

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
Policy Board**

**Monday, July 25, 2022 - 10:00 A.M.
Hybrid (In-Person/Virtual) Meeting**

Vineland City Hall Caucus Room (In-Person) or GoToMeeting (Virtual)

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AGENDA

- a. **Flag Salute and Open Public Meetings Law Announcement**
- b. **Roll Call**
 1. Board Members
 2. Other Attendees in Person and Virtual
- c. **Approval of [Minutes: May 23, 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 2207-23](#): Approving an Amendment to the FY 2023 Unified Planning Work Program Adding Tasks under the Technical Program**

Presenter: Jennifer Marandino, Executive Director

The new federal legislation (IIJA/BIL) increased the amount of planning funds made available to MPOs, with SJTPO receiving an additional \$275,216 in combined FHWA and FTA Planning Funds. An Amendment to SJTPO's FY 2023 UPWP is required to add the additional funding with the specific tasks and allocated budget. Three new consultant-led technical studies will be added to the FY 2023 UPWP (Task 23/403 FY 2023 Demographics Analysis, Task 23/404 Air Quality Post Processor Development, and Task 23/405 SJTPO Regional Freight Plan) with additional funds added to Task 23/402 Maurice River Corridor Study. A Modification to Task Order PL-SJ-23-01 will be necessary to add the new funds and associated Technical Program tasks.

2. **Resolution 2207-24: Approving an Amendment to the FFY 2022-2031 Transportation Improvement Program Adding the Atlantic City Corridor Revitalization and Safety Project**
Presenter: Jason Simmons, Program Manager, Capital Programming & Project Development
In November of 2021, Atlantic City was awarded a RAISE grant for \$10,349,444. Funding will be used, in part, to design the installation along Pacific and Arctic Avenues from South Carolina to Albany Avenues. Additional phases include fiber installation on Pacific and Arctic Avenues, signal synchronization, and implementing the Atlantic Avenue safety improvements from Tennessee to Albany Avenues. This work will consist of a road diet with dedicated bike lanes, wayfinding signage, LED street lighting, upgraded ADA accessibility, signal synchronization, and enhanced transit safety.
3. **Resolution 2207-25: Adopting the System Performance (PM3) CMAQ Congestion Performance Targets for the Philadelphia, PA-NJ-DE-MD Urbanized Area**
Presenter: David Heller, Program Manager, Systems Performance & Subregional Program
Under the Fixing America's Surface Transportation (FAST) Act and the Infrastructure and Investment Jobs Act (IIJA), and the following requirements of 23 CFR Part 490, the National Performance Management Measures Final Rule, the State DOT, and MPOs must establish a single unified target for the congestion measures of Percent of Non-Single Occupancy Vehicle (non-SOV) travel and Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita. As a small portion of the SJTPO region falls within the Philadelphia, PA-NJ-DE-MD Urbanized Area, SJTPO must formally act on the targets for the Philadelphia Urbanized Area. Working closely with DVRPC, NJDOT, and other parties, updated targets have been established for the second performance period, which began January 1, 2022, and extends through December 31, 2025. The attached memo provides additional details and updated targets.
4. **Resolution 2207-26: Adopting System Performance (PM3) CMAQ Congestion Performance Targets for the Atlantic City Urbanized Area**
Presenter: David Heller, Program Manager, Systems Performance & Subregional Program
For the second Performance Period, performance targets are required for urbanized areas with a population of at least 200,000, in addition to those with a population of over 1 million. The Atlantic City, NJ Urbanized Area has a population of a little less than 240,000, which requires the establishment of CMAQ congestion targets for the Atlantic City, NJ Urbanized Area. Working through the Atlantic City UZA Coordination Group realistic targets were developed for the second performance period. The attached memo provides additional details and new targets.
5. **Resolution 2207-27: Approving an Addendum to the Written Procedures for System Performance (PM3) CMAQ Performance Congestion Targets for Atlantic City Urbanized Area**
Presenter: David Heller, Program Manager, Systems Performance & Subregional Program
Pursuant to the USDOT/FHWA national Highway Performance Program Final Rule, 23 CFR Part 490 and the Federal Planning Rule 23 CFR 450, written procedures must be developed regarding the FAST Act and IIJA performance management requirements. While written procedures for the overall PM3 System Performance Targets were signed and approved in May 2019, because targets are now being established for the Atlantic City Urbanized Area during the second performance period, the steps taken to establish the new targets must also be documented. Written Procedures for Atlantic City Urbanized Area were added as an addendum to the broader PM3 System Performance Written Procedures.

j. **NJDOT Update**

k. **Adjournment**

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
Policy Board Virtual Teleconference Reorganization Meeting

Monday, May 23, 2022 - 10:00 A.M.

The meeting was called to order at 10:03 a.m. by Executive Director Jennifer Marandino, followed by the flag salute. Ms. Marandino then advised that the requirements of the New Jersey Open Public Meetings Act were met through an Annual Notice transmitted in early May 2022 to The Press of Atlantic City, The Daily Journal, The South Jersey Times, and the Clerks of the four-member counties.

ATTENDANCE (virtually unless otherwise noted):

Members:

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

Also, in attendance (virtually, unless otherwise noted):

John Peterson, Atlantic County
Douglas DiMeo, Atlantic County
Barbara Wooley Dillon, City of Atlantic City
Lauren Purdom, Cape May County
Kathleen Hicks, City of Vineland (in person)
Matt Pisarski, Cumberland County
Brent Van Lith, Delaware River, and Bay Authority
Brian Goodson, FHWA
Jeffrey Nielsen, Governor's Authorities Unit (in person)
Michael Watson, Esq., Brown & Connery, LLP
Meghan Wren, NJOPA
Nancy Ridgway, Resident
Monica Butler, SJTPO (in person)
David Heller, SJTPO (in person)
Alan Huff, SJTPO (in person)
Jennifer Marandino, SJTPO (in person)
Melissa Melora, SJTPO
Jason Simmons, SJTPO (in person)

Commissioner Risley chaired the meeting due to the absence of both Chairman Desiderio and Commissioner Director Laury.

APPROVAL OF MINUTES: March 28, 2022

On Motion by Commissioner Director Thornton and seconded by Mayor Fanucci, the minutes of March 28, 2022, were approved with an abstention from Commissioner Castellini.

COMMUNICATIONS

Executive Director Marandino reported that there were no pieces of Communication included as part of the Board packet this month, however, she shared that SJTPO drafted several letters of support over the last few weeks, including two that would be transmitted later in the afternoon. Ms. Marandino summarized the following letters of support to include:

1. The City of Vineland requested a letter, addressed to Congressman Van Drew, supporting their application to the House Committee on Appropriations for consideration of Fiscal Year (FY) 2023 Community Project Funding for safety improvements on Chestnut Avenue.
2. SJTPO drafted a letter of support to Senator Booker for Cumberland County's application for consideration of State Fiscal Year (FY) 2023 Congressionally directed spending for the replacement of the collapsed culvert on South Avenue on the border of the City of Bridgeton and Township of Fairfield.
3. SJTPO drafted a letter of support for Camden County's application to the U.S. Department of Transportation Maritime Administration's FFY 2022 Port Infrastructure Development Program for the Port of Camden Access and Infrastructure Resiliency Project. Although outside of the SJTPO region it was noted that the Port of Camden is an essential asset to the economic vitality of the entire southern New Jersey region.
4. Triad Associates requested SJTPO prepare letters of support for improvements to the Port of Camden (for a Modernization Project) and at the Port Paulsboro (Phase 2 of improvement to the wind port). Two applications are being submitted to the U.S. Department of Transportation Maritime Administration's FFY 2022 Port Infrastructure Development Program and to the U.S. Department of Transportation's Multimodal Project Discretionary Grant Program.
5. SJTPO drafted a letter supporting NJDEP's nomination of proposed Alternative Fuel Corridors for New Jersey, which include the full length of New Jersey Routes (NJ) 444 ("Garden State Parkway"), NJ 446 ("Atlantic City Expressway"), and NJ 700 ("New Jersey Turnpike"), as well as Interstates I-95, I-195, I-295, and I-676 as Electric Vehicle Charging Corridors.
6. SJTPO also drafted two additional letters supporting the Cape May County Bridge Commission's applications for bridge rehabilitation work at the Corsons Inlet and Grassy Sound Bridges. The Commission is submitting two applications to the USDOT's Rural Surface Transportation Grant Program.

TECHNICAL ADVISORY COMMITTEE REPORT

Chairperson Kathleen Hicks reported that at the May 9, 2022, meeting TAC recommended positive consideration of Resolutions 2205-11 through 2205-18.

CHAIRMAN'S REMARKS

Commissioner Risley wished everyone well.

REPORT OF THE EXECUTIVE DIRECTOR

Ms. Marandino shared that her report included details related to seven different TIP Informational Modifications requested by NJDOT and one requested by Atlantic City related to improvements along Atlantic Avenue. The report also notifies members about the Subregional Risk Assessment SJTPO is responsible for conducting as part of the oversight responsibility as a pass-through agency of federal funds. Ms. Marandino stated that Dave Heller is coordinating with the Counties for their Pre-Risk Assessment forms which were due this past Friday (May 20th).

Ms. Marandino also noted that in the report are updates to the Local Lead Project Status Charts, SJTPO's Highway Safety Improvement Program (HSIP), and Congestion Mitigation Air Quality (CMAQ) projects in addition to a memo updating members on the status of items within SJTPO's Technical Program.

Ms. Marandino added a friendly reminder that SJTPO is looking to promote Subregional Projects, and if there are any projects or efforts that members would like to share, pass the information along so they can be included in SJTPO's On the Go newsletter. She shared that the next edition of the newsletter is scheduled for July and is a great opportunity to highlight projects and activities throughout the region.

PUBLIC COMMENT

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

NEW BUSINESS

1. Resolution 2205-11: Adopting the SJTPO Public Involvement Plan (PIP)

On Motion by Commissioner Castellini and seconded by Stephen Mazur, Resolution 2205-11 was opened for discussion. Melissa Melora explained that the Public Involvement Plan (PIP) details the requirements and best practices SJTPO will follow with the intent to create a meaningful public engagement process. The PIP was released for a 45-day public comment period, as several edits were made to the Plan. She noted that the edits included text related to the language assistance offerings available through an on-call translation and interpretation services contact, mentioning the Community Outreach and Engagement Committee (COEC), and introducing the Accessibility Brochure, which serves as a comprehensive resource summarizing the accommodations offered by SJTPO. Ms. Melora also noted that there were no public comments received during the comment period or listening sessions. With no further comment, Resolution 2205-11 was unanimously approved.

2. Resolution 2205-12: Adopting the Title VI Implementation Plan

On Motion by Stephen Mazur and seconded by Commissioner Castellini, Resolution 2205-12 was opened for discussion. Melissa Melora explained that the Title VI Implementation Plan provides a

demographic composition of the region and includes ways in which staff will maintain, monitor, and analyze information to ensure compliance. The edits to the Plan overlap with those of the PIP and are related to detailing the language assistance offerings available, noting the COEC, and introducing the Accessibility Brochure. Ms. Melora noted that as with the PIP, no public comments were received. With no further comment, Resolution 2205-12 was unanimously approved.

Chairman Desiderio joined the meeting.

3. Resolution 2205-13: Adopting the Limited English Proficiency (LEP) Plan

On Motion by Mayor Fanucci and seconded by Stephen Mazur, Resolution 2205-13 was opened for discussion. Alan Huff explained that the Limited English Proficiency Plan (LEP) identifies populations in the SJTPO region with limited English proficiency and specifically identifies concentrations of those populations and how SJTPO will serve those populations throughout the region. He then discussed some of the changes to the Plan since its adoption in 2021, which include detailing the SJTPO's new translation and interpretation offerings, provided through the consultant contract, noting vital documents provided on the website that will now be translated into Spanish, and introducing an Accessibility Brochure. Mr. Huff mentioned that the LEP contained the same public comment period as the PIP and Title VI plans, whereas no comments were received. With no further comment, Resolution 2205-13 was approved with an abstention from Mayor McKelvey.

4. Resolution 2205-14: Approving the Selection of Greenman-Pedersen, Inc. (GPI) as the Consultant for the Countywide Local Road Safety Plans

On Motion by Mayor Fanucci and seconded by Commissioner Castellini, Resolution 2205-14 was opened for discussion. Alan Huff explained that the Countywide Local Road Safety Plan study represents a great opportunity for the SJTPO region. The funding available for this technical study is approximately \$3 million and is a two-year effort. Many stakeholders will be involved in the region related to transportation including law enforcement, emergency medical services, education, etc. SJTPO will look at the entire process to see how safety can be included in everything that will be done from a transportation perspective.

Mr. Huff noted that this effort will build on, but be independent of, the New Jersey Strategic Highway Safety Plan and will include four (4) separate countywide efforts based on the needs of each county. This effort will include identifying systemic safety countermeasures that should essentially be incorporated in any regular project that is done, such as rumble strips and signage improvements. He stated that there will also be an investment strategy done to look at resources and opportunities to incorporate safety into various funding programs. There will also be a massive amount of data being collected along the road network to include all the municipalities within the counties in the SJTPO region.

Mr. Huff stated that the Consultant Selection Committee consisted of SJTPO staff, the four counties, Atlantic City, City of Vineland, and DVRPC. There was also non-voting consultation with both NJDOT Safety and FHWA. He then thanked NJDOT (particularly Michael Russo) who has been an active and valuable partner in this effort and was instrumental in getting this effort moving. He mentioned that other parts of the state will be following SJTPO's lead since the MPO will be the first to move forward. Mr. Huff stated that four (4) proposals were received and reviewed, and interviews were conducted, with GPI being the top-rated firm with a massive team including Jacobs, Urban Engineers, FHI Studio, and TechniQuest for a total of \$3,059,451.77 with a 14.5% DBE participation. The study will be conducted over two years with NJDOT authorizing funding for \$1,998,815.93 in FFY 2022 (Part A) and \$1,060,635.84 in FFY 2023 (Part B). The technical study's anticipated end date is June 30, 2024. The

proposal includes the option to extend the contract for a third year (Part C) which will provide ongoing support for the plans as well as support to counties and municipalities in seeking funding for projects that support substantively safety.

Mr. Huff also noted that in addition to SJTPO's \$2 million line item, the technical study is being funded with Highway Safety Improvement Program (HSIP) funds. With the help of Michael Russo, NJDOT was able to identify funding within the HSIP funding program to support this effort. Ms. Marandino noted that this effort will require separate authorization and Task Order outside of the typical UPWP authorization due to the funding source. The authorization process will begin once Mr. Huff finalizes negotiations with GPI.

On a question by Commissioner Risley, Mr. Huff confirmed that the technical study will take two years, which includes (Part A and Part B) and a completion date of June 30, 2024. The intention is to extend the study for an additional year (Part C) for ongoing support, which would justify the three years. Commissioner Risley expressed that he will support the effort, however, it seems like a very lengthy study. Mr. Huff confirmed that it is a very long process with the plans being complete in two years. There is a long learning process that will be brought to stakeholders on ways to adjust what is currently in place to incorporate safety. Ms. Marandino added that the first part of the study includes a lot of stakeholder and public outreach, which includes 32 elected official meetings that were added. The final deliverable is anticipated at the end of the second year.

