

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
Policy Board**

**Monday, September 26, 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: July 25, 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 2209-28: Support for the 2023 Safety Performance Measure Targets Set by the New Jersey Department of Transportation in Collaboration with the Metropolitan Planning Organizations in New Jersey](#)**

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

NJDOT has established and reported Highway Safety Improvement Program (HSIP) targets for Calendar Year 2023. A letter from NJDOT to FHWA, dated May 31, 2022, establishing Calendar Year (CY) 2023 Safety Performance Targets, is attached for reference. The targets are based on five-year tolling averages in each of the five performance measures. As with targets in previous years, SJTPO is supporting the State targets, instead of developing specific targets for the SJTPO region.
 2. **[Resolution 2209-29: Adopting the System Performance \(PM3\) CMAQ On-Road Mobile Source Emissions Targets for the SJTPO Planning Area](#)**

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

Under the Fixing America's Surface Transportation (FAST) Act and the Infrastructure and Investment Jobs Act (IIJA), and the subsequent requirements of 23 CFR Part 490, the National Performance Management Measures Final Rule, the MPOs must pass CMAQ emissions reduction targets for the criteria pollutants for their respective metropolitan planning areas. The targets for

each of NJ's three MPOs are then summed together to create the State's CMAQ Emissions Reductions Targets, which will be included in the Second Performance Period (January 1, 2022, through December 31, 2025) Baseline Report due to FHWA on October 1, 2022. The specific targets as well as additional details of how the targets were derived are included in the Item Sheet.

3. **Resolution 2209-30: Supporting the Calendar Year 2022 Public Transportation Agency Safety Plan (PTASP) Safety Performance Targets set by NJ TRANSIT**

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

The Public Transportation Agency Safety Plan (PTASP) regulation, at 49 CFR Part 673, requires public transportation providers to establish Safety Performance Targets to address the safety performance measures identified in the National Public Transportation Safety Plan (49 CFR Plan §673.11(a)(3)). In June 2022, NJ TRANSIT released updated PTASP targets covering fatalities, injuries, and safety events such as collisions, employee injuries, and major bus fire events. The seven required safety performance measures for bus operations are attached, representing one-year targets for Calendar Year 2022.

4. **Resolution 2209-31: Approving a Subcontract Amendment for a Second No Cost Time Extension for the Local Safety Design Assistance**

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

SJTPO is requesting a second No Cost Time Extension of the Subcontract Agreement with Urban Engineers for the Local Safety Design Assistance effort related to the Five and Six Points Roundabouts. Work is underway by Salem County to complete the ROW phase and the overall project has fallen behind schedule. This will require Urban Engineers to remain on contract past the current task order end date of December 12, 2022. A request was sent to NJDOT requesting an extension to accommodate delays in the ROW phase. FHWA has agreed to extend the Agreement End Date from December 12, 2022, to December 30, 2023. The total cost of the contract will not be affected.

5. **Resolution 2209-32: Approving a Minor Amendment to the FFY 2022-2031 Transportation Improvement Program (TIP) Adding the Statewide Carbon Reduction Program**

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

Established under Section 11403 of the Infrastructure Investment and Jobs Act (IIJA), the Carbon Reduction Program provides funds for projects to reduce transportation emissions or the development of carbon reduction strategies. Consistent with the 2023 Capital Program, NJDOT is requesting to add a new Statewide program, Carbon Reduction Program (DBNUM 22352). Funding is broken down as between 50-200k, between 5-50k, less than 5k, and Flex.

6. **Resolution 2209-33: Approving a Minor Amendment to the FFY 2022-2031 Transportation Improvement Program (TIP) Adding the Statewide Electric Vehicle Infrastructure Program**

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

Consistent with the 2023 Capital Program, NJDOT is requesting to establish an Electric Vehicle Infrastructure Program (DBNUM 22350) to provide funding to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. This is a federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA).

7. **Resolution 2209-34: Approving a Minor Amendment to the FY 2022-2031 Transportation Improvement Program (TIP) Adding the Statewide PROTECT Program**

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

A new federal-aid funding category was established under the IIJA known as Promoting, Resilient Operations for Transportation, Efficient, and Cost-saving Transportation (PROTECT). Activities

encompass planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. NJDOT is requesting the addition of a new Statewide program, Protect (DBNUM 22353), which is consistent with the 2023 Capital Program.

j. NJDOT Update

k. Adjournment

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
Policy Board Meeting

Monday, July 25, 2022 - 10:00 AM
Vineland City Hall, 2nd Floor Caucus Room / Virtually using GoToMeeting Platform

The meeting was called to order at 10:05 a.m. by Executive Director Jennifer Marandino, followed by the flag salute. Ms. Marandino then advised that the New Jersey Open Public Meetings Act requirements were met through an Annual Notice transmitted in early February and May 18, 2022, to The Press of Atlantic City, The Daily Journal, and 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 (not present)
George Castellini, Cumberland County
Benjamin Laury, Salem County (in person)
Marty Small, Sr., City of Atlantic City (not present)
P. Edward McKelvey, Alloway Township
Leonard Desiderio, Sea Isle City
Anthony Fanucci, City of Vineland (not present)
Sudhir Joshi, NJDOT
Louis Millan, NJ TRANSIT
Stephen Mazur, SJTA (in person)

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

John Peterson, Atlantic County
Douglas DiMeo, Atlantic County
John Musto, Atlantic County
Leslie Gimeno, Cape May County
Lauren Purdom, Cape May County
Kathleen Hicks, City of Vineland (in person)
Matt Pisarski, Cumberland County
Brian Goodson, FHWA
Jeffry Nielsen, Governor's Authorities Unit (in person)
Mark Asselta, Brown & Connery, LLP
Meghan Wren, New Jersey Office of Planning Advocacy
Nancy Ridgway, resident
Monica Butler, SJTPO (in person)
David Heller, SJTPO (in person)
Jennifer Marandino, SJTPO (in person)
Jason Simmons, SJTPO
Taylor Waymire, SJTPO

Ms. Marandino announced that she will mute all participants to minimize any background noise and that if participants are utilizing their phones, they must push “*6” to unmute themselves before speaking. She further requested that when making motions members please state their last names to help with identification.

APPROVAL OF MINUTES: May 23, 2022

On Motion by Stephen Mazur and seconded by Commissioner Castellini, the minutes of May 23, 2022, were unanimously approved.

COMMUNICATIONS

Executive Director Marandino reported that there were no pieces of Communication included as part of the Board packet this month.

TECHNICAL ADVISORY COMMITTEE REPORT

Chairperson Kathleen Hicks reported that at the July 11, 2022 meeting TAC recommended positive consideration of Resolutions 2207-23 through 2207-27.

CHAIRMAN'S REMARKS

Chairman Desiderio wished everyone an enjoyable summer.

REPORT OF THE EXECUTIVE DIRECTOR

Ms. Marandino shared that her report included details related to seven different TIP Modifications to the TIP requested by NJDOT. The report also includes information about two recent USDOT's Notice of Funding Opportunities, with additional opportunities available at www.Grants.gov, under "Search Grants". She noted that you could search via keyword or use the filters to the left of the website.

Ms. Marandino also noted that in the report are updates to SJTPO's Local Lead Project Status Charts, 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 projects in the SJTPO region, 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 July edition included an article about the Middle Township Bike Path Ribbon Cutting. The next edition will be in September, and it is a great opportunity to highlight projects or other 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 Form on the SJTPO website at www.sjtpo.org/public-comment/. 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 meeting.

NEW BUSINESS

1. Resolution 2207-23: Approving an Amendment to the FY 2023 Unified Planning Work Program Adding Tasks Under the Technical Program

On Motion by Commissioner Director Laury and seconded by Stephen Mazur, Resolution 2207-23 was opened for discussion. Executive Director Marandino explained that the new federal legislation Infrastructure Investment and Jobs Act (IIJA) or Bipartisan Infrastructure Law (BIL), as it is also known, increased the amount of Metropolitan Planning funds made available to MPOs. This resulted in a total increase of \$275,216, broken down into \$170,167 in FHWA funds and \$105,049 in FTA funds for SJTPO.

Ms. Marandino stated that an amendment to SJTPO's FY 2023 UPWP is required to add the funding to the specific tasks with an allocated budget. Based on coordination with the SJTPO Program Managers, three new consultant-led technical studies will be added to include the following: Task 23/403 – FY 2023 Demographics Analysis (\$70,000 budget) with David Heller serving as Program Manager, Task 23/404 – Air Quality Post Processor Development (\$35,000 budget) again David Heller serving as Program Manager, and Task 23/405 – SJTPO Regional Freight Plan (\$152,000 budget) with William Schiavi serving as Program Manager. She noted that an additional \$25,000 will be added to Task 23/402 – Maurice River Corridor Study. The write-up for the new tasks and relevant UPWP tables were included as supporting documentation to the Item Sheet, with Table 6 displaying the additional FHWA and FTA allocations.

Ms. Marandino stated that a letter will be sent to NJDOT to request a Modification to Task Order PL-SJ-23-01, which is necessary to add the new funding and associated Technical Program tasks. While making changes to reflect the new tasks, other 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 indicated that “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.” Ms. Marandino noted that although the term corrective action was utilized, this was a one-time occurrence related to an RFP solicitation for a previous freight-related effort. SJTPO released two separate RFPs and failed to award a contract in either solicitation, resulting in the excessive lag time.

Ms. Marandino recognized the issue in FY 2021 and worked directly with NJDOT liaison Monica Etz, taking certain actions to ensure invoices are submitted promptly. These same actions were not completed when the authorization of funds for our current FY 2023 work program was initiated. Ms. Marandino stated that NJDOT will modify the task order, adding SJTPO's Central Staff Technical Program Management budget to the same federal agreement as other Technical Program tasks. As a result, SJTPO will be able to bill staff time under the same federal agreement as consultant-led technical work, ensuring invoices can be submitted quarterly at a minimum. All the revisions will be reflected in the UPWP Activities Tracker, which will be uploaded to the SJTPO website after Policy Board approval.

Ms. Marandino noted that with the new census, SJTPO is working in conjunction with the three MPOs, NJDOT, and FHWA to update the existing formula that is utilized to distribute the Metropolitan Planning funds in New Jersey. The increases previously discussed utilize the existing formula. However, SJTPO expects that the new formula will result in an additional increase in funding for the FY 2024 UPWP. The increase may result in the need for additional staff. With no further comment, Resolution 2207-23 was unanimously approved.

2. Resolution 2207-24: Approving an Amendment to the FFY 2022-2031 Transportation Improvement Program (TIP) Adding the Atlantic City Corridor Revitalization and Safety Project

On Motion by Commissioner Director Laury and seconded by Stephen Mazur, Resolution 2207-24 was opened for discussion. Jason Simmons announced that in November 2021, Atlantic City was awarded approximately \$10 million through the United State Department of Transportation Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant. In coordination with Atlantic City and NJDOT, SJTPO is in the process of adding the Atlantic City Corridor Revitalization and Safety Project into the SJTPO TIP.

Mr. Simmons explained that the project will allow Atlantic City to access the RAISE Grant for \$10,349,444 and will be used in conjunction with some additional funding that had been previously programmed including STBGP-AC (Atlantic City Urbanized Funds), Congestion Mitigation & Air Quality (CMAQ) funding, and a Local Match funding. He noted that the project is approximately \$20 million which includes signalization work, as well as ADA compliance along Pacific, Arctic, and Atlantic Avenues, and includes the final phase of the road diet which was initiated through a safety assessment. Utilization of the funding will be available by the next fiscal year.

