revenues and expenditures in a given state fiscal year.
- **Air Quality Conformity Determination** – The SJTPO is required to conduct an annual evaluation of the air quality impacts of the RTP and TIP, called a conformity determination, to demonstrate that projects and programs conform to the New Jersey State Implementation Plan (SIP) for meeting and maintaining National Ambient Air Quality Standards (NAAQs).

- **Public Involvement Plan (PIP)** – Updated regularly, the PIP outlines how SJTPO is meeting all federal public involvement mandates. It is updated to reflect SJTPO’s current outreach activities. The PIP reaffirms SJTPO's commitment to an accessible, open, and inclusive planning process.
- **Congestion Management Process (CMP)** – Updated periodically, the CMP documents the process by which congested locations are identified and provides for safe and effective management and operation of the multimodal transportation system.
- **Access for All Transit Plan** – Updated every five years, the Access for All Transit Plan serves as the Coordinated Human Services Transportation Plan for the SJTPO region. This plan identifies unmet transportation needs and recommends improvements and opportunities for coordination.
- **Limited English Proficiency (LEP) Plan** – Updated as needed, the LEP Plan identifies limited English proficient populations, evaluates SJTPO’s language access efforts, and commits resources and procedures to provide more access to SJTPO’s work, including publications, products, communications, public input, and decision-making processes.
- **Environmental Justice (EJ) Report** – Updated every two years with the TIP, the EJ Report identifies EJ populations (low-income and minority populations) in the SJTPO region, evaluates existing conditions as well as assesses SJTPO’s processes and investments of federal dollars.
- **The Public Engagement Guide to Transportation Planning in South Jersey** – Updated as needed, the Public Engagement Guide is a user-friendly guide designed to give the public a quick and easy understanding of the MPO process and the most effective way for them to get involved.
- **Title VI Materials** – Reviewed annually, there are several Title VI materials which directly allow the public to understand their rights under Title VI and to exercise those rights with regard to SJTPO. These materials include the Title VI Complaint Procedure section of the Title VI Website, the Title VI Complaint Form, and the Title VI Notice. Additionally, the Title VI Implementation Plan, updated at least every three years, details how SJTPO will meet its requirements under Title VI of the Civil Rights Act of 1964.

B. COEC Responsibilities to the SJTPO.

To ensure the COEC is satisfying its various goals and objectives, the COEC shall be guided by the following responsibilities:

- Assist SJTPO to improve its outreach processes to better enable two-way communication to enhance public awareness and involvement in SJTPO’s regional planning activities.

- Compose a membership that, to the greatest reasonable degree, reflects the racial, ethnic, cultural, gender, age, geographic, ability, and economic diversity of the four-county region to allow for the discussion of important issues with individuals that can offer SJTPO a snapshot of the diverse set of viewpoints and interests that exist in the region.
- Consist, to the greatest reasonable degree, of members or representatives of organizations or groups that represent or provide services to the above-mentioned groups and can assist SJTPO staff by sharing information, opportunities for feedback, event notifications, etc. to their group membership to increase awareness and public input related to SJTPO projects, programs, studies, or other general information related to transportation.
- Keep abreast of and contribute to the on-going activities and planning programs of SJTPO, including the development and implementation of SJTPO's major planning products and processes as well as the SJTPO website, reviewing and providing comments related to clarity and effectiveness.
- Determine through its discussions, if any specific issues are of notable importance to committee members, and working with SJTPO staff, determine if a more concentrated focus on an issue would be beneficial to the SJTPO planning process and a good use of members' time.
- From time to time, the COEC may also be asked to offer input related to other plans, studies, and activities.

II. MEMBERSHIP

A. Number of Members.

COEC membership shall consist of no more than 25 members. COEC membership may consist of representatives from a number of sectors, interests, and organizations in the southern New Jersey area; including, but not limited to: (i) regional civic associations; (ii) individuals with physical or intellectual disabilities; (iii) minority groups; (iv) Limited English Proficient (LEP) populations; (v) transportation or transit advisory groups; (vi) low-income individuals; (vii) older adults; (viii) affordable housing organizations; (ix) environmental groups and environmental justice groups; (x) public health organizations; (xi) bicycle or pedestrian advocacy groups; (xii) youth programs; (xiii) community and economic development organizations; (xiv) private sector business organizations; and (xv) ethnic organizations.

Proper outreach should result in an opportunity for members of these groups to participate.