Mayor McKelvey commented that it seems as though a lot of funding is being issued for a study that most can figure out what changes need to be made on their own, and he questioned how the success of the study will be measured. Mr. Huff replied that the success will be measured during the process and the end goal is to reduce fatalities and serious injuries, which are increasing, and to also incorporate safety into future discussions while roadway projects are being done. With no further comment, Resolution 2205-14 was unanimously approved.

5. Resolution 2205-15: Approving the Selection of Via Mobility, LLC as the Consultant for the Microtransit Feasibility Study

On Motion by Mayor Fanucci and seconded by Commissioner Castellini, Resolution 2205-15 was opened for discussion. David Heller explained that the Microtransit Feasibility Study seeks consultant assistance to assist SJTPO in determining whether microtransit is a viable service model for the Route 54/40 Community Shuttle and make the shuttle more competitive when seeking public and private funding through grants and other sources. He stated that alternative sources of funding must be sought because the Pascale-Sykes Foundation, one of the main funders behind the shuttle, is scheduled to sunset at the end of 2022.

Mr. Heller stated that proposals for the project were due on March 15th with two (2) proposals received and reviewed. Via Mobility, LLC emerged as the top-ranked, firm in association with Connect the Dots as the DBE/ESBE firm. The project will be funded from Task 23/401 Microtransit Feasibility Study with a (\$70,000 budget) in SJTPO's FY 2023 UPWP. He further stated that negotiations took place with Via Mobility, LLC, to include some additional tasks that the Consultant Selection Committee felt were of value, as well as some additional public outreach. The revised scope and cost of \$68,335 were included in Board packets. With no further comment, Resolution 2205-15 was unanimously approved.

6. Resolution 2205-16: Approving the Selection of AECOM Technical Services, Inc. as the Consultant for the Air Quality Technical Assistance

On Motion by Mayor Fanucci and seconded by Commissioner Castellini, Resolution 2205-16 was opened for discussion. David Heller explained that the Air Quality Technical Assistance effort seeks consultant assistance to prepare new motor vehicle emissions budgets for the New Jersey Department of Environmental Protection's (NJDEP) upcoming Ozone Attainment Demonstration State Implementation Plan (SIP) Revision. The project will be funded from Task 22/404 Air Quality Technical Assistance with SJTPO's FY 2022 UPWP with a \$35,000 budget.

Mr. Heller stated that proposals were due on March 30th, with one (1) proposal from AECOM Technical Services, Inc. (in association with Sobers Consulting, LLC as the DBE firm) received and reviewed. The total cost estimate for this effort is \$34,478, which is within the budget. He noted that minor revisions to the scope and schedule were negotiated and are included in the Board packet. With no further comment, Resolution 2205-16 was unanimously approved.

Mayor Small left the meeting, seemingly due to connection issues.

7. Resolution 2205-17: Approving the SJTPO and NJDOT Selection of Projects for Funding Through Safe Routes to School (SRTS) Program

On Motion by Mayor Fanucci and seconded by Commissioner Castellini, Resolution 2205-17 was opened for discussion. Alan Huff explained that eight applications were received for the Safe Routes to School (SRTS) competitive grant program this year. In partnership with NJDOT, SJTPO reviewed the applications. Originally, SJTPO was anticipating approximately \$1 million in funding to be available. However, primarily due to the new federal legislation (IIJA), NJDOT authorized additional funding for a total amount of \$1.724 million to fully fund two projects which include the Pleasantville School Transportation Safety Project for \$1.299 million, and Pennsville Township Middle School Pedestrian Safety and Traffic Calming Project for \$425,000. The Pleasantville School Transportation Safety Project benefits three (3) elementary schools in the area, and the Pennsville Township Middle School Pedestrian and Traffic Calming Project also benefits the high school, although the high school does not technically count for this grant program. Ms. Marandino added that the Transportation Alternatives funds through the IIAJ will allow for high schools to be funded. With no further comment, Resolution 2205-17 was unanimously approved.

8. Resolution 2205-18: Approving Minor Amendments to the FFY 2022-2031 Transportation Improvement Program (TIP)

On Motion by Mayor Fanucci and seconded by Commissioner Castellini, Resolution 2205-18 was opened for discussion. Jason Simmons explained that when a new project gets added to the TIP, a minor amendment needs to be processed. NJDOT has requested six (6) additional projects be added to the existing TIP to include the following: Middle Township, City of Millville, Upper Township, Carney's Point, and the City of Bridgeton for a total of \$77.888 million. With no further comment, Resolution 2205-18 was unanimously approved.

9. Resolution 2205-19: Approving the Selection of Brown & Connery, LLP for SJTPO General Legal Counsel

On Motion by Mayor Fanucci and seconded by Commissioner Castellini, Resolution 2205-19 was opened for discussion. Executive Director Marandino explained that as the administrative host for

SJTPO, SJTA released a Request for Proposal in late March. Two proposals were received and reviewed by the Consultant Selection Committee, consisting of SJTPO and STA staff. The Committee recommended the firm of Brown & Connery, LLP as SJTPO General Legal Counsel. She noted that the SJTA Board of Commissioners will consider the appointment of General Legal Counsel to SJTPO at their June 15, 2022, meeting.

Ms. Marandino stated that the Item Sheet notes that Brown & Connery, LLP is a full-service, multi-disciplined law firm with public and government clients, among its members. Brown & Connery, LLP has served as SJTPO's General Legal Counsel since 2020, replacing Nehmad Perillo Davis & Goldstein, LLP. Ms. Marandino emphasized that SJTPO has had nothing but positive experiences with Michael Watson at Brown & Connery who has been serving as SJTPO's main point of contact. The new agreement will be for one year with one mutually agreeable one-year extension. Legal fees for General Legal Counsel will be paid from SJTPO's Operating/Direct Expenses in the FY 2023 UPWP for \$15,000, with the consultant paid only for services rendered, with no retainer fee.

On a question by Commissioner Risley, Ms. Marandino explained that approximately \$10,000 has been expended to date noting that it is more than in past years, however, she emphasized that it has no reflection on work, services, or the billing rate, rather, based on much coordination about several service contracts that required further advice from legal counsel, review of policies, and development of a reopening plan that required legal assistance and review, particularly about COVID protocols. Commissioner Risley wanted to clarify and make expenses to date part of the record. With no further comment, Resolution 2205-19 was unanimously approved.

10. Resolution 2205-20: Approving the Selection of McManimon, Scotland & Baumann, LLC for SJTPO Special Legal Counsel

On Motion by Mayor Fanucci and seconded by Commissioner Castellini, Resolution 2205-20 was opened for discussion. Executive Director Marandino explained that as noted in the previous resolution for General Legal Counsel, SJTA released on behalf of SJTPO an RFP for Special Legal Counsel in late March. The same Consultant Selection Committee received and reviewed both proposals and recommended the firm of McManimon, Scotland & Baumann, LLC as SJTPO's Special Legal Counsel.

Ms. Marandino stated that McManimon, Scotland & Baumann, LLC is a full-service, multi-disciplined law firm, and is currently serving as SJTPO's Special Legal Counsel. She further noted that SJTPO has not utilized the services of counsel, as has been the case in the past. Previously, the special counsel was used on very few occasions, only in instances where there may be a conflict or for special instances related to employment issues. She noted that the contract is for one year with one mutually agreeable one-year extension with a \$15,000 budget shared with General Legal Counsel. With no further comment, Resolution 2205-20 was unanimously approved.

11. Resolution 2205-21: Approving the Selection of PCS for SJTPO Information Technology Systems and Network Support

On Motion by Mayor Fanucci and seconded by Commissioner Castellini, Resolution 2205-21 was opened for discussion. Executive Director Marandino explained that serving in the capacity of SJTPO's Administrative Host, SJTA released an RFP on March 1st for SJTPO to solicit proposals from qualified firms to provide information technology services and network support services. Two (2) proposals were received and reviewed by the Consultant Selection Committee, comprised of SJTPO and SJTA staff, with Pro Computer Services (PCS) emerging as the top-ranked firm. She noted that PCS currently serves

as SJTPO's IT support and finds PCS to be a great asset, adding that they are always very responsive to staff needs.

Ms. Marandino stated that fees for IT and Network Support will be paid from SJTPO's Operating/Direct Expenses in the FY 2023 UPWP, with a budget of \$8,500. Costs for PCS include \$850 per month for unlimited remote and onsite support with additional out-of-scope charges outlined in the proposal. She stated that SJTPO currently pays \$709 per month, and after discussions with Mark Mosley of PCS, they will re-evaluate their cost proposal, however, he indicated that they had new hires and many employees leaving. As such, their fees under this new contract are anticipated to be higher than under the existing contract.

Ms. Marandino also mentioned that SJTPO intends to seek assistance from PCS with the Continuity of Operations Plan (COOP) that SJTPO is currently working on, which is all included within the \$850 monthly charge. The contract agreement will be for three years with two mutually agreeable one-year extensions. With no further comment, Resolution 2205-21 was unanimously approved.

12. Resolution 2205-22: Supporting the Subcommittee Recommendation for Filling SJTPO's Vacant Assistant Planner Position

On Motion by Mayor Fanucci and seconded by Commissioner Castellini, Resolution 2205-22 was opened for discussion. Executive Director Marandino explained that the SJTPO opened the application period for the Assistant Planner/Engineer position on February 17th, which remained open for seven (7) weeks, closing on April 11th. Two individuals applied, both of which were interviewed. She stated that applicants were evaluated using a rubric of job qualifications based on their cover letters, resumes, work examples, and the interview itself.

As reported to the SJTPO Personnel Subcommittee at their May 12th meeting, Taylor Waymire was the stronger candidate and was put forward as the recommendation for the full-time Assistant Planner position. Ms. Marandino also stated that, as noted in the memo included within the Policy Board packet, Ms. Waymire was very engaging during the interview, sharing her passion and desire to be involved in transportation planning. Ms. Waymire had three different internships during her undergraduate education, finishing the five-year program in three years. During each internship, Ms. Waymire made extensive use of her GIS skills, which is a positive attribute.

Ms. Marandino stated that with Subcommittee approval, the new hire was brought before SJTA's Board of Commissioners on May 18th. The action was approved, thus starting the 15-day Governor's Veto period. Background checks, including drug testing and the physical, can be conducted during the veto period. SJTA Human Resources will be in touch with Ms. Waymire to coordinate the necessary steps before her start date.

Ms. Marandino indicated that the Assistant Planner position will report to Jason Simmons, Program Manager Capital Programming & Project Development position. Mr. Simmons has made a tentative offer to Ms. Waymire at the maximum start amount at Range 5, which Ms. Waymire verbally accepted. Ms. Waymire accepted an internship with Passaic County, which will continue through the end of June. Her tentative start date is now Tuesday, July 5th. On a question by Commissioner Risley, Ms. Marandino indicated that Ms. Waymire's starting salary is \$52,151, which is the maximum start for Salary Range 5. With no further comment, Resolution 2205-22 was unanimously approved.

NJDOT UPDATE – Sudhir Joshi

Sudhir Joshi thanked SJTPO (under the direction of Jennifer Marandino) and in collaboration with Assistant Michael Russo, Director Andrew Swords, and Dan LiSanti, Manager of Safety, Bicycle and Pedestrian Programs for the leadership and for setting an example with the Local Road Safety Plans. He also stated that NJDOT is currently working to tie the funding within the new infrastructure bill (IIJA) funding with the existing program at NJDOT.

Ms. Marandino added that SJTPO is consulting with Monica Etz, Supervising Planner at NJDOT to add the additional IIJA funding into SJTPO's FY 2023 Work Program. Discussions about the development of a new planning formula have occurred, resulting in a small bit of delay moving forward with the additional funding. She noted that a minimum increase of approximately \$275,000 will be available in the FY 2023 UPWP, which is effective July 1, 2022. She stated that the increase is a significant amount of funding for SJTPO since normally, the SJTPO Technical Work Program consists of \$150,000 to \$200,000. She further noted that she met with the Program Managers to discuss possible uses for the additional funding, which will result in new tasks to be added to the UPWP, additional funding for existing projects, and the possibility of hiring new employees. Once more accurate figures are available with the new planning formula, SJTPO will work with the Technical Advisory Committee to prioritize projects for additional funding.

On a separate note, Mayor Fanucci commented that he would like to start a discussion on getting the designation of limited access highway removed from Route 55, further questioning the plan for the extension of Route 55 in Cape May County. He stated that having access restricted to interchanges can cause an issue for emergency evacuation and restricts development along the corridor that could benefit Cumberland, Atlantic, and Cape May by providing alternative access. He further stated that for certain issues removing that designation could help.

Mr. Joshi stated that he would bring the concerns to Assistant Commissioner Michael Russo, and Ms. Marandino added that SJTPO would provide NJDOT any assistance if needed.

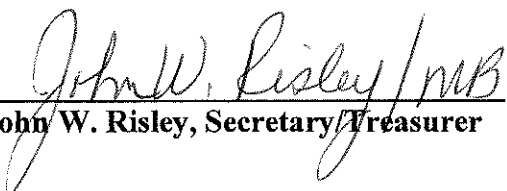
BOARD COMMENT

No additional Board comments were received.

ADJOURNMENT

On Motion by Mayor Fanucci and seconded by Commissioner Castellini, the meeting was adjourned at 11:15 a.m.

Approved Minutes Certified Correct:


John W. Risley, Secretary/Treasurer



South Jersey Transportation Planning Organization

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

Leonard Desiderio, *Chairman*

Benjamin H. Laury, *Vice Chairman*

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Executive Director

John W. Risley, *Secretary/Treasurer*

EXECUTIVE DIRECTOR'S REPORT – July 25, 2022

FFY 2022-2031 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ADMINISTRATIVE AND INFORMATIONAL MODIFICATIONS

NJDOT has requested SJTPO approve two Administrative Modifications and approved of five Information Modifications, as listed below.

Administrative Modifications

The Administrative actions move money from one year to another year in the first four years of the TIP or change the fund type. Both actions have been approved by SJTPO (6/29/2022) and are waiting for processing by NJDOT.

- DBNUM 14428 Route 30, Bridge over Duck Thorofare
- DBNUM 17303 Route 47, Bridge over Dennis Creek

Informational Modifications

NJDOT processed revisions to the following projects which can be categorized as changing the funding type in accordance with the new IJA/BIL apportionments or increases in funding allocation of \$5 million or less.

- DBNUM S1403 Cumberland County Federal Road Program
- DBNUM 13308 Statewide Traffic Operations and Support Program
- DBNUM X30A Restriping Program & Line Reflectivity Management System
- DBNUM X152 Rockfall Mitigation
- DBNUM 03304 Bridge Deck/Superstructure Replacement Program

Further details are provided in the attached memo.