Sudhir Joshi questioned who the contact person at NJDOT was to which Mr. Simmons replied Vijesh Darji. Mr. Simmons also clarified that the before and after pages included in the packet indicate CMAQ funding being utilized, however, after conversations, the CMAQ funding will be removed from this project. Instead, the project work will be authorized under SJTPO's Local CMAQ Initiatives line item to maintain more flexibility with the use of the funding within the project. With no further comment, Resolution 2207-24 was unanimously approved.

3. Resolution 2207-25: Adopting the Systems Performance (PM3) CMAQ Congestion Performance Targets for the Philadelphia, PA-NJ-DE-MD Urbanized Area

On Motion by Commissioner Director Laury and seconded by Stephen Mazur, Resolution 2207-25 was opened for discussion. David Heller explained that per Federal regulations, MPOs must establish a single unified target for the Congestion Measures consisting of Percent of Non-Single Occupancy Vehicle (non-SOV) Travel and Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita. He noted that a small portion of the SJTPO region falls within the Philadelphia, PA-NJ-DE-MD Urbanized Area, and as such SJTPO must formally act on the targets for the Philadelphia Urbanized Area (PHL UZA).

Mr. Heller explained that working closely with NJDOT, DVRPC, 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 two and four-year targets for the first performance period (2018-2021) were met. The new targets, as well as more details on the process, are included as part of the Item Sheet in the packet.

Since the above resolutions only included a voice vote of all members in favor of state "aye", Ms. Marandino suggested that Chairman Desiderio also ask members during voting if there are any "nays". SJTPO General Counsel, represented by Mark Asselta, agreed that each resolution voted on during a voice vote should indicate "aye" and "nay". Mr. Asselta asked members if there were any "nays" or "abstentions" for any of the previous resolutions. No Policy Board members voiced any dissenting votes for Resolution 2207-23 or Resolution 2207-24. With no further comment, Resolution 2207-25 was unanimously approved.

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

On Motion by Commissioner Castellini and seconded by Stephen Mazur, Resolution 2207-26 was opened for discussion. David Heller explained that for the second performance period, CMAQ Congestion 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. As such, CMAQ congestion targets must be established for the Atlantic City, NJ Urbanized Area (UZA), which has a population of a little less than 240,000 and lies entirely within the SJTPO region. He stated that SJTPO established an Atlantic City UZA Coordination Group, consisting of NJDOT, Atlantic and Cape May Counties, Atlantic City, and others, which discussed and agreed upon the targets. As with PHL UZA targets, the new targets, in addition to some more details about the process, are included as part of the Item Sheet within the packet. With no further comment, Resolution 2207-26 was unanimously approved.

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

On Motion by Commissioner Director Laury and seconded by Stephen Mazur, Resolution 2207-27 was opened for discussion. David Heller explained that under Federal regulations, written procedures must be developed that outline the general methods utilized in setting the targets. 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 in the second performance period, the steps taken to establish the new targets must also be documented. A copy of the Written Procedures was included in the packet. The Written Procedures for Atlantic City Urbanized Area are to be added as an addendum to the broader PM3 System Performance Written Procedures. With no further comment, Resolution 2207-27 was unanimously approved.

NJDOT UPDATE – Sudhir Joshi

Sudhir Joshi reported that Governor Phil Murphy and NJDOT Commissioner Diane Gutierrez-Scaccetti appointed Justine Braz to serve as the NJDOT Assistant Commissioner of Transportation Policy and Chief of Staff. It was also noted that Brian Leckie, liaison to SJTPO left NJDOT to take a position in Virginia, and Monica Etz is retiring as of August 1. Therefore, until a new hire is in place, Mr. Joshi indicated that all correspondence should now be directed to both him and Andrew Clark, Section Chief, as well as, Jaya Vatti, Administrator with the Bureau of Statewide Strategies.

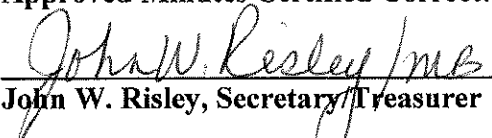
BOARD COMMENT

Executive Director Marandino announced that John Peterson, Planning Director of Atlantic County will also be retiring starting August 1, 2022. Chairman Desiderio, and others, congratulated Mr. Peterson on his retirement.

ADJOURNMENT

On Motion by Commissioner Director Laury and seconded by Stephen Mazur, the meeting was adjourned at 10:37 a.m.

Approved Minutes Certified Correct:


John W. Risley, Secretary/Treasurer



South Jersey Transportation Planning Organization

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

Leonard Desiderio, *Chairman*

Benjamin H. Laury, *Vice Chairman*

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Jennifer Marandino, P.E.
Executive Director

John W. Risley, *Secretary/Treasurer*

EXECUTIVE DIRECTOR'S REPORT –September 26, 2022

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

NJDOT, NJ TRANSIT, and SJTPO collectively requested a total of 14 Administrative Modifications and seven (7) Informational Modifications. The Administrative Modifications have been approved by the Executive Director and submitted to NJDOT for further processing. Details for all 21 actions are provided in the attached memos, dated August 18th and 26th.

FEDERAL CERTIFICATION

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every four years. The reviews focus on compliance with Federal regulations, challenges, successes, and experiences of the cooperative relationship between the MPO(s), the State DOT(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process. In general, the reviews consist of three primary activities: a site visit, a review of planning products (in advance of and during the site visit), and the preparation of a Certification Review Report that summarizes the review and offers findings. FTA would like to schedule the in-person visit with the Policy Board. ***Please save the date of Monday, March 27, 2023, for this in-person meeting.***

USDOT GRANT ANNOUNCEMENTS

USDOT Announces \$2.2 Billion in Grant Awards for the RAISE Program

On August 11, 2022, the [USDOT announced](#) more than \$2.2 billion in awards for the [Rebuilding American Infrastructure with Sustainability and Equity \(RAISE\) discretionary grants program](#). The USDOT awarded funding to 166 projects in 50 States to modernize transportation across the country, make it more affordable, increase safety, and strengthen supply chains. More information is available [here](#) and [here](#). New Jersey has received grants for two projects: one in the City of Elizabeth and the other one in Atlantic City (led by NJDOT).

FHWA Announces \$45.2 Million in Grant Awards for the ATCMTD Program

On August 10, 2022, [FHWA announced](#) \$45.2 million in awards for the [Advanced Transportation and Congestion Management Technologies Deployment \(ATCMTD\) discretionary grants program](#). FHWA awarded funding to 10 projects that will use advanced transportation technologies to improve mobility and safety, reduce congestion, and support underserved communities. More information is available [here](#). SJTA received an \$8.75 million grant for their Smart and Connected Atlantic City Expressway deploying cellular vehicle-to-everything (C-V2X) technologies to support future connected and automated vehicles.

FTA Announces \$4 Million in Grant Awards for the Enhancing Mobility Innovation Program

On August 10, 2022, [FTA announced](#) \$4 million in awards for the [Enhancing Mobility Innovation \(EMI\) discretionary grants programs](#). FTA awarded funding to 9 projects to improve access and mobility for transit riders. More information is available [here](#). No awards were made in the State of New Jersey.

SJTPO LOCAL LEAD PROJECT STATUS CHARTS

The FFY 2022 Local Lead Project Status Chart (dated September 2022) is attached along with two additional project charts, which display the HSIP and CMAQ projects programmed (dated August 29, 2022).

TECHNICAL PROGRAM UPDATE

SJTPO currently has four (4) ongoing technical studies along with the Countywide Local Road Safety Plans which is awaiting an executed task order to kick off soon. Three new consultant-led efforts, which will be funded with the additional \$275,216 in FHWA-PL funds considered at the July meeting are also included under Upcoming FY 2023 Technical Program Efforts. The attached memo (dated September 15, 2022) provides information regarding updates on all the technical studies and other Technical Program efforts.

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: August 18, 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, NJ TRANSIT, and our subregional partners. 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.

I would bring to your attention T150 and T135 which are not listed below. These two modifications need further review and clarification from NJ TRANSIT.

All the modifications below are shown to be fiscally constrained and help to further projects throughout the state. As such I would recommend approving the Administrative Modifications as shown. 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.

Revisions Requesting Modification

Administrative Modifications

1. DBNUM 13306, Mobility and Systems Engineering Program

This program includes technical and engineering support needed for the Traffic Operations Centers' development, enhancement, and maintenance of the existing ITS infrastructure, ATIS-associated database, and funding for Multimodal Transportation Coordination and Information Related Services. To accommodate possible additional FFY 22 Authorizations under the Mobility and Systems Engineering Program, FFY 22 funding will be increased by \$10M, increasing the overall current balance of the program to \$5M.

See STATEWIDE FY 22-31 FC Chart 14.



Date: August 18, 2022

Re: Notice of Action
Modifications to the FFY 2022 – 2031 TIP

2. DBNUM X03A, Restriping Program & Line Reflectivity Management

This program funds the application of long-life pavement markings and raised pavement markers on the state highway system. To accommodate possible additional FFY 22 Authorizations under the Restriping Program & Line Reflectivity Management System, FFY 22 funding will be increased by \$10M, increasing the overall current balance of the program to \$29.553M.

See STATEWIDE FY 22-31 FC Chart 14.

3. DBNUM T08, Bus Support Facilities, and Equipment

This program provides funds to maintain NJ TRANSIT's bus fleet including but not limited to, bus tires, engines and transmissions and other parts, support vehicles/equipment (for bus operations), maintenance equipment, and bus mid-life overhaul needs. Also included is midlife rehabilitation of bus facilities, other capital improvements to various support facilities, and bus mid-life overhauls including but not limited to the acquisition of properties and any items or services needed to support the acquisition. This program also involves the replacement of two CNG Compressor filling stations at Howell Garage. NJ TRANSIT is requesting an administrative modification to move the prior year unobligated funds to the current FY2022 funding year in the SJTPO area for Section 5337 in the amount of \$1.500M and for Section 5339 for \$0.754M. NJ TRANSIT is seeking to move \$0.495M of the \$2.254M from Section 5337 to Section 5339.

No chart is noted for this modification. However, unobligated balances are displayed on the TIP page. Prior year unobligated balances are being used.

4. DBNUM T39, Preventive Maintenance-Rail

This program provides funding for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law. NJ TRANSIT is requesting an administrative modification to move prior year unobligated funds to current year FY2022 in the SJTPO area for Section 5307 in the amount of \$1.661M and for Section 5337 for \$.396M for a total of \$2.057M. Additionally, NJ TRANSIT is seeking to move \$0.030M of the \$2.057M to Section 5337.

No chart is noted for this modification. However, unobligated balances are displayed on the TIP page. Prior year unobligated balances are being used.

5. DBNUM T53E, Locomotive Overhaul

Funding is provided for the cyclic overhaul of locomotives based on manufacturer replacement standards to support the equipment through its useful life. NJ TRANSIT is requesting an administrative modification to move prior year unobligated funds to the current FY2022 year in the SJTPO area for Section 5337 in the amount of \$0.902M and Section 5307 in the amount of \$0.909M. NJ TRANSIT is also modifying to move \$8.955M from Section 5307 T135 to Section 5307 T53E, for a total of \$9.864M for Section 5307 and \$0.902 for Section 5337.

No chart is noted for this modification. However, unobligated balances are displayed on the TIP page. Prior year unobligated balances are being used.

6. DBNUM T170, Cumberland County Bus Program

This program provides funds for capital and operating assistance for Cumberland County UZA, including the purchase of buses, minivans, support equipment, facility improvements, and capital maintenance costs. Funds will support the Cumberland County Bus Program project. NJ TRANSIT is requesting an administrative modification to move prior year funds to the current FFY2022 funding year in the SJTPO area for Section 5307 in the amount of \$1.020M.