B. Membership Applications.

Prospective members shall submit an application to SJTPO staff for COEC consideration. Applications submitted with inaccurate or omitted information will be evaluated by SJTPO and may be removed from consideration or from membership on the COEC.

C. Membership Consideration, Selection, and Limitations.

The SJTPO Executive Director shall present the selected COEC membership list to the TAC and Policy Board each year for their general information with no formal approval required. Membership selection will be focused on maximizing the diversity of public viewpoints. To this end, SJTPO will seek to limit the involvement of county or municipal personnel, including non-elected decision-making bodies, such as planning boards, and will only seek such members when it is in the best interests of adding needed viewpoints of underrepresented groups. In addition, the following groups will be excluded from consideration as members of the COEC: political party officials, holders of an elective office, persons seeking an elective office, members of a planning board, or spouses and immediate family members of all of the above.

D. Membership Terms.

COEC members shall serve a two-year term. At the onset of committee creation, half of the members will be randomly selected to a three-year term to ensure that terms are staggered such that only half of the COEC membership terms are completed each year. The COEC strives to represent the racial, ethnic, cultural, gender, age, geographic, ability and economic diversity of the region, with members from the southern New Jersey region bringing their own individual experiences. At the expiration of their term, COEC members interested in serving an additional term will be considered by SJTPO through the regular application process based on its interest in maintaining a representative, active, and productive committee.

E. Resignation and Removal.

If the member is serving on behalf of an organization and leaves the organization, such action will constitute a resignation from the COEC. If the member does not serve on behalf of an organization, but no longer lives in or works in the SJTPO region, such action will constitute resignation from the COEC. Three (3) unexcused absences during a year are grounds for removal of that member (but not the organization if they are serving on behalf of an organization).

III. CODE OF CONDUCT

The aim of the COEC is to establish a setting that allows for the respectful sharing of information and views that represent the diversity of the region for the purpose of improving SJTPO's processes, products, and programs. To ensure this, COEC members agree to adhere to the Code of Conduct below. Violation of the Code of Conduct will not be tolerated and will result in the removal of the violating member.

All COEC members shall be required to comply with the following Code of Conduct:

- The participation and contributions of each member will productively advance the mission of the COEC;
- Members shall demonstrate respect for the COEC membership, SJTPO staff, and the public;
- Members shall respects and give fair consideration to diverse and opposing viewpoints;
- Members shall not represent or attempt to represent themselves as a spokesperson, representative, or agent of SJTPO or its member jurisdictions;
- Members shall not conduct events on behalf of SJTPO without the express written permission of SJTPO. This does not extend to members who serve on behalf of an organization and engage in sharing information with organization staff or membership;
- Members shall not engage in political campaigning of any sort (at the municipal, county, state, or federal levels) on behalf of the COEC or SJTPO.

IV. OFFICERS

A. Selection and Vacancies.

The Chair and Vice-Chair shall be selected by simple majority vote of the COEC members present at its annual reorganizational meeting for a one-year term commencing on that date and ending when their successors are selected. Any vacancy in these positions shall be filled through a simple majority vote of COEC members present at the next meeting.

B. Terms.

The COEC officers shall serve no more than two (2) consecutive terms in the same office. In the event that a COEC officer serves four (4) consecutive terms in any position, he or she will not be eligible to hold office for a period of at least one year.

V. OFFICER RESPONSIBILITIES

The Chair shall preside at all COEC meetings and act as a first point of contact for SJTPO staff to discuss meeting topics or other issues of interest to the committee.

The Vice-Chair shall act in the absence of the Chair and shall perform such duties as are assigned to him or her by the Chair.

In the event both the COEC Chair and the Vice-Chair are absent from a meeting, a temporary Chair will be selected by the COEC members to preside over that meeting.

VI. MEETINGS

A. Reorganization and Regular Meetings.

Meetings will be scheduled in advance, but there will be no regularly occurring meeting schedule. These meetings include annual reorganization, as well as meetings in support of major planning products and processes whose schedule is known in advance. Public notice for meetings will be made at the beginning of each calendar year. Other meetings

will be called on an as-needed basis, and reasonable notice of such meetings will be provided to the public.

B. Agendas.

The agenda for each meeting will be made available to all COEC members, via email or US mail (upon request) and posted to the SJTPO website prior to the meeting. SJTPO staff will be responsible for sending meeting notices to COEC members and other members of SJTPO's public outreach list.