USDOT NOTICE OF FUNDING OPPORTUNITIES

USDOT Announces \$2.4 Billion for the Bridge Investment Program

On June 10, 2022, the USDOT [announced](#) the availability of approximately \$2.4 billion for the new Bridge Investment Program in FFY 2022. FHWA is soliciting applications for three categories of funding opportunities: (1) Planning; (2) Bridge Projects (projects with eligible costs less than \$100 million); and (3) Large Bridge Projects (projects with eligible costs greater than \$100 million). **Planning applications must be submitted by July 25, 2022; large bridge project applications must be submitted by August 9, 2022; and the other bridge project applications must be submitted by September 8, 2022.** Additional program information is available at Grants.gov. More information is available [here](#) and [here](#).

USDOT Announces \$195 Million for the Reconnecting Communities Pilot Program

On June 30, 2022, the USDOT [announced](#) the availability of \$195 million for the new [Reconnecting Communities Pilot Program](#) in FFY 2022. Funding will support planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities. The USDOT hosted an informational webinar on July 14, 2022.

Additional program information is available on [Grants.gov](https://www.grants.gov), where a recording of the webinar will likely be available. Applications must be **submitted by October 13, 2022**.

NEW JERSEY'S MILEAGE-BASED USER FEE PILOT

The Eastern Transportation Coalition is a partnership of 17 states and Washington D.C., of which New Jersey is a partner. The Coalition is exploring options for a Mileage-Based User Fee (MBUF), which means each driver pays for the miles they drive instead of the fuel they buy.

To better understand how a Mileage-Based User Fee program could work, the Coalition is conducting a Pilot Program in New Jersey and is actively looking for participation. New Jersey is hoping to enroll no less than 400 persons for the pilot, with monetary compensation available to qualifying persons. The attached flyer provides additional information related to the Mileage-Based User Fee pilot.

SJTPO LOCAL LEAD PROJECT STATUS CHARTS

The FFY 2022 Local Lead Project Status Chart is attached (dated July 14, 2022). Two additional project charts, which display the HSIP and CMAQ programmed projects are all included (June 27, 2022).

Most recently, the Cumberland County Federal Road Program; FY 2022 was authorized for \$ \$2.985 million, which was over the originally programmed amount of \$2.2 million. The final plans, specifications, and estimates for Somers Point Bike Path Enhancements was recently submitted, along with two other Cape May County projects (Beach Avenue (CR 604), Second Avenue to Wilmington Avenue and Tyler Road (CR 611)).

TECHNICAL PROGRAM UPDATE

SJTPO currently has three (3) ongoing technical studies, another two (2) which were recently completed with the end of the state fiscal year and another three (3) technical studies are just beginning. The attached memo (dated July 14, 2022) provides information regarding the status of all the technical studies. Other Technical Program efforts are also included.

PROMOTING SUBREGIONAL PROJECTS

SJTPO would like to do a better job demonstrating to the public the accomplishments in the region. We would intend to capture images of projects, showing the location before and after construction, highlighting the project or effort using 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.



Date: June 28, 2022
To: Jennifer Marandino, Executive Director
From: Jason Simmons, Program Manager
Re: Notice of Action
Modification to the FFY 2022 – 2031 TIP

TIP Modification Review

According to the joint Memorandum of Understanding of Statewide Procedures for TIP/STIP Revisions between the DVRPC, NJTPA, SJTPO, NJ TRANSIT, and NJDOT there are a set of procedures to be used for processing and implementing revisions to the Regional Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Section A of the MOU outlines the procedures and thresholds for Amendments and Section B describes the procedures and thresholds for various levels of Modifications.

The following modifications are necessary according to NJDOT Project Managers and are reflected in the State's FY 2023 Capital Program. The revisions have been reviewed by SJTPO Capital Programming staff and found that fiscal constraint is maintained. The TIP modifications, as listed below, fall within the MOU guidelines of an Administrative Modification, to be approved by the SJTPO Executive Director. In addition to these modifications, there are several Informational Modifications for information only.

As such, the TIP modifications should be shared with TAC and considered as part of your Executive Director's Report for the upcoming Policy Board meeting. Project information and financial revisions are detailed in the text below.

Revision Requesting Modification

Administrative Modifications

1. DBNUM 14428 Route 30, Bridge over Duck Thorofare

This project is for the replacement of the movable bridge that was built in 1946 in Atlantic City. NJDOT is seeking to move funding for Final Design in the amount of \$2.2 million from FFY 2022 to FFY 2023 in order to complete Preliminary Engineering.

2. DBNUM 17303 Route 47, Bridge over Dennis Creek

This project will replace the bridge deck and superstructure of the structurally deficient bridge that was built in 1928 in Dennis Township. Due to various environmental and historical issues, this project is delayed. ROW phase is being pushed to FFY 2024 from FFY 2022. Construction is still scheduled for FFY 2027. The fund type for ROW and CON is being changed to Bridge Formula Program (BFP) from National Highway Performance Program (NHPP).

SJTPO FY 22-31 FC Chart 10 details fiscal constraint for both actions.



Date: June 28, 2022
Re: Notice of Action
 Modifications to the FFY 2022 – 2031 TIP

Informational Modifications

1. DBNUM S1403 Cumberland County Federal Road Program

This is a mill and overlay project sponsored by Cumberland County. A modification was required to change the fund type from STBGP B5K-200K to STBGP 50K-200K. This change is a result of the new federal legislation (IIJA/BIL) which adjusted the 5K-200K into two groups, 5K-50K and 50K-200K. SJTPO FY 22-31 FC Chart 9 details fiscal constraint for this project.

2. DBNUM 13308 Statewide Traffic Operations and Support Program

This program covers a wide range of activities as it relates to Traffic Operations. NJDOT submitted the modification to account for a cost increase in an upcoming authorization request. Funding will increase by \$1.1 million, from \$19.067 million to \$20.157 million. STATEWIDE FY 22-31 FC Chart 12 details fiscal constraint for this project and others.

3. DBNUM X30A Restriping Program & Line Reflectivity Management System

NJDOT is expecting three authorization requests for a North, Central, and South contract to come in at a combined cost estimate of \$20 million. Funding for this program is being increased by \$5 million, from \$14.751 million to \$19.751 million. STATEWIDE FY 22-31 FC Chart 12 details fiscal constraint for this project and others.

4. DBNUM X152 Rockfall Mitigation

This statewide program deals with various projects involving potential rockfall onto highways. NJTPA has a project anticipated for authorization, however, since this is not located on the NHS system the funding source is being changed from NHPP to STBGP-FLEX. STATEWIDE FY 22-31 FC Chart 11 details fiscal constraint for this project (not attached).

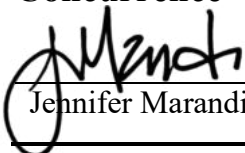
5. DBNUM 03304 Bridge Deck/Superstructure Replacement Program

This program will provide funding for the design and construction of deck preservation, deck replacement, and superstructure replacement projects in various locations throughout the state. The current modification is required for the County Route 555 Bridge over Route 55, located in the City of Vineland. The project has come in for authorization in the amount of \$10.681 million. However, the project requires an additional \$4.346 million. This action will increase funds using HWYINF and changes NHPP funding to STBGP-FLEX. STATEWIDE FY 22-31 FC Chart 8 and SJTPO FY 22-31 FC Chart 8 detail fiscal constraint for this project.

Staff Recommendation

As Program Manager of Capital Programming & Project Development, I recommend the approval of the two Administrative Modifications listed above and provide you with the Informational Modifications for information only.

Concurrence



 Jennifer Marandino, SJTPO Executive Director

6/29/2022

 Date

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS																
FUNDING SOURCE	FUNDING CATEGORY				FFY 22	FFY 23	FFY 24	FFY 25	FFY 22-25	FFY 26	FFY 27	FFY 28	FFY 29	FFY 30	FFY 31	FFY 22-31
NET- FEDERAL					45.953	(43.794)	3.000	(4.357)	0.802	0.000	0.000	0.000	0.000	0.000	0.000	0.802

PROJECT MODIFICATIONS																
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 22	FFY 23	FFY 24	FFY 25	FFY 22-25	FFY 26	FFY 27	FFY 28	FFY 29	FFY 30	FFY 31	FFY 22-31
Total					(2.500)	2.200	0.000	0.000	(0.300)	0.000	(6.500)	0.000	0.000	0.000	0.000	(6.800)

FISCAL CONSTRAINT BANK AFTER MODIFICATIONS																
FUNDING SOURCE	FUNDING CATEGORY				FFY 22	FFY 23	FFY 24	FFY 25	FFY 22-25	FFY 26	FFY 27	FFY 28	FFY 29	FFY 30	FFY 31	FFY 22-31
NET- FEDERAL					48.453	(45.994)	3.000	(4.357)	1.102	0.000	6.500	0.000	0.000	0.000	0.000	7.602

... 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)

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS									
FUNDING SOURCE	FUNDING CATEGORY				FFY 22	FFY 23	FFY 24	FFY 25	FFY 22-25
NET- FEDERAL					45.953	(43.794)	3.000	(4.357)	0.802
PROJECT MODIFICATIONS									
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 22	FFY 23	FFY 24	FFY 25	FFY 22-25
Cumberland County Federal Road Program	S1403	BEFORE		Cumberland	2.200	0.000	0.000	0.000	2.200
		CON	STBGP-B5K200K		(2.200)	0.000	0.000	0.000	(2.200)
		AFTER			0.000	0.000	0.000	0.000	0.000
Cumberland County Federal Road Program	S1403	BEFORE		Cumberland	0.000	0.000	0.000	0.000	0.000
		CON	STBGP-B50K200K		2.200	0.000	0.000	0.000	2.200
		AFTER			2.200	0.000	0.000	0.000	2.200
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					45.953	(43.794)	3.000	(4.357)	0.802
<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>									

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
Restriping Program & Line Reflectivity Management System	X03A	BEFORE		Various	14.751	0.000	0.000	0.000	14.751
		EC	STBGP-FLEX		5.000	0.000	0.000	0.000	5.000
		AFTER			19.751	0.000	0.000	0.000	19.751
Statewide Traffic Operations and Support Program	13308	BEFORE		Various	19.067	0.000	0.000	0.000	19.067
		EC	NHPP		1.100	0.000	0.000	0.000	1.100
		AFTER			20.167	0.000	0.000	0.000	20.167
Releases From Prior Year Unobligated Balances	N/A	BEFORE		Various	6.100	0.000	0.000	0.000	6.100
		ERC	VAR FEDERAL-F		(6.100)	0.000	0.000	0.000	(6.100)
		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>									

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
Bridge Deck/Superstructure Replacement Program	03304	BEFORE		Various	6.335	0.000	0.000	0.000	6.335
		ERC	NHPP		(5.335)	0.000	0.000	0.000	(5.335)
		AFTER			1.000	0.000	0.000	0.000	1.000
Resources to be used for SJTPO FY22-31 -8	N/A	BEFORE		Various	0.000	0.000	0.000	0.000	0.000
		ERC	VAR FEDERAL-F		5.335	0.000	0.000	0.000	5.335
		AFTER			5.335	0.000	0.000	0.000	5.335
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>									

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS									
FUNDING SOURCE	FUNDING CATEGORY				FFY 22	FFY 23	FFY 24	FFY 25	FFY 22-25
NET- FEDERAL					45.151	(43.794)	3.000	(4.357)	0.000
PROJECT MODIFICATIONS									
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 22	FFY 23	FFY 24	FFY 25	FFY 22-25
Releases from STATEWIDE FY 22-31 Chart 8	N/A	BEFORE		Various	5.335	0.000	0.000	0.000	5.335
		ERC	VAR FEDERAL-F		(5.335)	0.000	0.000	0.000	(5.335)
		AFTER			0.000	0.000	0.000	0.000	0.000
Bridge Deck/Superstructure Replacement Program	03304	BEFORE		Various	1.000	0.000	0.000	0.000	1.000
		ERC	NHPP		(1.000)	0.000	0.000	0.000	(1.000)
		AFTER			0.000	0.000	0.000	0.000	0.000
Bridge Deck/Superstructure Replacement Program	03304	BEFORE		Various	0.000	0.000	0.000	0.000	0.000
		ERC	HWYINF		5.148	0.000	0.000	0.000	5.148
		AFTER			5.148	0.000	0.000	0.000	5.148
Bridge Deck/Superstructure Replacement Program	03304	BEFORE		Various	0.000	0.000	0.000	0.000	0.000
		ERC	STBGP-FLEX		5.533	0.000	0.000	0.000	5.533
		AFTER			5.533	0.000	0.000	0.000	5.533
Total					4.346	0.000	0.000	0.000	4.346
FISCAL CONSTRAINT BANK AFTER MODIFICATIONS									
FUNDING SOURCE	FUNDING CATEGORY				FFY 22	FFY 23	FFY 24	FFY 25	FFY 22-25
NET- FEDERAL					45.953	(43.794)	3.000	(4.357)	0.802
<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>									



Help us explore the future of transportation in New Jersey!

Did you know that a fuel tax you pay at the pump is largely responsible for funding a well-functioning transportation system that gets you to where you need to go, delivers packages to your door, and keeps groceries on the shelves? But as vehicles go farther on less fuel and some stop using any fuel at all, it becomes harder to maintain our aging transportation system.

The Eastern Transportation Coalition, a partnership of 17 states and Washington D.C., needs your help to explore an alternative approach, called a Mileage-Based User Fee (MBUF). A Mileage-Based User Fee means each driver pays for the miles they drive instead of the fuel they buy.

To better understand how an MBUF program could work, the Coalition is conducting a Pilot Program in New Jersey and they want you to join and tell them what you think! It is free to participate, and there are strict privacy protection measures to safeguard your data. Here's how to join the Pilot in four easy steps:



- 1. Enroll** - Fill out the enrollment form by clicking the link on the website.
- 2. Insert** - Plug a small device into your vehicle to record mileage.
- 3. Drive** - Then drive as you normally do.
- 4. Return** - After a few months, mail back the device.

These steps may vary depending on the mileage-reporting option selected.



Make your voice heard by visiting NewJerseyMBUFpilot.com today to enroll!



Individuals who qualify can get paid up to **\$100** for participating.*



Have questions?
Contact a pilot team member at **609-293-7800** or
newjersey@MBUFpilot.org to get your questions answered!

*The Pilot is funded by a U.S. Department of Transportation grant program. This grant provides funds to programs that utilize a user fee structure. Visit NewJerseyMBUFpilot.com to see if you qualify for incentives.