No chart is noted for this modification. However, unobligated balances are displayed on the TIP page. Prior year unobligated balances are being used.



Date: August 18, 2022

Re: Notice of Action
Modifications to the FFY 2022 – 2031 TIP

7. DBNUM S1702, Baltic Avenue, Maine to Missouri Avenues

This project will mill and repave the roadway, upgrade ADA ramps, and improve drainage, thermoplastic striping, manholes, gutters, sidewalks, and curbs. Atlantic City is seeking to authorize PE in FFY 2022. The Final Design will occur in FFY 2023, Project was incorrectly coded DES for 2022. Funding for FFY 2022 will increase by \$0.042M. Final Design has been added to FFY 2023 for \$0.075M.
See FCC FY22-31-35.

8. DBNUM S1908, Telegraph Road (CR 540), Phase 2

Mill and pave, sub-base repair, replace broken curb, striping, RPM's, guide rail upgrades, signage upgrades, drainage upgrades. County Road #540 is a major East-West connector road through Salem County. The road is in a deteriorated condition and needs resurfacing. SJTPO is correcting the coding to reflect PE, not DES in FFY 2022. Additional changes include adding DES in FFY 2023 using local funds. This modification will ensure all phases of work are shown in the TIP.

No chart is noted for this modification. There are no changes to federal funding on this project.

9. DBNUM S9912, Welchville Road

Mill and pave, sub-base repair, replace broken curb, striping, RPM's guide rail upgrades, signage upgrades, drainage upgrades. County Road #540 is a major East-West connector road through Salem County. The road is in a deteriorated condition and needs repaving. SJTPO is correcting the coding to reflect PE, not DES in FFY 2022. Additional changes include adding DES in FFY 2023 using local funds. This modification will ensure all phases of work are shown in the TIP.

No chart is noted for this modification. There are no changes to federal funding on this project.

10. DBNUM S1903, Griffith Street/Grant Street

Mill and pave, sub-base repair, replace broken curb, striping, RPM's, guide rail upgrades, signage upgrades, drainage upgrades. County Road #657 is a major east-west road in Salem City and is heavily used by both residents and travelers. The road needs resurfacing. SJTPO is correcting the coding to reflect PE, not DES in FFY 2022. Additional changes include adding DES in FFY 2023 using local funds. This modification will ensure all phases of work are shown in the TIP.

No chart is noted for this modification. There are no changes to federal funding on this project.

11. DBNUM T210, Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)

Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for the Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities. Federal assistance was awarded to support the FY2021 U.S. Route 9 Bus Rapid Transit- Transit Oriented Comprehensive Corridor Plan Project for \$470,000. There will be a cash match for Section 5312 funding only. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP. NJ TRANSIT is requesting an administrative modification to move unobligated prior year funds in the SJTPO area, for Section 5307 for \$2.347M, Section 5337 for \$0.524M, Section 5339 for \$0.509M, and STP-TE in the amount of \$0.140M for a total of \$3.52M.

No chart is noted for this modification. However, unobligated balances are displayed on the TIP page. Prior year unobligated balances are being used.



Date: August 18, 2022
Re: Notice of Action
Modifications to the FFY 2022 – 2031 TIP

Informational Modifications

1. DBNUM 17306, Route 55, Bridges over Route 47

This study will examine replacing the bridge deck/superstructure. The authorization package for this project is in the process of being submitted and the PE estimate has increased. This modification increased PE by \$0.500M. An additional Informational TIP MOD to convert the programmed funding to all BFP or all NHPP is possible depending on NJDOT FY 2022-year end funding strategy.

See SJTPO FY 22-31 FC Chart 11.

2. DBNUM S2201, Tilton Road (CR 563) – Section 7

Milling and repaving surface. Other improvements will include, but not be limited to driveway, signage, striping, markings, pavement reflectors, drainage, guiderail, and restoration of other features. Also, minimal if and where directed quantities of excavation, DGA sub-base, and HMA base repairs may be required. With this capital improvement project, the construction will attempt to meet all applicable current standards (design exceptions are not required for a resurfacing project that meets current grades and profiles). Existing pavement and other roadway features have deteriorated and/or are non-compliant (due to a combination of no longer approved materials, excessive cracking, raveling, traffic volumes, and age). Funds are increased by \$0.487 million due to project authorization being above the programmed amount.

See FCC FY22-31-35.

3. DBNUM S1913, Atlantic Avenue, Albany to Tennessee Avenues

As a result of a RAISE grant, the city is advancing the installation of fiber to connect traffic signals and to improve traffic management, congestion, and pedestrian safety. The work of this phase of the project provides for the installation of the fiber only and connects to the fiber installed on the Atlantic Avenue, Maine to Tennessee Avenues project. Later phases of work under the RAISE grant will include a proposed road diet consisting of milling and overlay of the existing road, spot base repair, signage, and striping for pedestrian and vehicular safety. Reducing programmed funds based on the final engineers' estimate. Highway infrastructure funds will be removed from this project to go towards S044 or to be reprogrammed in FFY 2023, and \$0.295M in STBGP-AC funds will go towards other projects in the Atlantic City Urbanized Area.

See FCC FY22-31-35.

4. DBNUM 17357, Bridge Maintenance Fender Replacement

This is an ongoing program to replace bridge fender and pier protection system elements that are in poor and critical condition. To accommodate possible additional FY 22 Authorizations under the Bridge Maintenance Fender Replacement, FY 22 funding will be increased by \$5.000M, increasing the overall current balance of the program to \$18.419M.

See STATEWIDE FY 22-31 FC Chart 14.



Date: August 18, 2022
Re: Notice of Action
Modifications to the FFY 2022 – 2031 TIP

Staff Recommendation

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

Concurrence

A handwritten signature in black ink, appearing to read 'J Marandino', is written over a horizontal line.

Jennifer Marandino, SJTPO Executive Director

8/19/2022

Date



Date: August 26, 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 and NJ TRANSIT Project Managers. 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 T135, Preventive Maintenance-Bus

This program provides funding for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law. NJ TRANSIT is requesting an Administrative Modification to move prior year unobligated funds to the current FFY 2022 in the SJTPO area for Section 5307 in the amount of \$22.200 M and for Section 5337 in the amount of \$0.00 M. Funds in the amount of \$5.020 M were obligated on September 1, 2021 bringing the amount from \$19.332 M to \$14.312 M and funds in the amount of \$4.530 M were obligated on September 1, 2021 bringing the amount from \$4.530 M to \$0.00 M. NJ TRANSIT is seeking to move funds from SJTPO area Section 5307 to T53E Section 5307 in the amount of \$8.955 M. Funds in the amount of \$8.955 M moved from Section 5307 to T53E Section 5307 to reduce the current total amount to \$13.245 M.

No chart is noted for this modification. However, unobligated balances are displayed on the TIP page. Prior year unobligated balances are being used. It should be noted that in the TIP page the MPO Action is listed as Informational, even though it is an Administrative Action per the MOU.



Date: August 26, 2022

Re: Notice of Action
Modifications to the FFY 2022 – 2031 TIP

2. DBNUM T151, Section 5311 Program

This program provides funding for the rural public transportation program. MATCH funds are provided from NJ TRANSIT and local funds. NJ TRANSIT is requesting an Administrative Modification to move prior year funds into current FFY 2022 funding year in the SJTPO area for Section 5311 in the amount of \$0.308 M. NJ TRANSIT is requesting to move \$0.506 M from DBNUM T210 in the SJTPO area Section 5307 to T151 Section 5311.

No chart is noted for this modification. However, unobligated balances are displayed on the TIP page. Prior year unobligated balances are being used.

3. DBNUM T112, Rail Rolling Stock Procurement

This program provides funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles/equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for multi-level vehicles and other rolling stock. Prior year funds will move in the SJTPO area for Section 5307 in the amount of \$0.338 M.

No chart is noted for this modification. However, unobligated balances are displayed on the TIP page. Prior year unobligated balances are being used.

Informational Modifications

1. DBNUM 19370, Safety Programs

This program uses Highway Safety Improvement Program (HSIP) funding to support eligible Safety Improvement Projects and Pedestrian Safety Improvement Projects, including engineering, ROW and Construction activities intended to reduce fatalities and serious injuries on New Jersey roadways using both hotspot and systemic projects. Examples of some of these improvements are safety improvements to install safety countermeasures such as utility pole mitigation, roundabouts, road diets, and other FHWA Proven Safety Countermeasures, including innovative technology – to reduce crashes and crash severities on New Jersey’s state roads. The state funding is intended for low-cost safety improvement projects using in-house design and construction. This modification will increase the HSIP funding for ERC in FFY 2022 from \$18.309 M by \$5.000 M to \$23.309 M.

See STATEWIDE FY 22-31 Chart 15.

2. DBNUM X107, Transportation Alternatives Program

This program provides federal funding for projects such as scenic enhancements, historic preservation, and bicycle and pedestrian improvements. NJDOT designates as Advance Construction all projects funded from this program. This modification will increase the TA-FLEX funding for ERC in FFY 2022 from \$1.026 M by \$2.660 M to \$3.686 M.

See STATEWIDE FY 22-31 Chart 15.



Date: August 26, 2022
Re: Notice of Action
Modifications to the FFY 2022 – 2031 TIP

3. DBNUM X30, Planning and Research, Federal-Aid

Funding from this program will enable NJDOT to continue to address planning and research needs in a comprehensive program of studies and proposal development to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, research initiatives and Local Technical Assistance Program. This modification will increase the SPR funding for PLS in FFY 2022 from \$27.609 M by \$1.287 M to \$28.896 M.

See STATEWIDE FY 22-31 Chart 15.