C. Meeting Discussions and Procedure.

The order of meetings will generally follow the Agenda and shall be guided by the COEC Chair. Meetings shall be conducted in a manner that encourages open and inclusive discussion of issues. With the exception of electing officers as set forth in Article IV, COEC members will not vote on any issues, will not conduct any formal business, and not take action on any specific issues or items.

D. Meeting Attendance.

Members are required to attend and participate in meetings on a consistent basis. Three (3) unexcused absences during a year are grounds for removal of that member.

E. Meetings and Meeting Summaries Open to the Public; Limitations.

All meetings shall be open to the public. In addition, SJTPO staff will prepare a summary of the discussion that takes place at COEC meetings and will make this available to the public by posting to the SJTPO website. The COEC is not authorized to take any formal actions or to spend any public funds. Notice of meetings to the public and the meeting summaries are provided as a courtesy and pursuant to the COEC's overall mission of public inclusion. The COEC shall not be subject to the procedural and notice requirements of the Open Public Meetings Act, N.J.S.A. 10:4-6, et seq.

VII. AMENDMENTS

Any proposed changes to the COEC Bylaws will be forwarded for the advice and consent of the TAC and shall be submitted to the Policy Board for support and approval. A positive vote by the Policy Board shall thereby approve and make effective the SJTPO COEC Bylaws.

VIII. RELEVANT LAW

All COEC Members and Officers shall comply with all relevant Federal and State laws, regulations, and directives governing the Metropolitan Planning Organization (MPO) member agencies under U.S. Title 23, USC 134, and Section 8 of the Federal Transit Act, as amended and Section 174 of the Clean Air Act of 1990, as amended.

IX. EFFECTIVE DATE: These Bylaws shall go into effect on **March 28, 2022**, as approved by Resolution **2203-09** (herein).

Do you live, work, or represent an organization that serves the four-county SJTPO region (Atlantic, Cape May, Cumberland, and Salem Counties)? (Please select all that apply)*

Live (which county?) _____

Work (which county?) _____

Represent an Organization (please write-in the items below)
Name of the Organization* _____

Describe the purpose of the Organization*

Describe the group(s) the Organization serve(s)*

Demographics

Membership will ideally represent the region's demographic diversity. Please help us create a more inclusive group by sharing some of your demographic characteristics.

AGE

- | | | |
|---|--------------------------------------|--|
| <input type="checkbox"/> Under 18 years | <input type="checkbox"/> 35-44 years | <input type="checkbox"/> 60-64 years |
| <input type="checkbox"/> 18-24 years | <input type="checkbox"/> 45-54 years | <input type="checkbox"/> 65-74 years |
| <input type="checkbox"/> 25-34 years | <input type="checkbox"/> 55-59 years | <input type="checkbox"/> 75 years and over |

RACE (CHOOSE ALL THAT APPLY)

- | | |
|--|--|
| <input type="checkbox"/> White | <input type="checkbox"/> Asian or Pacific Islander |
| <input type="checkbox"/> Black or African American | <input type="checkbox"/> Native American or Alaskan Native |
| <input type="checkbox"/> Other, Please Specify _____ | |

ARE YOU OF SPANISH, HISPANIC, OR LATINO ORIGIN?

- Yes No

PREFERRED PRONOUNS

- She/Her He/Him Them/Their
- Other, Please Specify _____

Access and Accommodations

The following questions are only intended to assess your ability to access COEC meetings and inform SJTPO on possible accommodations that may need to be made regarding possible in-person and/or virtual meetings. **The answers to these questions will not be used to make decisions regarding membership eligibility.** For any questions unanswered, SJTPO will assume no accommodations are needed.

Are you able to read, speak, and understand English very well?

Yes No

Please list any languages other than English that you can speak and/or write. Please note if a language other than English is your primary language.

Please indicate if you require any other accommodations, including, but not limited to audio or visual accommodations.

Do you have a driver's license and access to a personal vehicle to attend an in-person meeting?

Yes No

Do you have access to a personal desktop, laptop, or tablet computer, with a stable internet connection, and the ability to participate in a virtual meeting via GoToMeeting, Zoom, or other virtual meeting platform?

Yes No

If you wish to provide details regarding any necessary accommodations or barriers to participation in the COEC, you may do so here.