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		4/1/2022		4/1/2022			
	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 the RAISE project. City Consultant anticipates CED mid-March. Will likely require Informational TIP Mod to adjust limits and project description; 4/25/22 TIP mod was submitted to modify scope of work which only includes the installation of fiber. The road diet will be implemented in a later phase of work; preliminary plans and CED have been sent to NJDOT HQ and ITS for review;										
S1702	2022 STBGP-AC	Baltic Avenue, Maine to Missouri Avenues	DES	\$0.100		5/4/2022					
	2024 STBGP-AC		CON	\$0.900							
12/14/21: awaiting the city's RFP to be submitted to Local Aid for review; RFP was submitted and comments were provided to Atlantic City. Waiting for the advertisement of RFP and consultant selection from the city engineer's office;											
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 (Ponizio); 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	\$0.300				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 a request to SJTPO for a revised scope of work for the project and requested additional funds; 3/11/22, forwarded revised scope to FHWA and NJDOT for comment; RFP submitted and reviewed for additional scope of work to include ITS plan; 6/27/22 The city's RFP has been forwarded to HQ for review by ITS (still waiting on a meeting with the city). Response to the RFP, evaluation of the proposals and negotiations, must occur prior to submission of a request for federal authorization; The city's RFP has been forwarded to NJDOT HQ for review by ITS. It is unlikely that response to the RFP, evaluation of the proposals and negotiations, will occur prior to 9/30/2022											
Atlantic County											
S1911	2022 STBGP-AC	Brigantine Avenue (CR 638), 29th Street South to 2nd Street South	CON	\$2.820		8/11/2021		1/7/2022			
	PS&E package received by local aid on 1/7/22. Local Aid provided comments on 2/10/22. CED is still being reviewed by BEPR; 6/22/22 Local Aid communicated to Atlantic County that the CED is still being reviewed. To ensure the project was still on track for authorization the County provided a response indicating they needed at least 30 days to turn around plans once CED was approved;										
X107	2021 TAP-AC	Lighthouse District Streetscape Improvement Program (Project Sponsor: Brigantine City)	CON	\$1.000			12/18/2020	3/17/2022			
	Received support of SJTPO Policy Board 5/22/17, NJDOT Notice of Award per 7/8/17 letter addressed to Mayor Philip J. Guenther; kick-off meeting held 8/17/17; City requested Design Assistance from NJDOT, GPI is design consultant; once design schedule is determined, submittal dates for CED and plans will be determined; Design Assistance meeting held on 6/5/19 with City/GPI; PE phase authorized; J.Seaman to send out agreement to City with GPI (design consultant); 6/15/20 Agreement received from LPA; Environmental document approved for DES, should be authorized soon based on status call 1/26/21; FD has been submitted as of status call on 2/23/21; 4/27/21; DES-FD has been authorized on 4/14/21; 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	4/15/2022			
	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, Project withdrawn										
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 County & DOT, the 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; 6/15/22 interim PS&E was submitted and the response was sent to City on 7/7/21. Linwood City is unable to finalize PS&E without CED. The city has yet to provide executed copies of the easement to get ROW clearance.										
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; 2/8/22 Local Aid sent review letter to Atlantic County; 2/28/22 County sent revised plans based on comments from Local Aid;											
X065	2022 CMAQ	Ventnor Avenue Signal Synchronization Project	DES	\$0.290		6/8/2022					
	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; 4/26/22 RFP submitted to Local Aid for review;											
X065	2022 CMAQ	Somers Point Bike Path Enhancements	CON	\$0.165		5/27/2022		5/26/2022	7/14/2022		
	Waiting on City to submit CED and preliminary PS&E; package submitted in May; ITS is reviewing project prior to being approved for authorization;										

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 in 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		3/8/2022		3/8/2022	6/25/2022		
12/14/21: Bob Church said CED submitted, DOT has not received as of this meeting; 1/10/22: PS&E submitted in March; Local Aid has provided comments and Final PS&E being prepared by LPA for possible submission to Dist. 4 by June;											
S2110	2022 STBGP-L5K	Tyler Road (CR 611)	CON	\$1.000		3/8/2022	6/7/2022	3/8/2022	6/25/2022		
1/10/22: PS&E submittal estimated for the end of February; 1/25/22: Anticipated authorization August 2022; Final PS&E being prepared by LPA for submission by June. CES Consultant selection by July; Total project is 1,968,652.00, additional funds are being looked at for STBGP L5K;											
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 resolved 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 was successful in funding this project with Local Freight Impact Fund											
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 was successful in funding this project with Local Freight Impact Fund											
S1713	2022 STBGP-B5K200K	Landis Avenue, Phase VI, Route 55 to Mill Road	CON	\$1.300	\$1.473		7/25/2018	12/14/2021	1/24/2022	3/21/2022	3/28/2022
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; Authorized in March;											
4314	2022 HSIP	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.Prowhich), the City of Millville will be the sponsor of the CON phase of the project instead of the 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 the 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, the 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; City is moving forward, certifications submitted 6/6/2022. The city is working to address comments on PS&E package along with an updated EE;											
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	\$2.985	10/21/2021		11/19/2021	6/6/2022	6/8/2022	6/27/2022
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; Requested additional \$0.700;											
04314	2021 HSIP	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 HSIP	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				6/27/2022			
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 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		4/6/2022			
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	9/21/2020
	2022 HSIP		ROW	\$0.350							
	2023 HSIP		CON	\$1.052	FY 2021 Dollars			Estimated 10/2022			
	Location at Porchtown Road (CR 613), Upper Neck Road (CR 690), and Lawrence Corner Road (CR 621); the project received final approval by Traffic Data & Safety for project to advance on 10/1/18; project is a part 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 Lauree 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	9/21/2020
	2022 HSIP		ROW	\$0.150	FY 2021 Dollars		1/6/2020				
	2024 HSIP		CON	\$1.100	FY 2022 Dollars			Estimated 10/2022			
	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 Lauree 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 an executed contract from DOT for 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 the advertisement; 6/14/22 Awaiting DES consultant selection/recommendation package submission from LPA											
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; 6/12/22 Awaiting DES consultant selection/recommendation package submission from LPA											
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 a reduced rate; 1/25/22: Anticipated authorization August 2022; 2/11/2022 Salem submitted RFT, schedule, CED, and other documents for approval; 6/12/22 Awaiting DES consultant selection/recommendation package submission from LPA											

14-Jul

SJTPO HSIP PROJECTS

Emphasis Area	Project Name	SPONSOR	MUNICIPALITY	COUNTY	MPO	PHASE	FUND	Amount Type	2022	2023	2024	2025	2026	2027	2022 - 2024	
Intersections	Cumberland County Pilot Roundabout (<i>West Park Drive</i>)	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	Authorized	\$ 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	\$ 0.2000						\$ 0.2000	
Intersections						CON	HSIP	Programmed			\$ 1.1000					\$ 1.1000
Intersections	Salem County Pilot Roundabout (Five Points)	Salem County	Pittsgrove Twp	Salem	SJTPO	ROW	HSIP	Programmed	\$ 0.4500						\$ 0.4500	
Intersections						CON	HSIP	Programmed			\$ 1.0523					\$ 1.0523

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

<i>SJTPO HSIP Total Programmed</i>	\$ 1.311	\$ 2.587	\$ 1.700	\$ -	\$ -	\$ -
<i>SJTPO HSIP Line Item</i>	\$ 2.000	\$ 3.000	\$ 3.000	\$ 3.500	\$ 3.500	\$ 4.000
<i>SJTPO HSIP Balance</i>	\$ 0.689	\$ 0.413	\$ 1.300	\$ 3.500	\$ 3.500	\$ 4.000

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	\$ 0.3000				\$ 0.3000
						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	Millville Broad Street Traffic Signal Upgrades	Millville	Millville	Cumberland	SJTPO	CON	CMAQ	Programmed	FY 2022	\$ 2.0000				\$ 2.8250

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SJTPO CMAQ Total Programmed \$ 2.755 \$ 1.700 \$ 1.700 \$ 1.245 \$ 9.368

Supplemental STBGP B5K200K

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

Green = within budget

Red = overbudget

SJTPO CMAQ Balance \$ (0.855) \$ (0.031) \$ (0.045) \$ 0.655



Date: July 14, 2022
To: SJTPO Policy Board
From: SJTPO Staff
Re: Technical Program Update

Active Technical Studies

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

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

Urban Engineers has provided Salem County with an updated Right-of-Way (ROW) Impacts Map for property owners impacted by the Five and Six Points Roundabouts. Urban has sent Utility Agreement Plans for each utility company within the project limits and will further coordinate final utility relocation and ascertain any ROW impacts. Other aspects of the 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 was held on January 26, 2022. Since the kickoff meeting, JMT has initiated the appraisal process for the impacted properties. This has involved coordination with Urban Engineers and Churchill to obtain parcel maps and other necessary documents.

Since the ROW phase was initially delayed, funding for the ROW phase for both Five Points and Six Points is currently 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.

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

Regional Trails Network – Feasibility Survey, Cape May County *ongoing* 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.



Date: July 14, 2022

Re: Technical Program Update

Pennoni Associates, Inc. was approved at the January 24, 2022 Policy Board meeting. A Notice to Proceed was issued on March 1, 2022. A kick-off was held in late March with the effort immediately put on hold.

Leadership in Dennis Township shared their preference to route the trail network north towards Upper Township as opposed to the west to the Borough of Woodbine. The Township expressed concerns about cost and environmental impact associated with potential board walking over wetlands in the area.

The Cape May County Planning Department led coordination efforts with the two municipalities, SJTPO, and the U.S. Fish and Wildlife Service regarding the northern route. This was resolved with a greatly narrowed focus given a corridor that was largely identified. A second “mini kick-off” meeting was held in late June, bringing the project team up to speed.

Cumberland County Bicycle/Pedestrian Safety Action Plan *recently completed;*

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 funding 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, and 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. The final Safety Action Plan, which documents the process, data analyses, toolkits, and conclusions, is pending.

Extensive public outreach was conducted to vet alternatives and recommendations and final feedback was received from Vineland, Bridgeton, and Cumberland County, with resolutions of support, received from each jurisdiction, enabling Phase One application packages to be submitted to NJDOT for initial review for East Avenue in Vineland and Irving Avenue and Atlantic Street in Bridgeton. NJDOT shared safety-related comments with SJTPO as part of the Phase One submission, which were addressed. Final applications were submitted for the Vineland and Bridgeton applications as well as High Street and the 3rd Street/Wheaton Avenue corridors in Millville (including a resolution of support, which was received from Millville).

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 project is essentially complete and was conducted within budget, with receipt of the final report still pending.



Date: July 14, 2022

Re: Technical Program Update

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

The purpose of this study was 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 on June 14th.

The first Freight Advisory Committee (FAC) meeting was held in October 2021 with a second meeting conducted on March 24th. Teleconference interviews were conducted with freight stakeholders, with outreach to firms in our targeted industries, (NJ Motor Truck Association and the New Jersey Rail Association), which did not yield any responses. Additional stakeholder outreach to counties, municipalities, chambers of commerce, and economic development agencies was conducted to increase participation in the online survey and interactive mapping tool.

HDR conducted dataset analysis to identify SJTPO's major freight generator locations. TechniQuest (DBE firm) completed traffic counts at select locations determined through analysis and stakeholder input. Roadway segment level speed and congestion data were evaluated to identify bottlenecks and other issues.

A TAC workshop was conducted on April 11th to ensure that the consultant effort accurately represents the characteristics of the freight system in the region. The consultant has revised and modified the analysis methodology to address comments received.

The technical study work is complete. The consultant team provided two draft technical memorandums: *Regional Core Freight Data Memo*, summarizing the data collection to locate the freight generators and overall network, and *Freight Performance Measures*, which analyzed the network performance related to travel time, safety, etc. including the identification of impediments (trouble spots) in the network freight movement. The draft final report was also prepared. All deliverables were reviewed by our Freight Advisory Committee members and select freight planning partners, which have been shared with the consultant team. Minor modifications to the deliverables are in process with receipt of final products still pending.

Air Quality Technical Assistance recently started; David Heller
AECOM Technical Services, Inc., (AECOM) in association with Sobers Consulting LLC. (DBE/ESBE)

This technical study seeks consultant assistance to help SJTPO prepare new motor vehicle emissions budgets for the New Jersey Department of Environmental Protection's (NJDEP) upcoming Ozone Attainment Demonstration State Implementation Plan (SIP) Revision.

A Notice to Proceed was issued to AECOM on May 23, 2022, with the kick-off meeting held on June 15th. SJTPO staff has done some preliminary travel demand model runs and forwarded them to AECOM for review.



Date: July 14, 2022

Re: Technical Program Update

Microtransit Feasibility Study *kick-off soon*; Jason Simmons

Via Mobility, LLC in association with Connect the Dots (DBE/ESBE)

This technical study seeks consultant assistance to determine whether a technology-driven microtransit is a viable service model for the Route 54/40 Community Shuttle and make the service more competitive when seeking public and private funding through grants and other sources. The Pascale-Sykes Foundation, one of the main funders behind the shuttle, is scheduled to sunset at the end of 2022, which made this technical study a priority.

Based on availability given current and future workload, especially related to technical studies, Jason Simmons will be the Project Manager for the Microtransit Feasibility Study moving forward.

The Subcontract Agreement has been fully executed with a Notice to Proceed anticipated effective July 1, 2022, with the start of the fiscal year 2023. A kick-off meeting is scheduled for Thursday, July 21st.

Countywide Local Road Safety Plans *authorization requested*; Alan Huff

Greenman-Pedersen, Inc. (GPI) in association with Jacobs, Urban Engineers, FHI Studio (DBE), and TechniQuest (DBE/ESBE)

This technical effort will develop and implement four Countywide Local Road Safety Plans for each county to address the unique safety needs of each county and local jurisdictions. The effort will include several critical efforts, including identifying and assembling a series of stakeholders at the local, county, regional, and state levels, extensive roadway feature data collection, data analysis, development of a menu of systemic safety countermeasures, development of a safety investment strategy, the conduct of a Safe System Assessment, and the creation of the Plan documents. The effort is in support of New Jersey's Strategic Highway Safety Plan (SHSP).

Greenman-Pedersen, Inc. (GPI) was selected to complete this study in association with Jacobs, Urban Engineers, FHI Studio (DBE), and TechniQuest (DBE/ESBE). A request for authorization has been submitted to NJDOT and once received a contract can be executed. Proposed revisions to the Subcontract Agreement between SJTA and GPI have been submitted to SJTA General Counsel for review and consideration. Notice to proceed and kick-off is tentatively anticipated for late July 2022, pending the authorization of HSIP funds for this effort.

Upcoming FY 2023 Technical Program Efforts

Maurice River Corridor Study *upcoming*; Jason Simmons

The Maurice River Corridor Study will look at 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 would lay the groundwork for future connectivity of Cumberland County into the larger South Jersey Trails and Circuit Trail networks. This effort will result in the development of a corridor study that will provide counties



Date: July 14, 2022

Re: Technical Program Update

and municipalities surrounding the Maurice River guidance in the preservation and enhancement of the corridor. The study may include both high-level planning recommendations as well as various implementation strategies for the Maurice River corridor.

Staff is actively reviewing existing plans and other relevant documents in preparation for an RFP being released by SJTPO in the Fall (October 2022).

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.