Staff Recommendation

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

Concurrence



Jennifer Marandino, SJTPO Executive Director

8/26/2022

Date

FFY 2022 Local Lead Project Status

DBNUM	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											
S1913	HWI2905-AC	Atlantic Avenue, Albany to Tennessee Avenues	CON	\$1.003	\$1.013	4/1/2022	9/15/2022	4/1/2022			pending
	2022 STBGP-AC		CON	\$0.705	\$0.800						
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; Local Aid provided comments on PS&E on 7/22/22, waiting on response to submit final package; CED is being reviewed by BEPR.											
S1702	2022 STBGP-AC	Baltic Avenue, Maine to Missouri Avenues	PE	\$0.142	0.179						9/8/2022
	2023 STBGP-AC		DES	\$0.075		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; Local Aid has requested city to provide a cost proposal for PE up to CED on 7/26/22; waiting on the city's response.											
X107	2020 TAP-AC	Caspian Pointe Pedestrian and Bicycle Connection	CON	\$0.558	\$0.935	3/28/2018	9/4/2019	11/27/2019	3/26/2020	4/8/2020	5/21/2020
	CED submitted on 3/28/18; field visit by LA (V.Darji) on 5/8/18 for CED review; RFP released using City dollars; design (Ponzo); field visit by LA staff on 10/25/18, no CON activity for NJDEP bulkhead project; as of 1/22/19 CED still on hold until NJDEP project (seawall construction) gets underway; City received letter from LA dated 1/8/19 stating LA contacted NJDEP; as of 1/24/19 J.Rutala sent documents to NJDEP; City requested a time extension for authorization deadline; NJDEP advertised bulkhead project on 2/14/19 (expected to take 4 to 5 months); bid opening 4/25, award in June, CON in July then City's project can advance; field visit by LA staff on 6/5/19 no CON activity for bulkhead project; pre-CON meeting for NJDEP held early July. Original CED scope hasn't changed. BEPR to move forward with review; CED approved on 9/4/19; Revised cost of project \$1.1 million, Local Aid sent request for additional funding to Julie Seaman, Local Aid provided additional materials requested by JS week of 11/4, additional funding request approved by Local Aid; Local Aid received Prelim. PS&E on 11/27/19 and is reviewing pkg and will provide comments back to City; ER required; Darji/Amin (3/10/20) City is advertising RFP for CE/I services. A request for federal authorization can be submitted when City has negotiated a price for CE/I; 4/8/20 Authorization request sent; Authorized on 5/21 for \$935,181.65. Requested more funding from FHWA for construction on 11/5/20.										
X065	2022 CMAQ	Pacific Avenue Traffic Signal Optimization	DES	\$0.475	\$0.556		12/8/2021				pending
	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; ITS reviewed city RFP and provided comments; waiting on city response with cost proposal for PE up to CED; upon receipt of cost proposals, request for authorization to proceed.											
Atlantic County											
S1911	2022 STBGP-AC	Brigantine Avenue (CR 638), 29th Street South to 2nd Street South	CON	\$2.820	\$2.905	8/11/2021	8/13/2021	1/7/2022	7/20/2022	7/27/2022	8/2/2022
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; authorized 8/2/22.											
X107	2021 TAP-AC	Lighthouse District Streetscape Improvement Program (Project Sponsor: Brigantine City)	CON	\$1.000	\$1.472	10/2/2020	12/18/2020	3/17/2022			9/13/2022
	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, submit dates for CED and plans will be determined; Design Assistance meeting held on 6/5/19 with City/GPI; PE phase authorized; J.Seaman to send out agreement to City with GPI (design consultant); 6/15/20 Agreement received from LPA; Environmental document approved for DES, should be authorized soon based on status call 1/26/21; FD has been submitted as of status call on 2/23/21; 4/27/21: DES-FD has been authorized on 4/14/21; 12/14/21: ER needed; Design Assistance funded project - under final design. CED approved by BEPR - ER required GPI submitted a prelim PS&E on 3/17/22. Comments provided on preliminary PS&E. ROW issues need to be resolved.										
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 STBGP-AC	Tilton Road (CR 563) -- Section 7	CON	\$0.487	2.247	1/13/2022	6/23/2022	1/7/2022	7/20/2022	7/27/2022	8/31/2022
	2022 CRRSAA-AC		CON	\$1.760							
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; County submitted a final PS&E and authorization package on 7/20/22; Authorization package submitted on 7/27/22.											
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; ED sent to BEPR 6/8/22; RFP received from the city but pending review by ITS. Federal Aid Eligibility approved 3-22-22.											
X065	2022 CMAQ	Somers Point Bike Path Enhancements	CON	\$0.165	\$0.197	5/27/2022	8/15/2022	5/26/2022	7/15/2022		8/31/2022
	Waiting on City to submit CED and preliminary PS&E; package submitted in May; ITS is reviewing project prior to being approved for authorization; City submitted a final PS&E and authorization package on 7/15/2022. CED approved on 8/15/2022. Final PS&E need to include environmental commitments from the CED.										
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	8/3/2022	2/3/2022	2/11/2022
	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; LA PM Art San Jose 3/11/22: Authorized on 2/11/22 in the total amount of \$246,570.00 (\$214,410.00 CON & \$32,156.00 CE/CI Services). Agreement sent to LPA for signature.										

FFY 2022 Local Lead Project Status

DBNUM	Funding Source	Project Name	Phase	Cost (millions)		CED/ECE		Preliminary PS&E Submitted	Final PS&E Submitted	Authorization	
				Programmed	Authorized	Submitted	Approved			Submitted	Approved
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 consultation 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; LA PM Lucy Mendoza 8/4/22: CED approved 8/1/22. Final PS&E under review for acceptance. CES consultant selection for submission by 8/17/22. Anticipated authorization request submission by 8/17/22. Maybe authorized by 8/31/22.										
S2110	2022 STBGP-L5K	Tyler Road (CR 611)	CON	\$1.000	\$2.286		3/8/2022	6/7/2022	3/8/2022	6/25/2022	8/10/2022
	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; LA PM Art San Jose, Jr. 8/4/22: CED approved on 6/7/22. Final PS&E accepted on 7/5/22. CES consultant selection submitted 8/3/22 - for review. For authorization request by 8/10. Maybe authorized by 8/31/22.										
City of Vineland											
X065	2021 CMAQ	Landis & Mill, Landis & Orchard Traffic Signal Upgrades	CON	\$0.548			5/7/2018	2/25/2019	8/18/2019		
	Design with City funds (RVE) awarded of City Council 2/27/18; CED submitted to BEPR on 5/7/18; lots of coordination with Landis Avenue Phase V required; City submitted draft Concept Plan showing widening associated with traffic signals to Local Aid on 2/11/19, Local Aid forwarded to BEPR on 2/13/19, City sent revised project description to BEPR on 2/15/19; CED approved 2/25/19; project still under design; ER (for supplement of sidewalks) submitted on 4/29/19; City submitted Preliminary PS&E to Local Aid on 8/18/19, Local Aid provided comments back to City on 8/22/19; as of 2/13/20 (LA mtg) City is having issues with Verizon, City to submit Final PS&E to Local Aid after final resolution of utility relocation issues; ER needed; City to request funding be reprogrammed for 2021; Feb. 2021 PS&E anticipated submission; Meeting scheduled 3/3/21 for follow-up; 3/3/21: Final PS&E and ER on track to be submitted within this month. Awaiting NJDEP permits; Authorization will be submitted once permits are done; City underestimated cost, requesting \$1.47M more CMAQ funds; ER and final PS&E needed, the 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
	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; 7/6/2022: LAPM: Frank Kasprzak. Agreement executed on 6/10/22.										
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: \$460,799.30, 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: COB - City of Millville)	CON	\$0.825			4/24/2020	5/8/2020	Estimated 7/30/2022		
	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.Prochowicz), 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: 7/25/22: LAPM: Frank Kasprzak: Eligibility Certification Assessment ongoing/ 90% complete. Anticipated final PS&E pkg by 7/30/22. Working with Millville City, Cumberland Co. and SJTPO to get this project authorized this year. ER submitted 7/25/2022 Afrina, Construction phase is handled by Millville City.										
X107	2021 TAP-B5K200K	Maurice River Bikeway Trail - Phase V (Project Sponsor: City of Millville)	CON	\$0.517			8/3/2020	8/16/2021		2/2/2022	2/11/2022
	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	4/28/2022	11/19/2021	6/6/2022	6/8/2022
	12/1/21: 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; Authorized on 6/27/22: LAPM: Tyrell Villegas: Project Authorized 6/27/22. Agreement to Trenton for execution on 8/8/2022.										
04314	2021 HSIP	Cumberland County Pilot Roundabout (West Park Drive)	ROW	\$0.100	\$0.100		2/18/2021			Estimated Aug. 2021	9/20/2021
	CON		\$1.035								
Cumberland County has submitted CED and is working to submit consultant for ROW phase; 3/3/21: RFP is submitted for ROW consultant; Next step to submit consultant proposals for authorization; Likely will not be authorized by end of FFY, could be authorized by end of calendar year 2021; 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	\$0.500							
	FD		\$0.600								
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	\$2.547				6/27/2022		7/7/2022
	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. Confirmed funding 7/7/22, will follow with needed documents including PS&E.										
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

DBNUM	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	<i>FY 2016 Dollars</i>	<i>Estimated 2/2021</i>		<i>Estimated 4/2021</i>			
	Construction phase of project broken into Phase 1 CON (FY 18) and Phase 2 CON (FY 20, \$0.469); Phase II is from Station 143+75 to 155+00 (MP 2.73-2.94); County added additional funding to Design phase II in FY19 using TTF and Construction Phase II switched funding from STBGP to TTF; DES phase authorized on 6/20/19 for \$100,000.00; FY 2021 authorization is anticipated due to need for permits. County anticipates CED submission February 2021 and Preliminary Plans April 2021; Moved to 2022; Need ER; 12/14/21: Anticipated authorization June 2022										
S1909	2020 STBGP-L5K	South Greenwich Street/Telegraph Road (CR 540), Phase 1	DES	\$0.150	\$0.150	<i>Estimated 3/15/2020</i>					5/14/2020
	2022 STBGP-L5K		CON	\$1.500	\$1.284	11/1/2021		4/6/2022	7/1/2022	<i>Estimated 8/31/2022</i>	9/12/2022
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. LA PM Art San Jose, Jr. 8/4/22: Revised CED submission under review by BEPR - awaiting approval. Final PS&E submission under review. Anticipated auth reqst. by 8/31/22.											
04314	2020 HSIP	Five Points Roundabout	FD	\$0.124	\$0.175	<i>Estimated 2/2020</i>	8/20/2020			9/17/2020	9/21/2020
	2022 HSIP		ROW	\$0.350			1/6/2020			<i>Estimated 8/31/2022</i>	
	2023 HSIP		CON	\$1.052	<i>FY 2021 Dollars</i>				<i>Estimated 10/2022</i>		
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 Lauralee indicated 5 and 6 points must undergo Cultural Resource Investigation prior to CED being approved; PIC held 7/29/20; authorization submittal estimated 9/16/20; Preliminary PS&E submitted for preliminary engineering; Project and CED authorized with the name "Five Points Roundabout"; FD funding authorized for Urban Engineers 1/15/21; Initial PS&E (ROW) submittal estimated June 2021; As of 7/13/21 status call, ROW will not be authorized in 2021; 1/25/22: Anticipated ROW authorization August 2022; ROW consultant on contract and NTP was issued in Jan 2022; LA PM Art San Jose, Jr. 6/14/22: Awaiting authorization request package submission. LPA not providing anticipated submission date as requested.											
04314	2020 HSIP	Six Points Roundabout	FD	\$0.124	\$0.182	<i>Estimated 2/2020</i>	9/1/2020			9/17/2020	9/21/2020
	2022 HSIP		ROW	\$0.150	<i>FY 2021 Dollars</i>		1/6/2020			<i>Estimated 8/31/2022</i>	
	2024 HSIP		CON	\$1.100	<i>FY 2022 Dollars</i>				<i>Estimated 10/2022</i>		
Location at Garden Road (CR 674), Parvin Mill Road (CR 645), and Alvine Road (CR 655); Project received final approval by Traffic Data & Safety for project to advance on 5/4/18; project is apart of SJTPO's FY 2019 Local Safety Program Design Assistance, RFP for design issued on 9/6/18; Urban selected as design consultant; PE phase authorized on 12/27/18 for consultant costs of \$109,852.00 and state forces costs of \$57,350.35; NTP issued 3/26/19, kick-off meeting held on 5/1/19; Design progress meeting held on 8/28/19; design progress meeting #2 held on 12/17/19, initial PIC to be scheduled. CED was submitted in October 2019; CED approved on 1/6/2020. 7/23/20 Lauralee indicated 5 and 6 points must undergo Cultural Resource Investigation; PIC held 7/29/20; Potential impact to swamp pink species have been identified by USFWS. Further consultation will be required during final design; authorization submittal estimated 9/16/20; Preliminary PS&E submitted for preliminary engineering; Authorized in the name "Six Points Roundabout"; FD funding authorized for Urban Engineers 1/15/21; Initial PS&E (ROW) submittal estimated June 2021; 4/27/21: Needs an ER submitted, on track for ROW authorization this year; As of 7/13/21 status call, ROW will not be authorized in 2021; 3/1/2022: ROW consultant on contract and NTP was issued in Jan 2022; LA PM Art San Jose, Jr. 6/14/22: Awaiting authorization request package submission. LPA not providing anticipated submission date as requested.											
S1908	2022 STBGP-L5K	Telegraph Road (CR 540), Phase 2	PE	\$0.060	0.023						8/31/2022
	2023 OTHER		DES	\$0.055		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; LA PM Art San Jose, Jr. 8/4/22: Awaiting ER approval submitted to BEPR on 7/27/22 for authorization request.											
S1903	2022 STBGP-B5K200K	Griffith Street/Grant Street (CR 657)	PE	\$0.060	0.054					7/29/2022	9/7/2022
	2023 OTHER		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; LA PM Art San Jose, Jr. 8/4/22: Authorization request submitted on 7/29/22.											
S9912	2022 STBGP-L5K	Welchville Road (CR 540)	PE	\$0.080	0.07					8/2/2022	9/7/2022
	2023 OTHER		DES	\$0.065							
	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; LA PM Art San Jose, Jr. 8/4/22: Authorization request submitted on 8/2/22.											