SUBMIT APPLICATION

By submitting this application, you agree that all required information provided herein is complete and accurate to the best of your knowledge and understand that incorrect or missing information could result in removal from consideration or membership from the COEC.

To submit your application, save this document as a pdf and email it to COEC@sjtpo.org. If you do not get a confirmation email that your application was received, please call (856) 794-1941 and ask for Melissa Melora. Applications are accepted year-round and reviewed annually in December/January.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2203-09: Adopting the Community Outreach and Engagement Committee (COEC) Bylaws

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, a Citizen's Advisory Committee has been constituted intermittently since SJTPO's inception in 1993; and

WHEREAS, the most recent iteration of the Citizen's Advisory Committee was dissolved in November 2020; and

WHEREAS, federal guidance as well as feedback during Federal Certification Reviews has promoted maintaining a committee of members of the public that represent the demographics of the region; and

WHEREAS, the practices of numerous metropolitan planning organizations across the country were evaluated to ascertain options and best practices; and

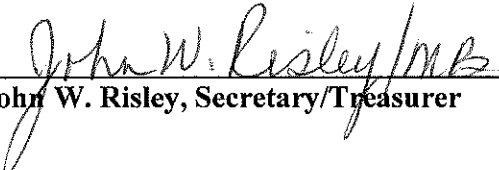
WHEREAS, in a continued desire to increase input and participation by interested members of the community in Atlantic, Cape May, Cumberland, and Salem Counties;

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby adopts the Community Outreach and Engagement Committee (COEC) Bylaws; and

BE IT FURTHER RESOLVED, that the Policy Board authorizes staff to select membership for the Community Outreach and Engagement Committee, consistent with the Bylaws and will update the Policy Board and Technical Advisory Committee membership, as membership changes occur.

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 March 28, 2022.


John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2203-10: Approving a Minor Amendment to the FFY 2022-2031 Transportation Improvement Program (TIP) Adding the Route 40, Hamilton Common Drive to West End Avenue (CR 629) Project

PROPOSAL

At its March 14, 2022 meeting, the SJTPO Technical Advisory Committee (TAC) recommended that the Policy Board approve an amendment to the FFY 2022-2031 Transportation Improvement Program (TIP), as requested by NJDOT, to add Route 40, Hamilton Common Drive to West End Avenue (CR 629), DBNUM 15370.

BACKGROUND

NJDOT has requested to add the Route 40, Hamilton Common Drive to West End Avenue (CR 629) project into the FFY 2022-2031 TIP. The project will be seeking authorization of \$5.33 million for Right-of-Way (ROW) in FFY 2022 and \$13.35 million for Construction (CON) in FFY 2023 for a total project cost of \$18.68 million. The project was previously in the FFY 2020-2019 TIP but was not authorized and thus must be added to the current TIP as a new project, requiring a Minor Amendment. This project change is not expected to impact regional air quality. Additional project history, as provided by NJDOT is outlined below:

- The Concept Development Report, and subsequent funding, assumed 52 parcels with ROW impacts with temporary or permanent sidewalk requiring only current owners' verification (to acquire via ADV process). Since then, NJDOT has determined that the normal full Right-of-Way document process should be required or implemented.
- As the design consultant (HNTB) progressed into the Final Design phase, it became apparent that the Limited Scope nature of the original project would not apply. The scope required guiderail upgrades to current standards, additional sidewalk linkages, installation of numerous missing ADA curb ramps, complete replacement of 14 signalized intersections and environmental permits required, leading to a shift from Limited to Full Scope.
- Many parcels required various easements or takings, particularly where permanent features (i.e., traffic signal equipment, ADA curb ramps) would be proposed outside of NJDOT ROW. To construct sidewalk requested by NJDOT Bike/Ped and local municipalities, two mitigation parcels were required (entire fee take) to offset the additional impervious surfaces and comply with Pinelands Commission regulations. In total, the project consisted of 80–86 parcels requiring easements or takings.
- An overlapping NJDOT Adaptive Signal Project required the advanced ROW acquisition of 6 parcels to ensure that the project could continue as scheduled. The work to prepare the ROW documents was performed under the Route 40 project, but acquisition was budgeted through the Adaptive Signal Project.



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Route 40, Hamilton Common Drive to West End Avenue (CR 629)**

DBNUM: 15370

TRACK #: SW-15370-0-A-2022

TYPE OF PROJECT CHANGE: Project Phase Addition

ACTION TAKEN: Adds NHPP funding for ROW in FFY 22 in the amount of \$5.330M.
Adds NHPP funding for CON in FFY 23 in the amount of \$13.350M.