This effort intends 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 one year from the purchase date, which was March 1, 2022. This will be a two-year effort, providing two one-year purchases of data and access to traffic signal metrics. This will allow SJTPO to monitor performance throughout the entire year, including the summer.

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. We now have an executed agreement with the University of Maryland and INRIX is now fully under contract.

All the 88 signalized intersections are now active. Appropriate staff from partnering agencies were provided access to the dashboard and training on how to use the tool. A follow-up training will be made available to set up corridors to further evaluate signal performance.



Date: July 14, 2022

Re: Technical Program Update

Website Backend/Extension Review and Optimization *recently completed* Alan Huff
Stokes Creative Group, Inc.

This activity intended to address several stability issues with the SJTPO website. SJTPO learned these issues were occurring because a third-party content editor was no longer compatible with a major update to the WordPress platform. SJTPO originally envisioned this effort 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 recreated all pages on the website using the new WordPress content editor platform, eliminating unused and unnecessary back-end features to simplify SJTPO's experience. Stokes addressed SJTPO's needs associated with a redeveloped Document Library webpage, an improved interactive mapping experience, as well as provided a one-hour training session, with more detailed training materials (i.e., video and screenshot graphics) currently being developed. Although work on the website retheming took longer than expected and with more hours than Stokes originally anticipated, they agreed to honor the original estimate, not to exceed 116 hours for work directly associated with retheming and training.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2207-23: Approving an Amendment to the FY 2023 Unified Planning Work Program Adding Tasks under the Technical Program

PROPOSAL

At its July 11, 2022 meeting, the Technical Advisory Committee recommended that the Policy Board approve an Amendment to the FY 2023 UPWP to add three new tasks within the Technical Program.

BACKGROUND

On March 28, 2022, the SJTPO Policy Board approved the FY 2023 UPWP, which went into effect on July 1, 2022. The new federal legislation, Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) increased the amount of Metropolitan Planning (PL) funds made available to MPOs. Utilizing the existing planning formulas resulted in an increase of \$170,167 in FHWA funds and an additional \$105,049 in FTA funds for a total of \$275,216. An Amendment to SJTPO's FY 2023 UPWP is required to add the additional funding with the specific tasks and allocated budget.

Specifically, Task 23/403 FY 2023 Demographics Analysis, Task 23/404 Air Quality Post Processor Development, and Task 23/405 SJTPO Regional Freight Plan will be added as new consultant-led efforts. An additional \$25,000 will also be added to Task 23/402 Maurice River Corridor Study.

The FY 2023 UPWP will be updated to reflect the revised Technical Program budget and associated text. After Policy Board approval, the amended FY 2023 UPWP will be available on the SJTPO website (<https://www.sjtpo.org/upwp>). The revised text for the Technical Program and associated financial table revisions are attached for reference.

While making changes to reflect the new tasks, additional changes were made to the FY 2023 UPWP based on a Corrective Action issued by the FHWA-NJ Division. Specifically, representatives from the FHWA-NJ Division noted, "in the FY 2021 work program, the "Technical Program" had an excessive lag time of 338 days between federal funding authorization and submission of the first invoice. This [lag time] violates FHWA criteria for funding authorization." To ensure invoices are submitted promptly, the budget associated with the central staff Technical Program Management will be added in the same federal agreement as other Technical Program tasks. The financial tables (Table 5a and 8) have been revised to illustrate this change.

SJTPO will send a formal request letter to NJDOT for the FY 2023 UPWP Amendment, with subsequent approval to be considered by FHWA. A Modification to SJTPO's forthcoming Task Order (No. PL-SJ-23-01) Agreement between NJDOT and SJTA for the FY 2023 UPWP work program activities is needed to accommodate this Amendment and above noted change to the federal agreement for the Technical Program.



5. 23/400: Technical Program

To supplement the various agency work programs described above, SJTPO will initiate and administer technical studies and projects. Successful completion of efforts within this Technical Program may require the purchase of data, equipment, or services to be performed by consultants.

At the time of the March Policy Board FY 2023 UPWP approval, a total of \$155,000 was programmed for two consultant-led studies (Task 23/401 Microtransit Feasibility Study and Task 23/402 Maurice River Corridor Study) within the Technical Program, utilizing FHWA Statewide Metropolitan Planning (PL) funds.

As a result of the IJJA/BIL, SJTPO has received additional PL funds for use in the FY 2023 UPWP. In total, approximately \$275,000 has been added to SJTPO's Technical Program, translating into three additional consultant-led studies (Task 23/403 FY 2023 Demographics Analysis, Task 23/404 Air Quality Post Processor Development, and Task 23/405 SJTPO Regional Freight Plan).

Task 23/406 Countywide Local Safety Plans technical study is to be funded with HSIP funding. A description of all ~~three~~ technical efforts is provided herein.

General budgetary information included for ~~work activities~~technical program task is based on preliminary estimates and an anticipated scope of the project. SJTPO central staff hours associated with the technical study are accounted for separately within the UPWP, as Task 23/165 Technical Program Management (Table 8).

For the first technical study, consultant services are necessary for a feasibility assessment of technology-driven microtransit in western Atlantic County with a focus on communities that are not able to sustain more traditional (fixed route) transit options. The expectation is that this effort will kick-off in early FY 2023 and will be completed the same year.

The five other technical studies are anticipated to be two-year efforts. The Maurice River Corridor Study will be a two-year effort to allow for a robust scope development process that involves collaboration with the county and other stakeholders, such as a preliminary Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis. Additionally, the ability to engage the public on opportunities for eco-tourism and trails associated with the study is better suited to be conducted during warmer weather months when the public is more active and participating in~~attending~~ outdoor activities. The newly added technical studies will involve work that will extend past the end of FY 2023. As two-year efforts, each study will have well developed timelines to ensure the study efforts are conducted comprehensively and meaningfully.



The Countywide Local Safety Plans technical study is anticipated to include several rounds of stakeholder engagement, from the initial outreach related to introducing the effort, to seeking input on specific emphasis areas and goals, and soliciting feedback on the established strategies and actions. To allow for ample time to fully engage stakeholders more than a single year is required.

In addition to the six technical studies, which are anticipated in FY 2023, [Task 22/401 Automated Traffic Signal Performance Feasibility and Deployment](#), [Task 22/402 Regional Trails Network – Feasibility Survey, Cape May County](#), and [Task 22/404 Air Quality Post-Processor Development](#) were identified within the FY 2022 UPWP as having a continuing task order. Other technical studies from FY 2018, 2019, 2020, and 2021 will also continue work into the FY 2023 UPWP – [Task 18/407 Cumberland County Bicycle/Pedestrian Safety Action Plan](#), [Task 19/405 Local Safety Program Design Assistance](#), [Task 20/403 Regional Trail Network – Feasibility Survey](#), [Task 21/401 SJTPO Regional Freight Plan Data Collection and Analysis](#), and [Task 21/402 Air Quality Technical Assistance](#). Details for all continuing efforts along with a description are provided within [Appendix A. Table 11](#) provides an overview of how SJTPO will spend the associated money and what has been expended to date.

23/401: Microtransit Feasibility Study

The Route 54/40 Community Shuttle is a deviated fixed route service operated by SJTA and is administered by CCCTMA, the lead organization for the Atlantic County Transportation Work Group. The shuttle serves western Atlantic County, including the Town of Hammonton, Borough of Folsom, Buena Vista Township, and the Buena Borough communities of Buena, Landisville and Minotola. The service is currently funded through a NJ TRANSIT grant with the required matching funds provided by the Pascale Sykes Foundation, which will cease operations in mid-2022.

Considering the pending sunset of this funding source, and in the interest of identifying a more sustainable service model for this and similar services, this feasibility study will explore technology-driven microtransit as a potential transportation option in western Atlantic County, focusing on the Route 54/40 Community Shuttle as a pilot. This study will seek to determine if microtransit is a good fit for this service, and whether microtransit could be a viable mode of transportation in nearby rural areas. Experience has shown that rural areas are difficult to serve using traditional fixed route transit service. This study 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.



This effort will result in the development of an implementation plan, which will include recommendations related to geographic operational zones, fleet information, schedules, fares, detailed maps, identification of technology needs, and consideration for capital/operational costs.

Funding: \$70,000 (FHWA-PL)

Project Manager: ~~David Heller~~ Jason Simmons

Anticipated Release Date: February 2022

23/402: Maurice River Corridor Study (2-year)

The Maurice River corridor is an unusually pristine Atlantic coastal river with both national and internationally important resources. As part of the Atlantic Flyway, its clean waters and related habitats are vitally important to the migration of many bird species, as well as fish. Other important resources include a rare and endangered joint vetch, short nose sturgeon and striped bass, and a pre-historic settlement site. Historically, the Maurice River is home to a rich fishing, boating, and oystering heritage. The river is a critical link between the Pineland National Reserve and the Delaware Estuary and serves as the western boundary of the Pinelands. The designated corridor includes the cities of Vineland and Millville, and the townships of Maurice River, Commercial, and Buena Vista.

In 1994, a memorandum of understanding (MOU) between Buena Vista, Commercial, and Maurice River Townships, the Cities of Millville and Vineland, Cumberland County, and the National Park Service was drafted to implement local river management plans. Each municipality has adopted a local plan and zoning regulations to ensure that only appropriate land uses are developed in the corridor and to protect important natural, cultural, and recreational resources. Consequently, the municipalities remain responsible for day-to-day management of the river corridor.

The Maurice River Corridor Study would look at 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 would lay the groundwork for future connectivity of Cumberland County into the larger South Jersey Trails and Circuit Trail networks.

This effort will result in the development of a corridor study that will provide counties and municipalities surrounding the Maurice River guidance in the preservation and enhancement of



the corridor. The study may include both high level planning recommendations as well as various implementation strategies for the Maurice River corridor.

Funding: \$85110,000 (FHWA-PL)

Project Manager: Jason Simmons

Anticipated Release Date: October 2022

23/403 FY 2023 Demographics Analysis (2-year)

The release of 2020 Census data has prompted a major update to SJTPO's demographic forecasts. Demographic forecasts are a fundamental component of the regional transportation planning process. The demographic forecasts serve as the foundation for the latest planning assumptions, which drive the development of the RTP and the accompanying transportation conformity process. Demographics are also a crucial input into SJTPO's regional travel demand model, which is used for the regional emissions analysis that is required for transportation conformity. In addition, SJTPO frequently receives requests from outside entities for the official set of demographic forecasts for the four-county region it serves, as well as traffic volume projections produced by the regional travel demand model. Having up-to-date demographic data is crucial to many aspects of the transportation planning process.

This technical study entails the creation of a new set of demographic forecasts that will incorporate the results of the 2020 Census, repercussions from the pandemic, and other material impacts to the regional economy since the last demographic projections were adopted in September 2019. This set of forecasts will include both year-round and seasonal forecasts disaggregated down to the Traffic Analysis Zone (TAZ) level and will serve as the latest planning assumptions for the RTP, expected to be adopted in January 2025.

Funding: \$70,000 (FHWA-PL)

Project Manager: David Heller

Anticipated Release Date: December 2022

23/404 Air Quality Post Processor Development (2-year)

Transportation conformity is required whenever the RTP and/or TIP is updated. Transportation conformity is demonstrated via a regional emissions analysis, which involves the running of a sophisticated travel demand model, followed by an air quality emissions model with the result being projected emissions generated from all future transportation projects in the RTP and TIP. The air quality emissions model is developed by the United States Environmental Protection



Agency (US EPA) and is known as MOVES. Before the output from the travel demand model can be fed into the MOVES emissions model, it must be reformatted in such a way that MOVES will be able to read the files. SJTPO currently uses a commercial proprietary package but would like to transition to a non-proprietary, open-source post-processor to allow all air quality related work to be completed in-house, without reoccurring consultant support.

SJTPO is seeking support to develop a post-processor that would effectively link the outputs of SJTPO's CUBE-based travel demand model and process the outputs into a format that can be readily input into the latest version of MOVES. The main outputs from the travel demand model that would be fed into the MOVES 3 emissions model, using the inventory approach, include:

- Vehicle miles traveled (VMT) by Source and Vehicle Type
- Speed Distribution
- Road Type Distribution

The post-processor must adjust the model's base year VMT to match that reported by the NJDOT Highway Performance Monitoring System (HPMS). The HPMS reports VMT by county and by roadway functional classification. HPMS adjustments are required for the [transportation conformity process](#).

Funding: \$35,000 (FHWA-PL)

Project Manager: David Heller

Anticipated Release Date: September 2022

23/405 SJTPO Regional Freight Plan (2-year)

Freight is an issue of great and increasing complexity and importance given changes in supply chains and the broader economy. Federal transportation legislation provides a great emphasis on freight, which is reiterated in multiple goals guiding SJTPO's [Regional Transportation Plan, RTP 2050](#). In 2017, New Jersey developed its current Statewide Freight Plan, which will be updated in 2022. To put South Jersey on a strong footing to support regional freight, SJTPO will develop a [Regional Freight Plan](#). This [Regional Freight Plan](#) will then inform future updates to SJTPO's RTP, the [New Jersey Statewide Freight Plan](#), as well as SJTPO's project selection process. The objective is a [plan that will be integrated into the regional planning process](#).

SJTPO has been working to lay the groundwork for a Regional Freight Plan. Most notably, SJTPO recently completed the [Regional Freight Plan Data Collection and Analysis technical study](#). This study conducted several data collection and analysis efforts that included identifying major freight generators, identifying the regional freight network, and screening the freight network



for issues that may warrant future investment. This effort would take the products of that effort and develop the Regional Freight Plan. The [Regional Freight Plan](#) will help identify opportunities to improve efficiency in goods movement and assist local, regional, and state leadership in prioritizing future investments in freight-related transportation infrastructure.

The Regional Freight Plan will consider the New Jersey Statewide Freight Plan and all recent regional freight studies. The effort will include any additional data collection and analyses needed. The [Regional Freight Plan](#) will acknowledge and incorporate the state system covered in the Statewide Freight Plan but will focus on the local and regional systems. The [Regional Freight Plan](#) will prioritize the region's freight locations of interest, and prioritize a list of proposed projects, practices, and policies to best meet the needs of regional freight.

This effort will result in the development and adoption of a Regional Freight Plan that considers the full network including roads, rail, bridges, ports, airports, intermodal facilities, and truck parking, as well as addresses conflicts with freight in a balanced way, such as in implementing complete streets. The [Regional Freight Plan](#) will identify potential network improvements and improve connectivity with state and national networks.

Funding: \$152,000 (FHWA-PL)

Project Manager: [William Schiavi](#)

Anticipated Release Date: [October 2022](#)

23/403406: Countywide Local Road Safety Plans (2-year)

Local Road Safety Plans are recognized by FHWA as one of its 28 [Proven Safety Countermeasures](#). According to FHWA, "a local road safety plan (LRSP) provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads. The LRSP development process and content are tailored to local issues and needs. The process results in a prioritized list of issues, risks, actions, and improvements that can be used to reduce fatalities and serious injuries on local roads."