Sep 2022

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

29-Aug

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

SJTPO HSIP Total Programmed \$ 1.311 \$ 2.587 \$ 1.700 \$ - \$ - \$ -

SJTPO HSIP Line Item \$ 2.000 \$ 3.000 \$ 3.000 \$ 3.500 \$ 3.500 \$ 4.000

Green = within budget

Red = overbudget

SJTPO HSIP Balance \$ 0.689 \$ 0.413 \$ 1.300 \$ 3.500 \$ 3.500 \$ 4.000

SJTPO CMAQ PROJECTS

DBNUM	Project Name	SPONSOR	MUNCIPALITY	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	Authorized	FY 2022-2024	\$ 0.2043				\$ 0.2043
X065	Pacific Avenue Traffic Signal Optimization	Atlantic City	Atlantic City	Atlantic	SJTPO	DES	CMAQ	Pending Authorization	FY 2022-2024	\$ 0.4750				\$ 0.4750
						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	Milville Broad Street Traffic Signal Upgrades	Milville	Milville	Cumberland	SJTPO	CON	CMAQ	Programmed	FY 2022	\$ 2.0000				\$ 2.8250

29-Aug

SJTPO CMAQ Total Programmed \$ 2.679 \$ 1.990 \$ 1.700 \$ 1.245 \$ 9.582

Supplemental STBGP B5K200K

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

Green = within budget

Red = overbudget

SJTPO CMAQ Balance \$ (0.779) \$ (0.321) \$ (0.045) \$ 0.655



Date: September 15, 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 progressing with JMT serving as the consultant, providing Full-Service Right of Way Consultant Services. Since the January 26, 2022 kickoff meeting, JMT has completed the appraisal process for the impacted properties and compiled the necessary documentation to submit to Local Aid for ROW authorization. Once the ROW phase is authorized the County and its consultant will be able to move forward with the acquisition of properties.

Even though progress is being made with the ROW phase the project is behind schedule. Currently, funding for the ROW phase for both the Five and Six Points Roundabouts is programmed for FFY 2022 and the construction phases have been pushed to FFY 2023 and 2024 for Five Points and Six Points, respectively. It won't be known if the ROW phase is authorized in FFY 2022 until the week of September 25th. Based on the updated timeline to allow for property acquisitions to be completed by Salem County, SJTPO is seeking a No Cost Time Extension that would allow Urban Engineers to remain on contract through December 30, 2023. SJTPO staff has prepared documents for TAC review and recommendation to the Policy Board that would allow for a Second Amendment to the Subcontract Agreement. A request was sent to NJDOT requesting an extension to accommodate delays in the ROW phase. FHWA has agreed to extend the Agreement End Date from December 12, 2022, to December 30, 2023. The total cost of the contract will not be affected.



Date: September 15, 2022

Re: Technical Program Update

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.

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 to address some local concerns regarding routing options that unexpectedly arose. A second “mini kick-off” was held on June 22, 2022.

An extensive desktop review has been taking place as well as coordination with U.S. Fish and Wildlife and other major stakeholders, primarily focused on environmental constraints. Letters have been sent to all property owners to get permission for a field review, anticipated for September.

Air Quality Technical Assistance *ongoing*; 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.

On July 12th AECOM completed a Quality Assurance check of the base year model network and results. SJTPO staff reviewed, adjusted, and sent it back to AECOM on August 23rd. SJTPO made a few additional changes based on AECOM’s review and is now in the process of preparing the travel demand model runs that will be used to compute the motor vehicle emissions budgets.

Microtransit Feasibility Study *ongoing*; 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.



Date: September 15, 2022

Re: Technical Program Update

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 was held on Thursday, July 21st. Since then, staff has been coordinating with the consultant team and Cross County Connection in gathering data that will be used to complete the study. Additional work has included establishing a steering committee and identifying individuals for the stakeholder interviews.

Regular biweekly meetings with the consultant team are ongoing.

Countywide Local Road Safety Plans *authorization requested*; Alan Huff *Greenman-Pedersen, Inc. (GPI)*, in association with *Jacobs, Urban Engineers, FHI Studio (DBE), and Techni Quest (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 and approved by NJDOT. SJTPO staff has been coordinating with NJDOT on the Task Order Agreement. Proposed revisions to the Subcontract Agreement between SJTA and GPI have been negotiated with the agreement signed by GPI and SJTPO, signature by SJTA is pending. Issuance of a Notice to Proceed and kick-off has been on hold awaiting the fully executed Task Order Agreement, which is now tentatively anticipated for late September 2022.

Upcoming FY 2023 Technical Program Efforts

Air Quality Post Processor Development *upcoming*; David Heller

This study seeks technical support for the development of a non-proprietary software program to link the outputs of SJTPO's travel demand model to EPA's air quality emissions model. SJTPO currently relies on a commercial proprietary package that requires outside consultant support. The intent is that the development of a non-proprietary package would allow all air quality work to be completed in-house, without recurring consultant support.

A Request for Proposal (RFP) is tentatively scheduled to be released before the end of September, with proposals due approximately one month later. In addition to SJTPO, representatives from SJTA and likely NJDEP and NJDOT will serve on the Consultant Selection Committee. Consultant selection is scheduled to be brought to the Policy Board in November.



Date: September 15, 2022

Re: Technical Program Update

SJTPO Regional Freight Plan *upcoming*; William Schiavi

This study seeks technical support to formalize our regional freight planning process and produce a regional freight plan for our region. This effort will utilize and build upon the work of the Regional Freight Plan Data Collection & Analysis Study, supplementing data collection and analyses, as needed. SJTPO's Regional Freight Plan will identify and prioritize projects and technologies that address freight congestion, infrastructure deficiencies, and safety, complementing the Statewide freight planning process.

An RFP is tentatively scheduled to be released on September 27th, and proposals are due on November 1st. In addition to SJTPO, representatives from Atlantic County, City of Vineland, Cumberland County, and NJDOT will serve on the Consultant Selection Committee. Consultant selection is scheduled to be brought to the Policy Board in January.

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 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.

Staff is actively reviewing existing plans and other relevant documents in preparation for an RFP being released by SJTPO in the Fall (October 2022). In addition to SJTPO, representatives from Cape May County, City of Vineland, Salem County, and the New Jersey Office of Planning Advocacy will serve on the Consultant Selection Committee. Consultant selection is scheduled to be brought to the Policy Board in January.

FY 2023 Demographics Analysis *upcoming*; David Heller

This technical study entails the creation of a new set of demographic forecasts that will incorporate the results of the 2020 Census, the effects of the pandemic, and other impacts on 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.

A Request for Proposal (RFP) is tentatively scheduled to be released on December 6th with consultant proposals due on January 10th. Consultant Selection Committee will be sought at the November Technical Advisory Committee Meeting. Consultant selection is scheduled to be brought to the Policy Board in March.



Date: September 15, 2022

Re: Technical Program Update

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.

Through this effort, SJTPO has purchased 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 Signal Analytics 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.

Currently, there are 88 signalized intersections that are now active and being monitored. A list of signalized intersections was provided by subregional partners, and from those, we had to prioritize locations to be selected for the first year of analysis. 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.

SJTPO staff is working to create monthly and quarterly reports for each subregional partner that will provide summaries of performance data.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2209-28: Supporting the Calendar Year 2023 Safety Performance Measure (PM1) Targets Set by NJDOT

PROPOSAL

At its September 12, 2022 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board endorse and support the Safety Performance Targets as established by the New Jersey Department of Transportation (NJDOT) for the calendar year 2023.

BACKGROUND

In the interest of improving accountability and transparency, Congress passed MAP-21, 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 Safety Performance Measure Final Rule (23 CFR 490), which establishes national performance measures for carrying out the Highway Safety Improvement Program (HSIP) and for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to use in assessing serious injuries and fatalities.

The Rule established the process for State DOTs and MPOs to create and report their annual safety 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 safety targets.

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

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

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

On November 22, 2021, the SJTPO Policy Board endorsed the safety performance targets for calendar year 2022. Similarly, on September 28, 2020, the SJTPO Policy Board endorsed the safety performance targets for calendar year 2021. Similarly, on July 22, 2019, the SJTPO Policy Board endorsed the calendar year 2020 Safety Performance Measure Targets, on July 23, 2018, the SJTPO Policy Board endorsed the calendar year 2019 Safety Performance Measure Targets, and on January 29, 2018, the SJTPO Policy Board endorsed the safety performance targets for calendar year 2018.

NJDOT set annual targets for the calendar year 2023, which it includes in its Annual Safety Report. The attached letter dated May 31, 2022, from NJDOT Commissioner Diane Gutierrez-Scaccetti to FHWA Division Administrator Robert Clark documents these targets.

As with the four previously set safety targets, NJDOT's statewide safety targets for the five measures were established based on a collaborative process with the New Jersey Division of Highway Traffic Safety and the three New Jersey MPOs. The targets were set after analyzing past trends in crash data and are consistent with the New Jersey Strategic Highway Safety Plan (SHSP) long-term goal of reducing serious injuries and fatalities by 3 percent each year.

The 2019-2023 targets all reflect anticipated increases. This is attributable to a number of issues. First, the COVID-19 pandemic had a major impact on driver behavior. During the peak of the pandemic, vehicular traffic dropped significantly, also reducing congestion. It is widely accepted that this had the effect of increasing driver speeds, as fatalities did not decrease even as volumes were down significantly. However, as volumes returned to normal, fatalities increased sharply, suggesting that while congestion returned, speeds did not fully normalize. In addition, bicycle and pedestrian activity increased sharply during the pandemic, which has largely remained during the recovery. These have combined to result in an increase in crash activity. Finally, it is worth noting that beginning in 2019 the definition of serious injuries was changed on the New Jersey Police Crash Investigation Report forms (NJTR-1) to better adhere to Federal guidelines. That change is still reflected in the significantly increased number of serious injuries shown in the targets. In the aforementioned letter to FHWA (attached), NJDOT explained this as follows:

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

MPOs are required to establish targets 180 days after their State DOT, by either establishing specific numeric targets for each measure for the MPO region or by agreeing to plan and program projects that support the attainment of the state targets. Together with SJTPO staff, TAC recommends that the Policy Board endorse and support the State’s Safety Performance Measure Targets for calendar year 2023.

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

New Jersey did not meet its calendar year 2020 targets. While this is generally attributable to the above-mentioned change in the definition of serious injury on the NJTR-1, New Jersey is still subject to penalties associated with not meeting its targets. As a result, NJDOT was required to develop an HSIP Implementation Plan, which was completed in June 2022 and evaluates the challenges in achieving the targets and considers actions to achieve targets in coming years. In addition, New Jersey must dedicate all the State’s allotment of HSIP funds directly to safety projects, losing the ability to flex a portion of those funds to other projects and/or programs. NJDOT has indicated that it did not meet its calendar year 2021 targets and will commit to the same actions in 2023 as well.