REASON FOR CHANGE:

This project was originally programmed for CON in FY 21 of the 2029 STIP. ROW was planned to be authorized in FY 21 via the Resurfacing, Federal line item, however it was determined that it was not eligible to authorize ROW via the line item and had to be individually programmed instead. This request came at the end of the 2029 STIP and could therefore not be accommodated in order to authorize in FY 21. Due to the original plan of authorizing CON in FY 21, this project was not included in the 2231 STIP, and therefore needs to be amended in (both ROW and CON).

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: SJTPO FY 22-31 FC Chart 2

CONFORMITY:

PUBLIC INVOLVEMENT:

FY STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
New Jersey Department of Transportation

(BEFORE)

DBNUM: UPC: MILEPOST(S):
COUNTY:
MUNICIPALITY:

ASSET MANAGEMENT CATEGORY:

SPONSOR:

AIR QUALITY CODE (NON-EXEMPT / EXEMPT):

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT:

STRUCTURE NO.:

MPO PHAS FUND

Amounts in Millions of Dollars

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS									
FUNDING SOURCE	FUNDING CATEGORY			FFY 22	FFY 23	FFY 24	FFY 25	FFY 22-25	
NET- FEDERAL				0.000	0.000	0.000	0.000	0.000	
PROJECT MODIFICATIONS									
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 22	FFY 23	FFY 24	FFY 25	FFY 22-25
Route 40, Hamilton Common Drive to West End Avenue (CR 629)	15370	BEFORE		Atlantic	0.000	0.000	0.000	0.000	0.000
		ROW	NHPP		5.330	0.000	0.000	0.000	5.330
		AFTER			5.330	0.000	0.000	0.000	5.330
Route 40, Hamilton Common Drive to West End Avenue (CR 629)	15370	BEFORE		Atlantic	0.000	0.000	0.000	0.000	0.000
		CON	NHPP		0.000	13.350	0.000	0.000	13.350
		AFTER			0.000	13.350	0.000	0.000	13.350
Releases From Prior Year Unobligated Balances	N/A	BEFORE		Various	18.680	0.000	0.000	0.000	18.680
		ERC	VAR FEDERAL-F		(18.680)	0.000	0.000	0.000	(18.680)
		AFTER			0.000	0.000	0.000	0.000	0.000
Total					(13.350)	13.350	0.000	0.000	0.000
FISCAL CONSTRAINT BANK AFTER MODIFICATIONS									
FUNDING SOURCE	FUNDING CATEGORY			FFY 22	FFY 23	FFY 24	FFY 25	FFY 22-25	
NET- FEDERAL				13.350	(13.350)	0.000	0.000	0.000	
<i>... the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)</i>									

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2203-10: Approving a Minor Amendment to the FFY 2022-2031 Transportation Improvement Program (TIP) Adding the Route 40, Hamilton Common Drive to West End Avenue (CR 629) Project

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

WHEREAS, MPO's are responsible for developing a Transportation Improvement Program (TIP) that sets forth the capital expenditures for at least four years, as required by the Federal Metropolitan Planning Rule (23 CFR 450C and 49 CFR 613C); and

WHEREAS, NJDOT is requesting an amendment to add DBNUM 15370 into the FFY 2022-2031 TIP for a total project cost of \$18.680 million for Right-of-Way and Construction in FFY 2022 and FFY 2023 respectively; and

WHEREAS, this is a resurfacing project along US Route 40 through Hamilton Township, Egg Harbor Township, City of Pleasantville, and the City of Atlantic City; and

WHEREAS, this project was previously included in the FFY 2021-2029 TIP but was not authorized due to ROW issues; and

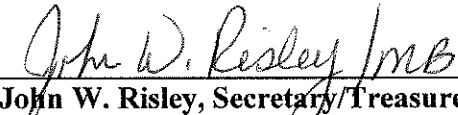
WHEREAS, fiscal constraint is maintained for this project by a release of prior year unobligated balances; and

WHEREAS, addition of this project will not have a negative impact on the air quality in the SJTPO region; and

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves an Amendment to add DBNUM 15370 Route 40, Hamilton Common Drive to West End Avenue (CR 629) Project in to the current 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 March 28, 2022.



John W. Risley, Secretary/Treasurer