In 2020, New Jersey updated its statewide [Strategic Highway Safety Plan \(SHSP\)](#), through a collaborative process, including partners at the state, regional, and local levels, inclusive of the public, private, and non-profit sectors from north, central, and southern New Jersey. The result is a plan that assesses crash activity in New Jersey and prioritizes issues into emphasis areas, goals, strategies, and actions with teams in place to advance action items in designated emphasis areas. To support the statewide SHSP and advance its issues, at the local level, NJDOT requested that MPOs work with counties to advance local road safety plans, appropriate to local context.



The purpose of this technical study will be 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 SHSP with further guidance from FHWA resources, as well as other countywide efforts across the country. The effort will focus on identifying and convening a diverse and inclusive series of stakeholders, representing public, private, and non-profit partners from all parts of each county, inclusive of urban, suburban, and rural areas, and at the regional, county, and municipal levels. Activities will include data analyses, stakeholder workshops and coordination, as well as the identification of prioritized safety issues, identified risks, and context-appropriate actions and improvements for each county.

The efforts of this technical study will be funded using resources allocated from the Statewide Program, Highway Safety Improvement Program, database number (DBNUM) 09388. The Statewide Program specifically references that the Local Safety Plan will provide the MPOs with resources to develop Local Safety Plans for their subregions, as described within the STIP (FFY 2022-2031).

Funding: \$1,600,0003,046,701 (FHWA-HSIP)

Project Manager: Alan Huff

Anticipated Release Date: February 2022

Table 5a
Funding Overview for FY 2023 UPWP

last revised **6/29/2022**

			Budget	
23/ 100	Central Staff Work Program			
23/ 101	Central Staff Salaries/Labor, excluding Task 23/165 Technical Program Management		\$	1,034,285
23/ 102	Operating/Direct Expenses, excluding Task 23/165 Technical Program Management		\$	215,940
			<i>Subtotal Central Staff Work Program</i> \$ 1,250,225	
23/ 200	Financial Administration			
23/ 201	Financial & Administrative Services		\$	71,500
			<i>Subtotal Financial Administration</i> \$ 71,500	
23/ 300	Subregional Planning Work Programs			
23/ 301	Atlantic County		\$	142,000
23/ 302	Cape May County		\$	55,000
23/ 303	Cumberland County		\$	103,200
23/ 304	Salem County		\$	43,000
			<i>Subtotal Subregional Planning Work Programs (80% Federal + 20% Local Match)</i> \$ 343,200	
23/ 400	Technical Program			
23/ 165	Technical Program Management			\$116,815
23/ 401	Microtransit Feasibility Study		\$	70,000
23/ 402	Maurice River Corridor Study		\$	110,000
23/ 403	FY 2023 Demographics Analysis	FHWA PL	\$	70,000
23/ 404	Air Quality Post Processor Development		\$	35,000
23/ 405	SJTPO Regional Freight Plan		\$	152,000
23/ 406	Countywide Local Road Safety Plans	FHWA HSIP	\$	3,046,701
			<i>Subtotal Technical Program</i> \$ 3,600,516	
			FY 2023 Total Program (including Local Match) \$ 5,265,441	
			20% Local Match \$ 68,640.00	
			FY 2023 Total Programmed FHWA Resources (excluding Local Match) \$ 5,196,801	

Table 5b
Funding Overview for NJDOT Continuing Task Orders

last revised **6/28/2022**

			Total Initial	Expended to	Remaining
			Budget	Date	Budget
18/ 407	Cumberland County Bicycle/Pedestrian Safety Action Plan		\$ 401,926.25	\$ 375,471.26	\$ 26,454.99
	Local Safety Program Design Assistance		\$ -	\$ -	\$ -
19/ 405	Five Points Roundabout		\$ 279,590.75	\$ 244,905.34	\$ 34,685.41
	Six Points Roundabout		\$ 291,891.47	\$ 256,323.65	\$ 35,567.82
20/ 403	Regional Trail Network – Feasibility Survey		\$ 87,506.98	\$ 86,224.57	\$ 1,282.41
21/ 401	SJTPO Regional Freight Plan Data Collection and Analysis		\$ 154,000.00	\$ 133,838.35	\$ 20,161.65
21/ 402	Air Quality Technical Assistance		\$ 20,000.00	\$ 19,688.24	\$ 311.76
22/ 401	Automated Traffic Signal Performance Feasibility and Deployment		\$ 75,000.00	\$ 37,217.11	\$ 37,782.89
22/ 402	Regional Trails Network - Feasibility Survey, Cape May County		\$ 80,000.00	\$ 1,465.16	\$ 78,534.84
22/ 404	Air Quality Technical Assistance		\$ 35,000.00	\$ -	\$ 35,000.00
NJDOT Continuing Task Orders Total			\$ 1,424,915.45	\$ 1,155,133.68	\$ 269,781.77
			FY 2023 Total Program (including Local Match) \$ 6,690,356.45		\$ 5,535,222.77
			FY 2023 Total Programmed FHWA Resources (excluding Local Match) \$ 6,621,716.45		\$ 5,466,582.77

Table 6
Programmed USDOT Planning Resources

last revised **6/29/2022**

	Budget
100% FTA PL (FY'19) Carryover - FY 2019 UPWP Release of Funds	\$45,782
FHWA FY 2022 Planning (PL) Allocation	\$1,069,588
additional FHWA FY 2022 Planning (PL) Allocation, IIJA	\$170,167
FHWA/FTA Consolidated Planning FY 2022 PL Flex from Section 5303	\$449,754
additional FHWA/FTA Consolidated Planning FY 2022 PL Flex from Section 5304, IIJA	\$105,049
Unused FTA funds	\$44,800
<i>Subtotal FHWA PL</i>	\$1,885,140
FHWA Highway Safety Improvement Program (HSIP) Funds	\$3,046,701
<i>Subtotal FHWA HSIP</i>	\$3,046,701
FHWA Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds	\$0
<i>Subtotal FHWA CMAQ</i>	\$0
FHWA FY 2021 Surface Transportation Block Grant Program funds	\$264,960
<i>Subtotal STBGP-AC</i>	\$264,960
<i>Total Federal Funds</i>	\$5,196,801
Subregional Planning Work Programs Local Match	\$68,640
<i>Total Local Match</i>	\$68,640
FY 2023 Total Program (including Local Match)	\$5,265,441
20% Local Match	\$68,640
FY 2023 Total Programmed FHWA Resources	\$5,196,801
NJDOT Continuing Task Orders Remaining Budget Total	\$269,781.77
Grand Total (including 20% Local Match)	\$5,535,222.77
Grand Total (excluding 20% Local Match)	\$5,466,582.77

**Table 7
USDOT Funding Source Summary**

last revised 6/29/2022

NO.	TASK	PL including Flexed FTA Section 5303	FHWA			Total Federal	Local Match	Total Program	
			HSIP	CMAQ	STBGP-AC				
23/ 100 Central Staff Work Program									
23/	101	Central Staff Salaries/Labor, excluding Task 23/165 Technical Program Management	\$1,034,285	\$0	\$0	\$0	\$1,034,285	\$0	\$1,034,285
23/	102	Operating/Direct Expenses, excluding Task 23/165 Technical Program Management	\$215,940	\$0	\$0	\$0	\$215,940	\$0	\$215,940
<i>Subtotal Central Staff Work Program</i>			\$1,250,225	\$0	\$0	\$0	\$1,250,225	\$0	\$1,250,225
23/ 200 Financial Administration									
23/	201	Financial & Administrative Services	\$71,500	\$0	\$0	\$0	\$71,500	\$0	\$71,500
<i>Subtotal Financial Administration</i>			\$71,500	\$0	\$0	\$0	\$71,500	\$0	\$71,500
23/ 300 Subregional Planning Work Programs									
						(80%)	(20%)	(100%)	
23/	301	Atlantic County	\$0	\$0	\$0	\$113,600	\$113,600	\$28,400	\$142,000
23/	302	Cape May County	\$9,600	\$0	\$0	\$34,400	\$44,000	\$11,000	\$55,000
23/	303	Cumberland County	\$0	\$0	\$0	\$82,560	\$82,560	\$20,640	\$103,200
23/	304	Salem County	\$0	\$0	\$0	\$34,400	\$34,400	\$8,600	\$43,000
<i>Subtotal Subregional Planning Work Programs</i>			\$9,600	\$0	\$0	\$264,960	\$274,560	\$68,640	\$343,200
23/ 400 Technical Program									
23/	165	Technical Program Management	\$116,815	\$0	\$0	\$0	\$116,815	\$0	\$116,815
23/	401	Microtransit Feasibility Study	\$70,000	\$0	\$0	\$0	\$70,000	\$0	\$70,000
23/	402	Maurice River Corridor Study	\$110,000	\$0	\$0	\$0	\$110,000	\$0	\$110,000
23/	403	FY 2023 Demographics Analysis	\$70,000	\$0	\$0	\$0	\$70,000	\$0	\$70,000
23/	404	Air Quality Post Processor Development	\$35,000	\$0	\$0	\$0	\$35,000	\$0	\$35,000
23/	405	SJTPO Regional Freight Plan	\$152,000	\$0	\$0	\$0	\$152,000	\$0	\$152,000
23/	406	Countywide Local Road Safety Plans	\$0	\$3,046,701	\$0	\$0	\$3,046,701	\$0	\$3,046,701
<i>Subtotal Technical Program</i>			\$553,815	\$3,046,701	\$0	\$0	\$3,600,516	\$0	\$3,600,516
FY 2023 Total Program			\$1,885,140	\$3,046,701	\$0	\$264,960	\$5,196,801	\$68,640	\$5,265,441
NJDOT Continuing Task Orders Total Initial Budget			\$451,506.98	\$973,408.47	\$0.00	\$0.00	\$1,424,915.45	\$0.00	\$1,424,915.45
Grand Total			\$2,336,646.98	\$4,020,109.47	\$0.00	\$264,960.00	\$6,621,716.45 *	\$68,640.00	\$6,690,356.45 **

* FY 2023 Total Programmed FHWA Resources (excluding Local Match)

** FY 2023 Total Program (including Local Match)

**Table 8
Central Staff Work Program
Breakdown of Estimated Costs by Task**

last revised 6/29/2022

NO.	TASK	TASK RATIO	Central Staff Work Program Task 23/100	Salaries/Labor Task 23/101	Operating/Direct Expenses Task 23/102
23/ 110	Transportation Planning				
23/ 111	Performance Based Planning	2.25%	\$ 30,760	\$ 25,450	\$ 5,310
23/ 112	Complete Streets Planning	2.00%	\$ 27,340	\$ 22,620	\$ 4,720
23/ 113	Transit/Human Services Planning	3.25%	\$ 44,430	\$ 36,760	\$ 7,670
23/ 114	Regional Transportation Plan (RTP) Development	5.25%	\$ 71,770	\$ 59,380	\$ 12,390
23/ 115	Transportation Safety Planning	4.25%	\$ 58,100	\$ 48,070	\$ 10,030
23/ 116	Congestion Management & Relief Planning	2.00%	\$ 27,340	\$ 22,620	\$ 4,720
23/ 117	Economic Development & Tourism	2.50%	\$ 34,175	\$ 28,275	\$ 5,900
23/ 118	Resiliency & Reliability Planning	1.00%	\$ 13,670	\$ 11,310	\$ 2,360
23/ 119	Intelligent Transportation Systems Planning	0.75%	\$ 10,250	\$ 8,480	\$ 1,770
23/ 120	Environmental & Air Quality Planning	1.75%	\$ 23,925	\$ 19,795	\$ 4,130
23/ 121	Regional Coordination & Collaboration	3.50%	\$ 47,845	\$ 39,585	\$ 8,260
	<i>Subtotal Transportation Planning</i>		\$ 389,605	\$ 322,345	\$ 67,260
23/ 130	Capital Programming & Project Development				
23/ 131	Transportation Improvement Program (TIP)	9.00%	\$ 123,035	\$ 101,795	\$ 21,240
23/ 132	Local Project Development	3.00%	\$ 41,010	\$ 33,930	\$ 7,080
	<i>Subtotal Capital Programming & Project Development</i>		\$ 164,045	\$ 135,725	\$ 28,320
23/ 140	Safety Education				
23/ 141	Safety Education Programs & Presentations	4.75%	\$ 64,935	\$ 53,725	\$ 11,210
23/ 142	Safety Education Collaboration & Professional Development	1.25%	\$ 17,090	\$ 14,140	\$ 2,950
	<i>Subtotal Safety Education</i>		\$ 82,025	\$ 67,865	\$ 14,160
23/ 150	Public Outreach				
23/ 151	Public Involvement & Outreach	10.50%	\$ 143,540	\$ 118,760	\$ 24,780
23/ 152	Equity & Public Health	7.00%	\$ 95,690	\$ 79,170	\$ 16,520
	<i>Subtotal Public Outreach</i>		\$ 239,230	\$ 197,930	\$ 41,300
23/ 160	Program Management				
23/ 161	Administration & Internal Management	15.50%	\$ 211,890	\$ 175,310	\$ 36,580
23/ 162	Board & Committee Support	7.50%	\$ 102,530	\$ 84,830	\$ 17,700
23/ 163	Unified Planning Work Program	2.50%	\$ 34,175	\$ 28,275	\$ 5,900
23/ 164	Subregional Planning Work Program Management	2.00%	\$ 27,340	\$ 22,620	\$ 4,720
23/ 165	Technical Program Management	8.50%	\$ 116,200	\$ 96,140	\$ 20,060
	<i>Subtotal Program Management</i>		\$ 492,135	\$ 407,175	\$ 84,960
	Central Staff Work Program Grand Total	100%	\$ 1,367,040	\$ 1,131,040	\$ 236,000

see FY 2023 Central Staff estimates using 4.27.2021_FY 2022 Fringe Rate to calculate FY 2023 Central Staff estimates, Budgeted Base Salary FY 2023

**Table 11
NJDOT Continuing Task Orders**

last revised 6/29/2022

NO. TASK	FHWA				Total Initial Budget	Expended to Date	Remaining Budget
	PL	HSIP	CMAQ	STBGP			
18/ 407 Cumberland County Bicycle/Pedestrian Safety Action Plan Local Safety Program Design Assistance	\$ -	\$ 401,926.25	\$ -	\$ -	\$ 401,926.25	\$ 375,471.26	\$ 26,454.99
19/ 405 Five Points Roundabout	\$ -	\$ 279,590.75	\$ -	\$ -	\$ 279,590.75	\$ 244,905.34	\$ 34,685.41
Six Points Roundabout	\$ -	\$ 291,891.47	\$ -	\$ -	\$ 291,891.47	\$ 256,323.65	\$ 35,567.82
20/ 403 Regional Trail Network – Feasibility Survey	\$ 87,506.98	\$ -	\$ -	\$ -	\$ 87,506.98	\$ 86,224.57	\$ 1,282.41
21/ 401 SJTPO Regional Freight Plan Data Collection and Analysis	\$ 154,000.00	\$ -	\$ -	\$ -	\$ 154,000.00	\$ 133,838.35	\$ 20,161.65
21/ 402 Air Quality Technical Assistance	\$ 20,000.00	\$ -	\$ -	\$ -	\$ 20,000.00	\$ 19,688.24	\$ 311.76
22/ 401 Automated Traffic Signal Performance Feasibility and Deployment	\$ 75,000.00	\$ -	\$ -	\$ -	\$ 75,000.00	\$ 37,217.11	\$ 37,782.89
22/ 402 Regional Trails Network - Feasibility Survey, Cape May County	\$ 80,000.00	\$ -	\$ -	\$ -	\$ 80,000.00	\$ 1,465.16	\$ 78,534.84
22/ 404 Air Quality Technical Assistance	\$ 35,000.00	\$ -	\$ -	\$ -	\$ 35,000.00	\$ -	\$ 35,000.00
NJDOT Continuing Task Order Total	\$ 451,506.98	\$ 973,408.47	\$ -	\$ -	\$ 1,424,915.45	\$ 1,155,133.68	\$ 269,781.77