State of New Jersey

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

PHILIP D. MURPHY
Governor

DIANE GUTIERREZ-SCACCETTI
Commissioner

SHEILA Y. OLIVER
Lt. Governor

May 31, 2022

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

Dear Mr. Clark:

I am pleased to provide New Jersey's 2023 Safety Performance Targets required to be reported for the Highway Safety Improvement Program (HSIP). The New Jersey Department of Transportation (NJDOT) intends to include these targets in New Jersey's Annual Safety Report this year. These targets were established after careful consideration of previous trends, recently built projects, and the current socioeconomic environment. The targets are based on five year rolling average values and are reported to satisfy federal requirements with the understanding that New Jersey's safety vision is "Towards Zero Deaths" on all public roads. This long-term safety vision requires time to change attitudes and behaviors, construct infrastructure improvements, and to realize the benefits of technological advancements intended to reduce the frequency and severity of crashes. Unfortunately, the number of fatalities and serious injuries on New Jersey roads has been increasing since 2020. Similar trends have been seen nationally. To this end, NJDOT is committed to the vision of achieving "Zero" fatalities by the year 2050.

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

The goal of zero fatalities by 2050 is supported by the 2020 NJ SHSP. NJDOT is committed to directing resources to the infrastructure related safety strategies as we diligently strive to drive down fatalities and serious injuries with an ultimate safety vision of “Towards Zero Deaths”.

To satisfy 23 CFR 924.15(a)(1)(iii)(B) requirements, the following are the targets set by the New Jersey Department of Transportation for 2023 Safety Performance Measures, based on 5 year rolling averages:

PERFORMANCE MEASURE	TARGET 2019-2023 - 5 YEAR ROLLING AVERAGE	BASELINE 2017-2021 - 5 YEAR ROLLING AVERAGE
NUMBER OF FATALITIES	669.4 ¹	606.6
RATE OF FATALITIES PER 100 MILLION VMT	0.906 ¹	0.814
NUMBER OF SERIOUS INJURIES	3,079.6 ^{2,3}	2,307.6
RATE OF SERIOUS INJURIES PER 100 MILLION VMT	4.178 ^{1,2,3}	3.132
NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES	848.2 ^{1,2,3}	656.4

¹The COVID-19 Pandemic led to a decrease in VMT in 2020 and an unexpected increase in fatalities in New Jersey, with similar trends nationwide. The trend of increasing fatalities has continued through 2021 and year-to-date 2022. Although the VMT are increasing on New Jersey’s roadways, it is not at pre-pandemic levels to date.

²Beginning in 2019, New Jersey updated the police crash report to be consistent with the federally required classifications (Killed, Suspected Serious Injury, Suspected Minor Injury, Possible Injury, and No Apparent Injury). As a result of this change, injuries not previously attributed to the serious injury classification are now included in the serious injuries numbers for 2019-2021. For example, a crash victim with a broken arm that would have previously been classified as a Moderate Injury, is now classified as a Suspected Serious Injury. As a result, New Jersey saw an increase in reported serious injuries due to the changes in reporting. The increase creates a challenge in predicting anticipated totals for future years as well.

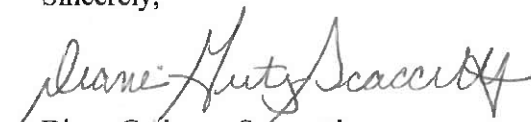
³The continued challenges posed by changes in the police crash report form and the COVID-19 Pandemic have rendered previous injury trends and models ineffective leading to challenges in developing data projections.

PERFORMANCE MEASURE	TARGET 2023 ANNUAL	BASELINE 2021 ANNUAL
NUMBER OF FATALITIES	755	703
RATE OF FATALITIES PER 100 MILLION VMT	1.00	0.94
NUMBER OF SERIOUS INJURIES	3,132	3,166
RATE OF SERIOUS INJURIES PER 100 MILLION VMT	4.16	4.25
NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES	892	897

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

If you have any questions, please contact my office.

Sincerely,



Diane Gutierrez-Seaccetti
Commissioner

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2209-28: Supporting the Calendar Year 2023 Safety Performance Measure (PM1) Targets Set by NJDOT

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

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

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

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

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

WHEREAS, SJTPO coordinated with NJDOT, the New Jersey Division of Highway Traffic Safety, and the other MPOs in New Jersey on analyzing trends and developing appropriate calendar year 2023 safety targets; and

WHEREAS, the NJDOT, in consultation with New Jersey's three MPOs, agreed upon calendar year 2023 quantitative targets for each of the five safety performance measures identified above, and formally submitted them to the FHWA on May 31, 2022; and

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

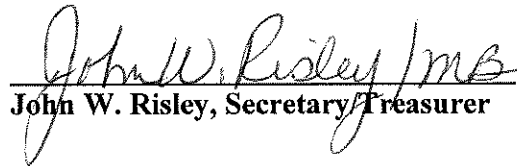
WHEREAS, SJTPO supported the State's calendar year 2018 Safety Performance Measure Targets on January 29, 2018, calendar year 2019 Safety Performance Measure Targets on July 23, 2018, calendar year 2020 Safety Performance Measure Targets on July 22, 2019, calendar year 2021 Safety Performance Targets on September 28, 2020, calendar year 2022 Safety Performance Targets on November 22, 2021, and this represents the sixth year of annual target setting for the five safety performance measures mentioned above; and

NOW, THEREFORE, BE IT RESOLVED, that the SJTPO hereby supports the statewide calendar year 2023 Safety Performance Measure Targets for each of the safety performance measures set by NJDOT from the National Performance Management Measures: Highway Safety Improvement Program (HSIP); Final Rule (23 CFR 490), as documented in the May 31, 2022, NJDOT letter to FHWA; and

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

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of September 26, 2022.


John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2209-29: Adopting the System Performance (PM3) CMAQ On-Road Mobile Source Emissions Targets for the SJTPO Planning Area

PROPOSAL:

At its September 12, 2022 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board endorse and adopt the On-Road Mobile Source Emissions Reduction Targets for the SJTPO Planning Area as established by the New Jersey Department of Transportation (NJDOT), in conjunction with the SJTPO and other member agencies constituting the New Jersey Air Quality Working Group.

BACKGROUND:

One of the Federal Highway Administration's (FHWA's) set of mandated performance measures covers emissions reductions from Congestion Mitigation and Air Quality (CMAQ) projects. These measures support the goal of the CMAQ program to reduce on-road mobile source emissions. These emissions reduction measures complement the CMAQ congestion reduction measures, approved by the SJTPO Policy Board in July.

FHWA regulations state that Metropolitan Planning Organizations (MPOs) that contain nonattainment or maintenance areas that overlap an urbanized area with a population above 1 million people, must establish quantitative 2-year and 4-year targets for the CMAQ emissions reduction measures and prepare a CMAQ Performance Plan. The entire SJTPO region has been designated by the U.S. Environmental Protection Agency (EPA) as a nonattainment area for ozone, and a small portion of the SJTPO region overlaps the Philadelphia, PA-NJ-DE-MD Urbanized Area, (which contains more than 5 million people). As such, the SJTPO is required to set targets for pollutant emissions reductions from CMAQ projects and prepare a CMAQ Performance Plan.

Separate emission reduction targets are required for each pollutant, or precursor, for which a region is in nonattainment or maintenance. For the SJTPO Planning Area, the required pollutants are the ozone precursors of volatile organic compounds (VOCs) and Nitrogen Oxides (NO_x).

CMAQ Emission Reduction Measures and Targets

The required emissions reduction targets identify the amount of pollutant emissions (in kilograms per day, or kg/day) estimated to be reduced by CMAQ-funded projects within the corresponding nonattainment or maintenance area(s), summed over the applicable federal fiscal years (FFY). The two-year target represents the emissions reductions from CMAQ projects that will be first authorized within FFY 2022 and 2023 while the four-year targets represent the emissions reductions from CMAQ projects that will be first authorized within FFYs 2022-2025.

The New Jersey Air Quality Working Group (consisting of subject matter experts from NJDOT, NJDEP, SJTPO, and the other two NJ MPOs) worked to identify and agree upon MPO-level baselines and targets for the emissions reductions from CMAQ projects. Because New Jersey is completely covered by MPOs, these MPO-level baselines and targets were added together to create the statewide baseline and targets.

To identify targets, the average for each pollutant was calculated for each federal fiscal year during the baseline period (FFY 2018-2021), accounting for the diminishing emissions benefits due to the increasing "cleanliness" of the vehicles during each year. This average was then projected forward for each federal fiscal year during the performance period (FFY 2022-2025), again adjusting for the diminishing emissions benefits" of vehicles in the future.

The 2-year target was set as the sum of the emissions reduction projections for FFY 2022 and 2023, and the 4-year target was set as the sum of the emissions reduction projections for FFY 2022-2025. This results in the following table for the SJTPO region:

SJTPO Forecasts and Targets					
Federal Year	Fiscal	Total Emissions Benefits Projections (kg/day)			
		VOC	CO*	NOx	PM2.5*
2022		0.37		1.22	
2023		0.36		1.12	
2024		0.34		1.03	
2025		0.32		0.94	
Sum 2022-2023		0.73		2.33	
Sum 2022-2025		1.39		4.30	

* No CO or PM2.5 as SJTPO meets the NAAQS for these pollutants

MPOs are required to establish targets 180 days after their State DOT, by either establishing specific numeric targets for each measure for the MPO region or by agreeing to plan and program projects that support the attainment of the state targets. 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. SJTPO staff recommends, with the support of the TAC that the Policy Board endorse and support the state targets for the infrastructure condition measures.

SJTPO's emissions benefits projections are summed with the emissions benefit projections of both the NJTPA and DVRPC, the State's two other MPOs, to come up with the Statewide emissions benefit targets, which are as follows:

Statewide Forecasts and Targets					
Federal Year	Fiscal	Total Emissions Benefits Projections (kg/day)			
		VOC	CO	NOx	PM2.5*
2022		6.13	31.02	17.95	14.94
2023		5.83	29.41	16.42	13.97
2024		5.54	27.93	15.09	13.29
2025		5.24	26.45	13.76	12.61
Sum 2022-2023		11.96	60.42	34.37	28.91
Sum 2022-2025		22.74	114.80	63.22	54.80

CMAQ Performance Plan

As noted above, the SJTPO is also required to prepare a CMAQ Performance Plan and submit it to NJDOT by October 1, 2022. This document is to have the baseline condition/performance and established 2- and 4-year targets for the CMAQ Performance Measures. These include the CMAQ Congestion Measures of Percent Non-SOV and Peak-Hour Excessive Delay (PHED) per capita (approved by the SJTPO Policy Board in July), as well as the CMAQ Mobile Source Emissions Reductions above. This document is currently under review and will be submitted as part of the NJDOT's Baseline System Performance Report, due to FHWA by October 1, 2022.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2209-29: Adopting the System Performance (PM3) CMAQ On-Road Mobile Source Emissions Targets for the SJTPO Planning 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 two- and four-year targets establishing reductions in the two ozone precursors of VOCs and NO_x, funded through the Congestion Mitigation and Air Quality (CMAQ) program; and

WHEREAS, on May 27, 2016, the Federal Highway Administration (FHWA) issued a final rule on metropolitan planning (23 CFR 450 & 771 and 49 CFR 613), under which MPOs must adopt system performance targets no later than 180 days after NJDOT adopts its performance targets; and

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

WHEREAS, the entire four-county SJTPO region has been designated by the US Environmental Protection Agency (EPA) as a nonattainment area for ozone, and a small portion of the SJTPO region overlaps the Philadelphia-PA-NJ-DE-MD Urbanized Area; (which contains more than 5 million people), and

WHEREAS, the NJDOT, in consultation with NJDEP and each of the three MPOs, agreed upon four quantitative targets for each of the two ozone precursors identified above, and

WHEREAS, the emissions reductions, from SJTPO CMAQ projects, were aggregated with the reductions from the other two MPOs which, in total, constitute the Statewide emissions benefit targets; and

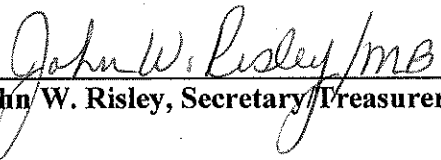
WHEREAS, the final System Performance Rule (23 CFR Part 490) states that MPOs have the option to (1) agree to program investments in support of NJDOT's targets, or (2) set their own quantifiable targets; and

NOW, THEREFORE, BE IT RESOLVED, that the SJTPO hereby supports the statewide CMAQ emissions reductions targets for each of the two ozone precursors set by NJDOT, as required by the National Performance Management Measures: CMAQ Final Rule (23 CFR 490); and

BE IT FURTHER RESOLVED, that the SJTPO will program investments that support the achievement of the 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 September 26, 2022.