NO. TASK	Task Order Number	Federal Project	Encumbrance Number	Job Number	Source	Period of Performance	
18/ 407 Cumberland County Bicycle/Pedestrian Safety Action Plan Local Safety Program Design Assistance	PL-SJ-18-02	LS3ED00S(160)	--	6000353	100% HSIP	6/30/2022	*
19/ 405 Five Points Roundabout Six Points Roundabout	PL-SJ-19-02 PL-SJ-19-03	HSIP-0613(101) HSIP-0674(302)	-- --	7110318 7110319	100% HSIP 100% HSIP	12/12/2022 12/12/2022	**
20/ 403 Regional Trail Network – Feasibility Survey	PL-SJ-20-01	L450D00S305 / Z450D00S305 Technical Studies	62003064440 62003064447	2206830	FY '19 MET PL	6/30/2022	***
21/ 401 SJTPO Regional Freight Plan Data Collection and Analysis	PL-SJ-21-01	Z450D00S400 Technical Studies	62003104303	2207076	FY '20 PL funds	6/30/2022	****
21/ 402 Air Quality Technical Assistance	PL-SJ-21-01	Z450D00S400 Technical Studies	62003104303	2207076	FY '20 PL funds	6/30/2022	*****
22/ 401 Automated Traffic Signal Performance Feasibility and Deployment	PL-SJ-22-01	Z45ED00S525	62003143160	2207260	100% FHWA-PL	6/30/2023	
22/ 402 Regional Trails Network - Feasibility Survey, Cape May County	PL-SJ-22-01	Z45ED00S525	62003143160	2207260	100% FHWA-PL	6/30/2023	
22/ 404 Air Quality Technical Assistance	PL-SJ-22-01	Z45ED00S525	62003143160	2207260	100% FHWA-PL	6/30/2023	*****

* Original Period of Performance - 6/30/2021; Modification Number 2 increased funds by \$57,145.61 extending Period of Performance to 6/30/2022 (fully executed 7/8/2021)

** Original Period of Performance - 12/12/2021; Modification Number 2 extended Period of Performance to 12/12/2022 (fully executed 12/1/2020)

*** Original Period of Performance - 6/30/2021; Modification Number 3 extended Period of Performance to 6/30/2022 (fully executed 6/15/2021)

**** Original Period of Performance - 6/30/2021; Modification Number 1 extended Period of Performance to 6/30/2022 (fully executed 2/10/2021)

***** Modification 2 & 3 added new task, reallocating \$20,000 from Central Staff Salaries/Labor (fully executed 7/20/2021)

***** Modification 3 added a new task (Task 22/404), no additional funds for Federal Project D00S525 (fully executed 4/22/2022)

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2207-23: Approving an Amendment to the FY 2023 Unified Planning Work Program Adding Tasks under the Technical Program

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

WHEREAS, on March 28, 2022, the SJTPO Policy Board approved the SJTPO FY 2023 UPWP, which included a total of \$3,474,884 in Total Programmed FHWA Resources and allocated \$155,000 of FHWA-PL funds and \$1,600,000 of HSIP funds within the Technical Program; and

WHEREAS, the new federal legislation, Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL), increased the amount of Metropolitan Planning (PL) funds made available to MPOs; and

WHEREAS, the increase in PL funds will result in a total of \$275,216 additional resources to SJTPO, broken out into \$170,167 in FHWA funds and an additional \$105,049 in FTA funds; and

WHEREAS, SJTPO seeks to amend the FY 2023 UPWP to add three new tasks within the Technical Program, including Task 23/403 FY 2023 Demographics Analysis, Task 23/404 Air Quality Post Processor Development, and Task 23/405 SJTPO Regional Freight Plan; and

WHEREAS, \$25,000 will be added to Task 23/402 Maurice River Corridor Study, resulting in a revised total of \$553,815 of FHWA-PL funds within the Technical Program, including Central Staff costs associated with Task 23/165 Technical Program Management; and

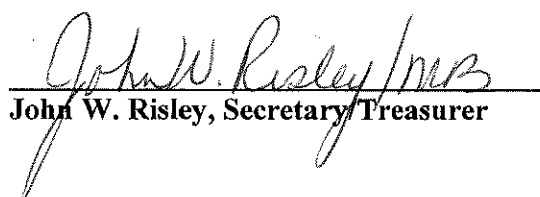
WHEREAS, \$3,046,701 of HSIP funds is required to complete the technical study for Task 23/406 Countywide Local Road Safety Plans, resulting in a revised total of \$5,196,801 in Total Programmed FHWA Resources programmed in SJTPO's FY 2023 UPWP; and

NOW, THEREFORE BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves an amendment to the SJTPO FY 2023 UPWP to add new tasks within the Technical Program.

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

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting on July 25, 2022.


John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2207-24: Approving an Amendment to the FFY 2022-2031 Transportation Improvement Program Adding the Atlantic City Corridor Revitalization and Safety Project

PROPOSAL

At its July 11, 2022 meeting, the Technical Advisory Committee recommended that the Policy Board approve an amendment to the FFY 2022-2031 Transportation Improvement Program (TIP), as requested by Atlantic City.

BACKGROUND

Atlantic City has requested to add a new project to the FFY 2022-2031 TIP to include their Atlantic City Corridor Revitalization and Safety Project (DBNUM S2203). Funding for this project is through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program. Atlantic City was awarded the grant in the amount of \$10,349,444.

Atlantic City will utilize this RAISE grant funding in conjunction with other funds to install fiber throughout Pacific and Arctic Avenues, furthering the city's ability to implement various ITS strategies, including signal synchronization. Other work will include the implementation of a road diet along Atlantic Avenue, LED street lighting, upgraded ADA accessibility, and enhanced transit access.

FY 2020-2029 TRANSPORTATION IMPROVEMENT PROGRAM
South Jersey Transportation Planning Organization

BEFORE

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

Project Description:

ASSET MANAGEMENT CATEGORY:	SPONSOR:
AIR QUALITY CODE (NON-EXEMPT/EXEMPT):	
FINANCIAL PLAN REQUIREMENT:	
STRUCTURE NO: NA	LEGISLATIVE DISTRICT:

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029

AFTER

Project Name: Atlantic City Corridor Revitalization and Safety Project			MILEPOST(S):				
DBNUM: S2203	UPC: 223720		Atlantic Ave 5.48 to 8.10; Pacific Ave 0.00 to 2.20; Winchester 0.00 to 0.2; Artic Ave 0.20 to 1.70				
COUNTY: Atlantic							
MUNICIPALITY: City of Atlantic City							

This project will design for fiber installation on Pacific Avenue and Artic Avenue from South Carolina Avenue to Albany Avenue. Additional phases include fiber installation on Pacific and Artic Avenues and signal synchronization and the implementation of the Atlantic Avenue safety improvements from Tennessee to Albany Avenue. This work will consist of a road diet with dedicated bike lanes, wayfinding, LED streetlighting, upgraded ADA accessibility, signal synchronization, and enhanced transit safety.

ASSET MANAGEMENT CATEGORY:	Local system support-local roadway improvements	SPONSOR: Atlantic County
AIR QUALITY CODE (NON-EXEMPT/EXEMPT):	S10 (Exempt)	
FINANCIAL PLAN REQUIREMENT:		
STRUCTURE NO: NA		LEGISLATIVE DISTRICT: 2

			<i>Amounts in Millions of Dollars</i>									
MPO	PHASE	FUND	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
SJTPO	DES	RAISE		.550								
SJTPO	CON	RAISE			4.163							
SJTPO	DES	CMAQ	0.30		1.2							
SJTPO	CON	RAISE				5.635						

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2207-24: Approving an Amendment to the FFY 2022-2031 Transportation Improvement Program Adding the Atlantic City Corridor Revitalization and Safety 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, MPOs 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, Atlantic City is requesting to add their Atlantic City Corridor Revitalization and Safety Project (DBNUM S2203) to the FFY 2022-2031 TIP as a new project; and

WHEREAS, this project has been reviewed by SJTPO, NJDOT, and other partners to ensure that the project will advance the goals of the RTP 2050; and

WHEREAS, will enhance pedestrian and bicycle safety along Atlantic Avenue as well as reduce congestion along Pacific, Atlantic, and Arctic Avenues; and

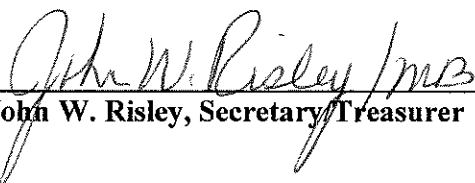
WHEREAS, the fiscal constraint of the TIP is maintained as funding is provided by a U.S. Department of Transportation Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant; and

WHEREAS, the 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 the minor amendment to add the Atlantic City Corridor Revitalization and Safety Project to the current FFY 2022-2031 TIP.

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 on July 25, 2022.



John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2207-25: Adopting the System Performance (PM3) CMAQ Congestion Performance Targets for the Philadelphia, PA-NJ-DE-MD Urbanized Area

PROPOSAL:

At its July 11, 2022 meeting, the Technical Advisory Committee recommended that the Policy Board endorse and adopt the System Performance (PM3) CMAQ Congestion Performance Targets as established by NJDOT in conjunction with the SJTPO and other member agencies constituting the Philadelphia, PA-NJ-DE-MD Urbanized Area.

BACKGROUND:

In the interest of improving accountability and transparency, Congress passed the FAST Act and the IIJA, which led to the promulgation of performance measures and targets covering the national goals for the Federal-Aid Highway System (23 USC 150). To that end, the Federal Highway Administration (FHWA) enacted the System Performance Measure Final Rule (23 CFR 490), which establishes national performance measures for assessing performance for carrying out the Congestion Mitigation and Air Quality (CMAQ) program. The two required congestion performance measures are:

- Peak Hour Excessive Delay (PHED) Per Capita
- Percent of Non-Single Occupancy Vehicle (non-SOV) travel

For both the percent non-SOV travel and the PHED per capita measures, both two and four-year targets are required from the base year. The targets for these specific measures are to be included in the Baseline Performance Report for the 2nd Performance Period that is due to the FHWA no later than October 1, 2022. Targets can be adjusted in two years, if necessary. Definitions of the congestion measures, as well as a specific citation in the rule, are as follows:

1. **Peak Hour Excessive Delay (PHED):** Annual hours of peak hour excessive delay per capita on the National Highway System (NHS). The threshold for the excessive delay is based on the travel time at 20 miles per hour or 60% of the posted speed limit travel time, whatever is greater (measured in 15-minute intervals). Details of the related rule governing this congestion performance measure can be found at [23 CFR 490.707\(a\)](#).
2. **Percent of Non-Single Occupancy Vehicle (non-SOV) travel:** Percent of non-single occupancy vehicle travel within a specified urbanized area. Examples of non-single occupancy vehicle travel may include travel via carpool, van, public transportation, commuter rail, walking or bicycling as well as telecommuting. Details of the related rule governing this congestion performance measure can be found at [23 CFR 490.707 \(b\)](#).

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

These specific measures apply to Urbanized Areas with a population of over 1 million. A small portion of the SJTPO region (specifically western Salem County, including parts of Salem City, Pennsville, and Carney's Point, and western Atlantic County, in and around Collings Lakes), falls within the Philadelphia, PA-NJ-DE-MD Urbanized Area (population of approximately 5.5 million).

As such, SJTPO is required to take formal action for these targets. The staff has worked closely with the Delaware Valley Regional Planning Commission (DVRPC), the New Jersey Department of Transportation (NJDOT), the Pennsylvania Department of Transportation (PennDOT), the North Jersey Transportation Planning Authority (NJTPA), the Wilmington Area Planning Council (WILMAPCO), the Lehigh Valley Planning Commission, the Berks County MPO, the Lancaster County MPO, and the Maryland State Highway Administration in developing the following realistic targets for each of these two measures.

- **Peak Hour Excessive Delay (PHED) Per Capita**

Baseline Measure (2021): 13.1 person-hours/capita

- 2-year target (2023): **15.2** person-hours/capita
- 4-year target (2025): **15.1** person-hours/capita

- **Percent of Non-Single Occupancy Vehicle (non-SOV) travel**

Baseline, based on 2012-2016 American Community Survey (ACS): 30.6%

- 2-year target (2022-2023): **30.0%**
- 4-year target (2022-2025): **30.0%**

The SJTPO's action on targets (either specific numeric targets or support for the state targets) is to be reported to NJDOT and must be available to FHWA if requested.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2207-25: Adopting the System Performance (PM3) CMAQ Congestion Performance Targets for the Philadelphia, PA-NJ-DE-MD Urbanized Area

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

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

WHEREAS, the Federal Highway Administration (FHWA) published the final rule, (23 CFR Part 490), on the System Performance Measures on January 18, 2017, requiring the New Jersey Department of Transportation (NJDOT) and MPOs to develop and adopt targets assessing annual hours of peak hour excessive delay (PHED) per capita and percentage of non-single-occupancy vehicle (non-SOV) travel in all urbanized areas of more than 1 million people, who are also in nonattainment or maintenance for ozone; and

WHEREAS, with a population of approximately 5.5 million, the Philadelphia-PA-NJ-DE-MD Urbanized Area meets this threshold; and

WHEREAS, a small portion of the SJTPO region falls within the Philadelphia, PA-NJ-DE-MD Urbanized Area; and

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

WHEREAS, SJTPO coordinated with the Delaware Valley Regional Planning Commission (DVRPC), the New Jersey Department of Transportation (NJDOT), the Pennsylvania Department of Transportation (PennDOT), the North Jersey Transportation Planning Authority (NJTPA), the Wilmington Area Planning Council (WILMAPCO), the Lehigh Valley Planning Commission, the Berks County MPO, the Lancaster County MPO, and the Maryland State Highway Administration on analyzing trends and developing appropriate congestion performance targets; and

WHEREAS, for Peak Hour Excessive Delay (PHED) Per Capita, the members of the Philadelphia-PA-NJ-DE-MD Urbanized Area agreed to a baseline is 13.1 person-hours/capita, with a 2-year target of 15.2 person-hours/capita, and a 4-year target of 15.1 person-hours/capita; and


WHEREAS, for the Percent of Non-Single Occupancy Vehicle (non-SOV), the members of the Philadelphia-PA-NJ-DE-MD Urbanized Area agreed to a baseline is 30.6%, with a 2-year target of 30.0% and a 4-year target of 30.0%; and

NOW, THEREFORE, BE IT RESOLVED, that the SJTPO hereby endorses and adopts the statewide targets for each of the System Performance (PM3) CMAQ Congestion Performance Targets set by NJDOT in collaboration with the Philadelphia, PA-NJ-DE-MD member agencies, as required by the National Performance Management Measures Congestion Mitigation and Air Quality Improvement Program Final Rule (23 CFR 490); and

BE IT FURTHER RESOLVED, that the SJTPO will program investments that support the achievement of the congestion performance targets in support of the CMAQ 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 on July 25, 2022.



John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2207-26: Adopting System Performance (PM3) CMAQ Congestion Performance Targets for the Atlantic City, NJ Urbanized Area

PROPOSAL:

At its July 11, 2022 meeting, the Technical Advisory Committee recommended that the Policy Board endorse and adopt the System Performance (PM3) CMAQ Congestion Performance Targets as established by NJDOT in conjunction with the SJTPO and other member agencies constituting the Atlantic City, NJ Urbanized Area.

BACKGROUND:

In the interest of improving accountability and transparency, Congress passed the FAST Act and the IIJA, which led to the promulgation of performance measures and targets covering the national goals for the Federal-Aid Highway System (23 USC 150). To that end, the Federal Highway Administration (FHWA) enacted the System Performance Measure Final Rule (23 CFR 490), which establishes national performance measures for assessing performance for carrying out the Congestion Mitigation and Air Quality (CMAQ) program. The two required congestion performance measures are:

- Peak Hour Excessive Delay (PHED) Per Capita
- Percent of Non-Single Occupancy Vehicle (non-SOV) travel

For both the percent non-SOV travel and the PHED per capita measures, both two and four-year targets are required from the base year. The targets for these specific measures are to be included in the Baseline Performance Report for the 2nd Performance Period that is due to the FHWA no later than October 1, 2022. Targets can be adjusted in two years, if necessary. Definitions of the congestion measures, as well as a specific citation in the rule, are as follows:

1. **Peak Hour Excessive Delay (PHED):** Annual hours of peak hour excessive delay per capita on the National Highway System (NHS). The threshold for the excessive delay is based on the travel time at 20 miles per hour or 60% of the posted speed limit travel time, whatever is greater (measured in 15-minute intervals). Details of the related rule governing this congestion performance measure can be found at [23 CFR 490.707\(a\)](#).
2. **Percent of Non-Single Occupancy Vehicle (non-SOV) travel:** Percent of non-single occupancy vehicle travel within a specified urbanized area. Examples of non-single occupancy vehicle travel may include travel via carpool, van, public transportation, commuter rail, walking or bicycling as well as telecommuting. Details of the related rule governing this congestion performance measure can be found at [23 CFR 490.707 \(b\)](#).

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

During the first performance period, 2018-2021, these specific measures applied to urbanized areas with a population over 1 million. Beginning with the second performance period (2022-2025), and continuing onward, this rule is applicable to urbanized areas with a population over 200,000.

The Atlantic City, NJ Urbanized Area has a population of nearly 240,000 and lies entirely within the SJTPO region. As such, CMAQ congestion performance targets must be established for this area during this second performance period.

To assist in the development of the new targets, staff established an Atlantic City UZA Coordination Group, consisting of SJTPO, NJDOT, Atlantic and Cape May Counties, and Atlantic City, with participation from NJTPA and DVRPC. Coordination Group worked closely to develop realistic targets, as follows:

- **Peak Hour Excessive Delay (PHED) Per Capita**
Baseline Measure (2021): 6.1 person-hours/capita
 - 2-year target (2023): 6.3 person-hours/capita
 - 4-year target (2025): 6.2 person-hours/capita

- **Percent Non-Single-Occupancy Vehicle (Non-SOV) Travel**
Baseline, based on 2016-2020 American Community Survey (ACS): 25.4%
 - 2-year target (2022-2023): 24.1%
 - 4-year target (2022-2025): 23.7%

The SJTPO's action on targets (either specific numeric targets or support for the state targets) is to be reported to NJDOT and must be available to FHWA if requested.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2207-26: Adopting the System Performance (PM3) CMAQ Congestion Performance Targets for the Atlantic City Urbanized Area

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

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

WHEREAS, the Federal Highway Administration (FHWA) published the final rule, (23 CFR Part 490), on the System Performance Measures on January 18, 2017, requiring the New Jersey Department of Transportation (NJDOT) and MPOs to develop and adopt targets assessing annual hours of peak hour excessive delay (PHED) per capita and percentage of non-single-occupancy vehicle (non-SOV) travel in all urbanized areas of more than 200,000 people (beginning with the second performance period), who are also in nonattainment or maintenance for ozone; and

WHEREAS, with a population of nearly 240,000, the Atlantic City, NJ Urbanized Area meets this threshold; and

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

WHEREAS, SJTPPO convened an Atlantic City UZA Coordination Group, consisting of SJTPPO, NJDOT, Atlantic and Cape May Counties, and Atlantic City, with participation from NJTPA and DVRPC that worked closely to develop appropriate congestion performance targets; and

WHEREAS, for Peak Hour Excessive Delay (PHED) Per Capita, the members of the Atlantic City, NJ Urbanized Area agreed to a baseline of 6.1 person-hours/capita, with a 2-year target of 6.3 person-hours/capita, and a 4-year target of 6.2 person-hours/capita; and

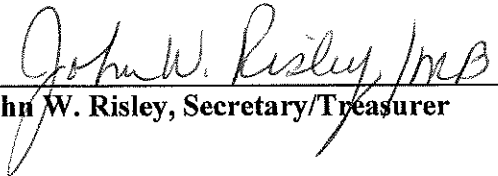
WHEREAS, for the Percent of Non-Single Occupancy Vehicle (non-SOV), the members of the Atlantic City, NJ Urbanized Area agreed to a baseline is 25.4%, with a 2-year target of 24.1% and a 4-year target of 23.7%; and

NOW, THEREFORE, BE IT RESOLVED, that the SJTPPO hereby supports the statewide targets for each of the System Performance (PM3) CMAQ Congestion Performance Targets set by SJTPPO in collaboration with the Atlantic City, NJ Urbanized Area member agencies, as required by the National Performance Management Measures: Congestion Mitigation and Air Quality Improvement Program Final Rule (23 CFR 490); and

BE IT FURTHER RESOLVED, that the SJTPO will program investments that support the achievement of the congestion performance targets in support of the CMAQ 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 on July 25, 2022.



John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2207-27: Approving an Addendum to the Written Procedures for System Performance (PM3) CMAQ Congestion Performance Targets for Atlantic City Urbanized Area

PROPOSAL

At its July 11, 2022 meeting, Technical Advisory Committee recommended that the Policy Board approve the Written Procedures for the CMAQ Traffic Congestion Performance Targets for the Atlantic City Urbanized Area. These procedures were added as an addendum to the broader System Performance (PM3) Written Procedures between the New Jersey Department of Transportation (NJDOT) and all three Metropolitan Planning Organizations (MPOs) in the State of New Jersey.

BACKGROUND

Pursuant to the USDOT/FHWA National Highway Performance Program Final Rule, 23 CFR Part 490, and the Federal Planning Rule 23 CFR 450, written procedures must be developed regarding the FAST Act and IJJA performance management requirements. While written procedures for the overall System Performance (PM3) Targets were signed and approved in May 2019, because targets are now being established for the Atlantic City Urbanized Area, starting with the second performance period, which began on January 1, 2022, the steps taken to establish the new targets must also be documented. These written procedures for Atlantic City Urbanized Area were added as an addendum to the broader System Performance (PM3) Written Procedures.

These written procedures have been reviewed by staff, as well as members of the Atlantic City UZA Coordination Group, consisting of SJTPO, NJDOT, Atlantic and Cape May Counties, and Atlantic City, with participation from NJTPA and DVRPC. The Atlantic City UZA Coordination Group recommends approval of these procedures.

A copy of the Written Procedures for the CMAQ Traffic Congestion Targets for the Atlantic City, NJ Urbanized Area is attached.

**CMAQ Traffic Congestion
Transportation Performance Management Addendum for
the Atlantic City, NJ Urbanized Area**

to be added to the New Jersey
System Performance Management Written Procedures

among

**Metropolitan Planning Organizations (North Jersey Transportation
Planning Authority, Delaware Valley Regional Planning Commission,
South Jersey Transportation Planning Organization)**

and

New Jersey Department of Transportation

1. Overall Schedule

- a. The metropolitan planning organizations (MPOs) subject to the federal CMAQ Traffic Congestion Transportation Performance Management requirement for the Atlantic City, NJ Urbanized Area (UZA 03898) along with the state department of transportation (State DOT) for New Jersey (New Jersey Department of Transportation), will collaboratively determine the overall schedule for data collection, analysis, target setting, and reporting for the CMAQ Traffic Congestion performance measures.

2. Transportation Performance Data Collection and Analysis

- a. The MPOs and State DOTs subject to this requirement for the Atlantic City, NJ Urbanized Area will collaborate on the collection and analysis of data to measure and forecast CMAQ Traffic Congestion performance in keeping with the data requirements specified in 23 CFR 490.709.
- b. All data collected pursuant to the analysis of the CMAQ Traffic Congestion performance measures in the Atlantic City, NJ Urbanized Area will be shared among the MPOs and State DOTs subject to this requirement, to the extent allowed by data restrictions that may be outside the control of the parties.

3. Selection of Transportation Performance Targets
 - a. The MPOs and State DOTs subject to this requirement for the Atlantic City Urbanized Area will set draft and final CMAQ Traffic Congestion performance targets, by collaborating to the maximum extent practicable.
 - (i) Collaboration will include as many of the following opportunities as deemed appropriate for the measure: in-person meetings, webinars, conference calls, and email/written communication.
 - (ii) The member agencies of the MPOs and the State DOTs subject to this requirement for the Atlantic City, NJ Urbanized Area, shall be given an opportunity to provide comments on CMAQ Traffic Congestion performance targets for the urbanized area.
4. Reporting of CMAQ Traffic Congestion Performance Targets for the Atlantic City, NJ Urbanized Area
 - a. Per 23 CFR 490.107(c), each MPO subject to this requirement for the Atlantic City NJ Urbanized Area will report CMAQ Traffic Congestion performance targets to their respective state department(s) of transportation through their submittal of a CMAQ Performance Plan as specified in 23 CFR 490.107(c)(3). Such submittals shall be subject to schedules that will be mutually agreed to by each MPO and appropriate State DOT.
 - b. Per 23 CFR 490.107(b), each state department of transportation subject to this requirement for the Atlantic City NJ Urbanized Area will include the relevant MPO CMAQ Performance Plan, including the aforementioned performance targets, as an attachment to their periodic performance reports to the Federal Highway Administration.
5. Reporting of Performance to be Used in Tracking Progress Toward Attainment of CMAQ Traffic Congestion Performance Targets for the Atlantic City, NJ Urbanized Area
 - a. Per 23 CFR 490.107(c)(3)(i), each MPO subject to this requirement for the Atlantic City, NJ Urbanized Area will report their performance to the relevant state department(s) of transportation through their submittal of a CMAQ Performance Plan biennially on a coordinated schedule with the State Biennial Performance Reports.
 - b. Per 23 CFR 490.107(c)(3)(ii)(C), the CMAQ Performance Plans that accompany the mid- and full-performance period Progress Reports will include baseline condition/performance for each MPO, reported CMAQ Traffic Congestion targets, as well as an assessment of the progress of the projects identified in the

CMAQ Performance Plan toward achieving CMAQ Traffic Congestion performance targets for the urbanized area.

- c. Per 23 CFR 490.107, each state department of transportation subject to this requirement for the urbanized area will include the relevant MPO CMAQ Performance Plan as an attachment to their State Biennial Performance Reports to the Federal Highway Administration.

6. Documentation in Supporting Plans and Programs

- a. Per 23 CFR 450.324(f)(3), 450.324(f)(4), 450.326(c), and 450.326(d), each MPO subject to this requirement for the Atlantic City, NJ Urbanized Area will include the required information relating to the CMAQ Traffic Congestion performance measures in any metropolitan transportation plan or transportation improvement program amended or adopted after XXX xx, 2022.
- b. Per 23 CFR 450.216(f) and 450.218(q), each state department of transportation subject to this requirement for the Atlantic City, NJ Urbanized Area will include the required information relating to the CMAQ Traffic Congestion performance measures, in any statewide transportation plan or statewide transportation improvement program amended or adopted after XXX xx, 2022.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2207-27: Approving an Addendum to the Written Procedures for System Performance (PM3) CMAQ Congestion Performance Targets for Atlantic City Urbanized Area

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, FAST Act (Pub. L. No. 114-94) and the IIJA (Pub. L. No. 117-58) have placed an increasingly greater emphasis on a data-driven and performance-based planning process; and

WHEREAS, pursuant to the USDOT/FHWA National Performance Management Measures: Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Program 23 CFR Part 490, and the Federal Planning Rule 23 CFR 450, written procedures must be developed in accordance with the FAST Act and IIJA performance management requirements; and

WHEREAS, this MOU contains all the requirements of the written procedures, as stipulated by the Metropolitan Planning Rule, 23 CFR 450.314(h); and

WHEREAS, these written procedures specifically address the CMAQ Performance Congestion Targets for the Atlantic City, NJ Urbanized Area, which falls entirely within the SJTPO region; and

WHEREAS, these written procedures will be added as an addendum to the existing New Jersey System Performance Management (PM3) Written Procedures between NJDOT and DVRPC, NJTPA, and SJTPO, which was approved by the Policy Board at their May 28, 2019 meeting; and

WHEREAS, this addendum has been extensively vetted by the SJTPO, NJDOT, Atlantic and Cape May Counties, and Atlantic City, with participation from NJTPA and DVRPC; and

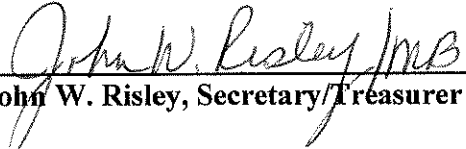
WHEREAS, the SJTPO Technical Advisory Committee recommends Policy Board approval of the addendum to the Written Procedures for System Performance (PM3) CMAQ Congestion Performance Targets for Atlantic City Urbanized Area; and

NOW THEREFORE BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the addendum to the System Performance Management (PM3) Written Procedures between NJDOT, DVRPC, LCTCC, NJTPA, SJTPO, and WILMAPCO.

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

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting on July 25, 2022.



John W. Risley, Secretary/Treasurer