John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2209-30: Supporting the Calendar Year 2022 Public Transportation Agency Safety Plan (PTASP) Safety Performance Targets Set by the NJ TRANSIT

PROPOSAL

At its September 12, 2022 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board endorse and support the Public Transportation Agency Safety Plan (PTASP) Performance targets, as established by NJ TRANSIT.

BACKGROUND

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

In June 2022, NJ TRANSIT released updated transit safety performance measures and targets covering fatalities, injuries, safety events such as collisions, employee injuries, major bus fire events, system reliability, and security events. The 13 required safety performance measures for bus operations are noted below. Each target represents a one-year target for NJ TRANSIT’s Bus Operations in the calendar year 2022. NJ TRANSIT released transit safety targets for its light rail operations, but as there is no light rail that falls within the SJTPO region, they are not included here and require no action by SJTPO. The Atlantic City Rail Line is part of the rail system, for which the PTASP does not apply. Rail operations are subject to a different set of safety regulations—FRA at 49 CFR 673.11(f).

Category	Measure	Calendar Year 2022 Target
Fatalities	Total number of reportable fatalities by mode	6
	Rate of reportable fatalities per total vehicle revenue miles (TVRM) by mode	0.085/Million Miles
Injuries	Total number of reportable injuries by mode	173
	Rate of reportable injuries	3.14/Million Miles
Safety Events ¹		
• Collisions/Rate	Total number of collisions	222
	Rate of collisions	3.14/Million Miles
• Employee Injuries	Total number of Employee Injuries	431
	Rate of Employee Injuries	7.67/200,000 Hours
• Major Bus Fire Events	Total number of Major Bus Fire Events	6
	Rate of Major Bus Fire Events	0.09/Million Miles
System Reliability ²	Mean distance between major service failures by mode	6,540

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

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

Category	Measure	Calendar Year 2022 Target
Security Events	Total Number of Assault/Security Incident Events	5
	Rate of Assault/Security Incident Events per Vehicle-Revenue Miles (VRM) by mode	0.07/Million Miles

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

SJTPO supported the previous, calendar year 2021, PTASP targets in September 2021.

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

NJ TRANSIT

Bus Operations

FTA Public Transportation Agency Safety Plans (PTASP)

Safety Performance Target

Reporting Year ~~2021~~ 2022

1.0 INTRODUCTION

The Federal Transit Administration (FTA) published a final rule for Public Transportation Agency Safety Plans as authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21). This final rule required States and certain operators of public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53 to develop Public Transportation Agency Safety Plans based on the Safety Management System approach. The effective date of this rule was July 19, 2019. The Public Transportation Agency Safety Plan (PTASP) regulation, at 49 C.F.R. Part 673¹, draws its authority from 49 U.S.C. 5329(d)². It requires covered public transportation providers and State Departments of Transportation (DOT) to establish Safety Performance Targets (SPT) to address the safety performance measures (SPM) identified in the National Public Transportation Safety Plan³ (NSP) (49 C.F.R. § 673.11(a)(3)).

A safety performance target is a quantifiable level of performance or condition expressed as a value for the measure related to safety management activities to be achieved within a set time period (§ 673.5). A safety performance measure (SPM) is a quantifiable indicator of performance or condition that is used to establish targets related to safety management activities, and to assess progress toward meeting the established targets (§ 673.5). *Transit providers may choose to establish additional targets for the purpose of safety performance monitoring and measurement.*

FTA's NSP relies on SPMs that: (1) can be applied to all modes of public transportation and (2) are based on data currently submitted to Federal Transit Administration (FTA) National Transit Database (NTD). Transit providers and State DOTs report this data following the NTD Safety and Security Policy Manual⁴

As described in the NSP, transit providers must establish by mode **seven SPTs across five categories/SPMs**

- 1. SPT #1: Fatalities**

- a. Total number of fatalities reported to NTD and rate per total vehicle revenue miles (VRM) by mode.

- 2. SPT #2: Injuries**

- a. Total number of passenger injuries reported to NTD and rate per total vehicle revenue miles (VRM) by mode.

- 3. SPT #3: Safety Events:**

¹ <https://www.govinfo.gov/content/pkg/FR-2018-07-19/pdf/2018-15167.pdf>
<https://www.ecfr.gov/current/title-49/subtitle-B/chapter-VI/part-673>

² <https://www.govinfo.gov/content/pkg/USCODE-2020-title49/pdf/USCODE-2020-title49-subtitleIII-chap53-sec5329.pdf>

³ https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/National%20Public%20Transportation%20Safety%20Plan_1.pdf

⁴ <https://www.transit.dot.gov/ntd/2021-safety-and-security-reporting-policy-manual>

- a. Total number of safety events reported to NTD and rate per total vehicle revenue miles (VRM) by mode.
- 4. SPT #4: System Reliability:**
 - a. Mean distance between major service failures by mode.
- 5. SPT #5: Security Events:**
 - a. Total number of Assault/Security Incident Events and rate per total vehicle revenue miles (VRM) by mode.

In accordance with 49 C.F.R § 673.15 Coordination with metropolitan, statewide, and non-metropolitan planning processes., NJ TRANSIT has coordinated in good faith with our Metropolitan Planning Organizations (MPO).

2.0 SAFETY PERFORMANCE TARGETS – BUS OPERATIONS

Fatalities/Rate		Passenger Injuries/Rate		*Safety Events				Major Bus Fire Events/Rate		System Reliability	Assaults & Security Incidents/Rate	
6	.085 /Mil. Miles	173	2.45/Mil. Miles	222	3.14/Mil. Miles	431	7.67/200K Hrs.	6	.09/Mil. Miles	6540 MDBSF	5	.07/Mil. Miles

3.0 METHODOLOGY

NJ TRANSIT Bus Operations Safety Performance Data is calculated based on a three-year average for calendar years, January 1, 2019 to December 31, 2021. The method of calculating the rates is provided in the table below:

DATA POINT	METHOD OF CALCULATION
Frequency Rate for Fatalities, passenger Injuries, Collisions, Major Bus Fires, Assault/Security Incident Events =	$\frac{\text{Average Number of Events} \times 1,000,000 \text{ Miles}}{\text{Average Total Annual Mileage}}$
System Reliability =	Mean Distance Miles Traveled Between Number of Events
Employee Injury Rate =	$\frac{\text{Average Number of Recordable Injuries} \times 200,000 \text{ Hrs.}}{\text{Average Total Annual Employee Hours}}$

4.0 DEFINITIONS

National Transit Database (NTD) – Established in 1974, the National Transit Database (NTD)⁵ is a federal reporting program for transit agencies receiving Federal Transit Administration (FTA) funding. It serves as a primary repository for all transit-related data including safety statistics in the United States. The performance data from the NTD is used to allocate FTA funding and to report on public transit performance to Congress and researchers.

NTD Reportable Event – An event (either planned or unplanned) occurring on transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle that meets NTD reporting thresholds provided below: (Occupational safety events occurring in administrative buildings are excluded from NTD reportable events).

- Fatalities involving passengers, others (people waiting or leaving), bus operators, bicyclists, pedestrians, and occupants of other vehicles
- Injuries requiring transportation away from the scene for medical attention
- Total property damage greater than \$25,000
- Towaways of any motor vehicle
- Smoke, Fire Evacuations for life safety reasons

Fatalities – Total number of NTD reported fatalities and rate per 1 Mil. vehicle revenue miles.

Passenger Injuries – Total number of NTD reported passenger injuries and rate per 1 Mil. vehicle revenue miles.

Collisions – Total number of NTD reported collisions with a motor vehicle, a person, fixed object, rail vehicle, bus vehicle, or other and rate per 1 Mil. vehicle revenue miles.

Employee Injuries – Total number of OSHA Recordable injuries and rate and rate per 200,000 hours.

Safety Events – Total number of NTD reported events and rate that occur during transit operations and the performance of regular supervisory or maintenance activities. Safety events include all NTD reportable collisions, and major smoke conditions and/or fires during revenue service requiring evacuation for life safety reasons per 1 Mil. Revenue miles. Employee injuries collected are the average recordable injuries defined by the Occupational Health and Safety Administration (OSHA) and rate per 200K hrs.

System Reliability (Mean distance between major mechanical failures) – Average distance between major mechanical failures that inhibit vehicle movement or prevents the start or completion of a scheduled revenue trip due to safety concerns. Examples of factors and/or components impacting System Reliability includes; tires, brakes, doors, engine/transmission, cooling systems, steering, axles, and suspension. This data is represented as the number miles traveled between events.

Assault/Security Incident Events

Event occurring on transit right-of-way or infrastructure, at a transit revenue facility, at a maintenance facility, during a transit related maintenance activity, or involving a transit revenue vehicle. Excluded from this event reporting requirement are: (assault, robbery, non-transit vehicle collisions, etc.) occurring at bus stops or shelters that **are not on transit-owned property** (unless boarding/alighting at the time) per 1Mil. Revenue miles.

⁵ <https://www.transit.dot.gov/ntd>

NOTE: The thresholds for "reportable" fatalities, injuries, and safety events (above) are defined in the National Transit Database Safety and Security Reporting Manual⁶.

5.0 APPENDICES

None attached.

⁶ <https://www.transit.dot.gov/ntd/manuals>

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2209-30: Supporting the Calendar Year 2022 Public Transportation Agency Safety Plan (PTASP) Safety Performance Targets Set by NJ TRANSIT

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

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

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

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

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

WHEREAS, in 2022, NJ TRANSIT released updated targets for the thirteen (13) required safety performance measures covering fatalities, injuries, safety events such as collisions, employee injuries, and major bus fire events, system reliability, and assaults and security incidents; and

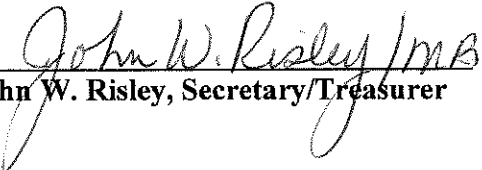
WHEREAS, NJ TRANSIT also released updated transit safety targets for its light rail operations, but with no light rail within the SJTPO region, adoption of light rail operation targets is not required; and

NOW, THEREFORE, BE IT RESOLVED, that the SJTPO hereby supports the statewide Public Transportation Agency Safety Plan Safety Performance Targets for each of the 13 required safety performance measures for calendar year 2022 set by NJ TRANSIT as required by the PTASP Final Rule (49 CFR Part 673); and

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

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting on September 26, 2022.


John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2209-31: Approving a Subcontract Amendment for a Second No Cost Time Extension for the Local Safety Program Design Assistance

PROPOSAL

At its September 12, 2022 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board approve a Contract Modification for a No Cost Time Extension related to the Subcontract Agreement associated with SJTPO's Local Safety Program to advance two roundabout projects in Salem County. The contract modification would extend the length of the contract one year from December 12, 2021, to December 30, 2023.

BACKGROUND

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

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

In September of 2021, the Policy Board approved a resolution to execute an additional Amendment to the Subcontract Agreement between Urban Engineers and SJTPA for a No Cost Time Extension. This was required to allow Salem County to advance the Right-of-Way phase of work while keeping Urban Engineers on contract to assist with ROW documentation and advance work associated with the Final Design phase.

However, based on the current progress of the ROW effort, an additional No Cost Time Extension is necessary to allow the ROW phase to be completed by Salem County. Engineering work cannot advance further until the ROW phase is complete, ensuring no further changes to the design need to be made. It is anticipated that the ROW phase should be completed in the next six to eight months. Urban Engineers will then be able to finalize plans and submit a preliminary and final PS&E package to NJDOT Local Aid for construction authorization.

A request was sent to NJDOT requesting an extension to accommodate delays in the ROW phase. FHWA has agreed to extend the Agreement End Date from December 12, 2022, to December 30, 2023. The total cost of the contract will not be affected.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2209-31: Approving a Subcontract Amendment for a Second No Cost Time Extension for the Local Safety Program Design Assistance

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

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

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

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

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

WHEREAS, in November 2020, the Policy Board adopted a resolution approving a Contract Modification for a Scope and Cost Increase related to Final Design services for a total revised cost of \$366,590.92 for both Five Points and Six Points Roundabouts; and

WHEREAS, in September 2021, the Policy Board adopted a resolution approving a Contract Modification for a No Cost Time Extension between Urban Engineers and SJTA; and

WHEREAS, the County of Salem is currently in the process of acquiring right-of-way for Five Points and Six Points Roundabouts; and

WHEREAS, it is anticipated that the ROW phase will require an additional six to eight months, which will require Urban Engineers to remain under contract beyond the current end date of the agreement (December 12, 2022) to complete the design work that will follow the ROW phase; and

WHEREAS, a request was sent to NJDOT requesting an extension to the current Task Orders to accommodate delays in the ROW phase. FHWA has agreed to extend the Agreement End Date from December 12, 2022, to December 30, 2023. The total cost of the contract will not be affected; and

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

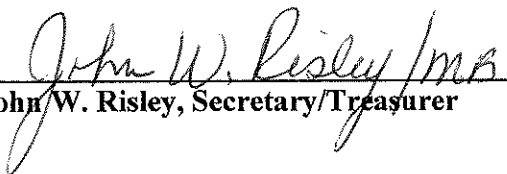
WHEREAS, the contract modification to extend the contract end date, through to December 30, 2023, will not negatively impact the initial needs and objectives of the technical study; and

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

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

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of September 26, 2022.



John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2209-32: Approving a Minor Amendment to the FFY 2022-2031 Transportation Improvement Program (TIP) Adding the Statewide Carbon Reduction Program

PROPOSAL

At its September 12, 2022 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board approve a Minor Amendment to the FFY 2022-2031 Transportation Improvement Program (TIP), as requested by the New Jersey Department of Transportation to add the Statewide Carbon Reduction Program.

BACKGROUND

Established under Section 11403 of the Infrastructure Investment and Jobs Act (IIJA), the Carbon Reduction Program provides funds for projects to reduce transportation emissions or the development of carbon reduction strategies. Consistent with the 2023 Capital Program, NJDOT is requesting to add a new Statewide program, Carbon Reduction Program (DBNUM 22352). This is a new federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA)/ Bipartisan Infrastructure Law (BIL). Funding is broken down as between 50-200k, between 5-50k, less than 5k, and Flex.

Eligibility includes the establishment or operation of traffic monitoring, management, and control facilities or programs, advanced truck stop electrification systems, advanced transportation and congestion management technologies, development of infrastructure-based intelligent transportation systems capital improvements, and the installation of a vehicle to infrastructure communications equipment, replacement of street lighting and traffic control devices with energy-efficient alternatives, development of a carbon reduction strategy, and retrofitting of Dedicated Short Range Communication (DSRC) technology.

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

(AFTER)

TRACK #: SW-22352-0-A-2022	REVISION #: 0	DATE: 7/13/22 8:01:38AM
PROJECT NAME: Carbon Reduction Program		
DBNUM: 22352	UPC: 223520	MILEPOST(S):
COUNTY:		
MUNICIPALITY:		

Established pursuant to Section 11403 of the Infrastructure Investment and Jobs Act (IIJA). Eligibility includes establishment or operation of traffic monitoring, management, and control facilities or programs, advanced truck stop electrification systems, advanced transportation and congestion management technologies, development of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle to infrastructure communications equipment, replacement of street lighting and traffic control devices with energy-efficient alternatives, development of a carbon reduction strategy, and retrofitting of Dedicated Short Range Communication (DSRC) technology.

ASSET MANAGEMENT CATEGORY:

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT):

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT:

STRUCTURE NO.:

MPO	PHAS	FUND	Amounts in Millions of Dollars									
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Statewide	ERC	CR-B50K200K		0.449	0.458	0.467	0.477	0.486	0.496	0.506	0.516	0.526
Statewide	ERC	CR-B5K50K		0.449	0.458	0.467	0.477	0.486	0.496	0.506	0.516	0.526
Statewide	ERC	CR-FLEX		10.598	10.810	11.026	11.246	11.471	11.701	11.935	12.173	12.417
Statewide	ERC	CR-L5K		1.100	1.122	1.145	1.167	1.191	1.215	1.239	1.264	1.289

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2209-32: Approving a Minor Amendment to the FFY 2022-2031 Transportation Improvement Program (TIP) Adding the Statewide Carbon Reduction 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, 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, NJDOT is requesting to add a new statewide program, Carbon Reduction Program (DBNUM 22352) to the FFY 2022-2031 TIP as a new program; and

WHEREAS, this program will advance projects to reduce transportation emissions or the development of carbon reduction strategies; and

WHEREAS, this program is consistent with the 2023 Capital Program; and

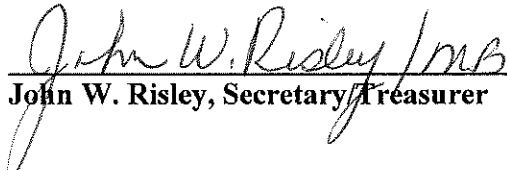
WHEREAS, the fiscal constraint of the TIP is maintained as funding is established under Section 11403 of the Infrastructure Investment and Jobs Act (IIJA)/ Bipartisan Infrastructure Law (BIL); and

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 Statewide Carbon Reduction Program 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 September 26, 2022.



John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2209-33: Approving a Minor Amendment to the FFY 2022-2031 Transportation Improvement Program (TIP) Adding the Statewide Electric Vehicle Infrastructure Program

PROPOSAL

At its September 12, 2022 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board approve a Minor Amendment to the FFY 2022-2031 Transportation Improvement Program (TIP), as requested by the New Jersey Department of Transportation to add the Statewide Electric Vehicle Infrastructure Program.

BACKGROUND

Consistent with the 2023 Capital Program, NJDOT is requesting to establish an Electric Vehicle Infrastructure Program (DBNUM 22350) to provide funding to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. This is a new federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA)/ Bipartisan Infrastructure Law (BIL).

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

(AFTER)

TRACK #: SW-22350-0-A-2022	REVISION #: 0	DATE: 7/1/22 10:58:02AM
PROJECT NAME: Electric Vehicle Infrastructure Program		
DBNUM: 22350	UPC: 223500	MILEPOST(S):
COUNTY:		
MUNICIPALITY:		

Establishes an electric vehicle infrastructure program to provide funding to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.

ASSET MANAGEMENT CATEGORY:

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT):

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT:

STRUCTURE NO.:

MPO	PHAS	FUND	Amounts in Millions of Dollars										
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	
Statewide	ERC	NEVFP		16.067	16.709	17.378	18.073						

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2209-33: Approving a Minor Amendment to the FFY 2022-2031 Transportation Improvement Program (TIP) Adding the Statewide Electric Vehicle Infrastructure 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, 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, NJDOT is requesting to add a new statewide program, Electric Vehicle Infrastructure Program (DBNUM 22350) to the FFY 2022-2031 TIP as a new program; and

WHEREAS, this program provides funding to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability; and

WHEREAS, this program is consistent with the 2023 Capital Program; and

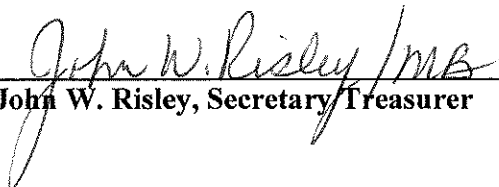
WHEREAS, the fiscal constraint of the TIP is maintained as funding is established under Section 11403 of the Infrastructure Investment and Jobs Act (IIJA)/ Bipartisan Infrastructure Law (BIL); and

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 Statewide Electric Vehicle Infrastructure Program 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 September 26, 2022.


John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2209-34: Approving a Minor Amendment to the FFY 2022-2031 Transportation Improvement Program (TIP) Adding the Statewide PROTECT Program

PROPOSAL

At its September 12, 2022 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board approve a Minor Amendment to the FFY 2022-2031 Transportation Improvement Program (TIP), as requested by the New Jersey Department of Transportation to add the Statewide PROTECT Program.

BACKGROUND

A new federal-aid funding category was established under the Infrastructure Investment and Jobs Act (IIJA)/ Bipartisan Infrastructure Law (BIL), known as Promoting, Resilient Operations for Transportation, Efficient, and Cost-saving Transportation (PROTECT). Activities encompass planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. NJDOT is requesting the addition of this new Statewide program, PROTECT (DBNUM 22353), which is consistent with the 2023 Capital Program.

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

(AFTER)

TRACK #: SW-22353-0-A-2022	REVISION #: 0	DATE: 7/13/22 7:50:29AM
PROJECT NAME: Protect		
DBNUM: 22353	UPC: 223530	MILEPOST(S):
COUNTY:		
MUNICIPALITY:		

Establishes a program for Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT).
Activities encompass planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

ASSET MANAGEMENT CATEGORY: Capital Program Delivery-Construction

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT):

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT:

STRUCTURE NO.:

MPO	PHAS	FUND	Amounts in Millions of Dollars									
			FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Statewide	ERC	PFP		34.429	35.118	35.820	36.537	37.268	38.013	38.773	39.549	40.340

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2209-34: Approving a Minor Amendment to the FFY 2022-2031 Transportation Improvement Program (TIP) Adding the Statewide PROTECT 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, 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, NJDOT is requesting to add a new statewide program, PROTECT Program (DBNUM 22353) to the FFY 2022-2031 TIP as a new program; and

WHEREAS, this program will advance activities that encompass planning, resilience improvements, community resilience and evacuation routes, at-risk coastal infrastructure; and

WHEREAS, this program is consistent with the 2023 Capital Program; and

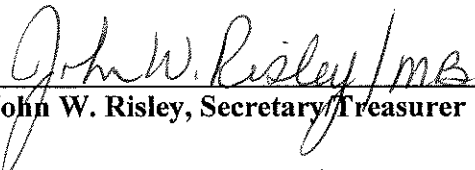
WHEREAS, the fiscal constraint of the TIP is maintained as funding is established under Section 11403 of the Infrastructure Investment and Jobs Act (IIJA)/ Bipartisan Infrastructure Law (BIL); and

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 Statewide PROTECT Program 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 September 26, 2022.



John W. Risley, Secretary/Treasurer