

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
Policy Board**

**Monday, November 28, 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: [September 26, 2022](#)**
- d. [Tentative 2023 Meeting Schedule](#)**
- e. Communications**
 - 1. [FY 2024 Subregional Planning Work Programs Memo](#)
 - 2. [FY 2024 UPWP NJDOT Planning Priorities Letter](#)
 - 3. [SJTPO Federal Certification Letter](#)
- f. Report of the Technical Advisory Committee – Kathleen Hicks, Chairperson**
- g. Chairman's Remarks**
- h. [Report of the Executive Director](#) – Jennifer Marandino**
- i. Selection of Nominating Committee for January 23, 2023 Reorganization**
- j. Public Comment *limit to three (3) minutes per person***
- k. New Business**
- l. NJDOT Update**
- m. Adjournment**

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
Policy Board Meeting

Monday, September 26, 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
George Castellini, Cumberland County (not present)
Benjamin Laury, Salem County (not present)
Marty Small, Sr., City of Atlantic City (not present)
P. Edward McKelvey, Alloway Township (not present)
Leonard Desiderio, Sea Isle City
Anthony Fanucci, City of Vineland (in person)
Sudhir Joshi, NJDOT
Louis Millan, NJ TRANSIT
Stephen Mazur, SJTA

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

Douglas DiMeo, Atlantic County
John Musto, Atlantic County
Leslie Gimeno, Cape May County
Kathleen Hicks, City of Vineland (in person)
Matt Pisarski, Cumberland County
Jeffry Nielsen, Governor's Authorities Unit
Michael Watson, Brown & Connery, LLP
Brent Van Lith, DRBA
Nancy Ridgway, resident
Monica Butler, SJTPO (in person)
Alan Huff, SJTPO (in person)
Jennifer Marandino, SJTPO (in person)
Jason Simmons, SJTPO
Taylor Waymire, SJTPO

APPROVAL OF MINUTES: July 25, 2022

On Motion by Mayor Fanucci and seconded by Stephen Mazur, the minutes of July 25, 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 September 12, 2022 meeting TAC recommended positive consideration of Resolutions 2209-28 through 2209-34.

CHAIRMAN'S REMARKS

There were no remarks by Chairman Desiderio.

REPORT OF THE EXECUTIVE DIRECTOR

Ms. Marandino reported that every four years, MPOs are required to be jointly certified by FHWA and FTA for their metropolitan planning process. This Federal Certification Review reviews the compliance, schedule, regulations, and challenges among other things. The federal agencies will prepare recommendations for improvements and in some cases, Corrective Actions are given. The last Federal Certification Review for SJTPO was conducted in 2019, whereas SJTPO received Corrective Actions pertaining to Civil Rights. Ms. Marandino noted that SJTPO has since fully addressed those actions. She further reported that the four-year period between certification reviews has elapsed with SJTPO's review to be conducted in March of 2023.

Ms. Marandino shared that has been in contact with both FHWA and FTA, who is leading the Certification. FTA has asked that SJTPO host an in-person meeting at 9:00 a.m. on Monday, March 27, 2023, at Vineland City Hall, with participation by both the Policy Board and Technical Advisory Committee members. This meeting will take place during the regularly scheduled SJTPO Policy Board meeting to help bolster participation by Board members. Ms. Marandino asked that all Policy Board members mark their calendars for the date and time mentioned and to plan on attending the meeting in person. A follow-up email will be sent as a reminder. Ms. Marandino noted that the certification process will be two days but requested participation by the TAC and Board members on that first day. At the March 27th meeting, FTA will prepare a presentation that will provide an overview of the Certification process, followed by a presentation by SJTPO before moving into discussions with the TAC and Board members.

Ms. Marandino announced that USDOT has awarded \$2.2 billion in grant awards for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary program, with New Jersey receiving grants for two projects located in the City of Elizabeth and Atlantic City (led by NJDOT) which is the Route 40 Resiliency project. She also announced that FHWA awarded \$45.2 million in grant awards for the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) discretionary grant program, with SJTA receiving \$8.75 million for their Smart and Connected Atlantic City Expressway deploying cellular vehicle-to-everything (C-V2X) technologies to support future connected and automated vehicles.

Ms. Marandino stated that the Technical Studies Update includes several studies that remain active including the Local Program Design Assistance for the Five Points and Six Points Roundabouts in Salem County. Cape May County is collaborating with SJTPO on their Regional Trails Feasibility

Survey which is continuing after a slight delay. The Air Quality Technical Assistance effort continues along with the Microtransit Feasibility Study which has ongoing bi-weekly meetings with the consultant. Jason Simmons added that focus group public meetings are scheduled for this coming Tuesday, September 28th, and Wednesday, September 29th. The focus groups are anticipated to consist of approximately 10-15 people who are both current and non-frequent transit riders to gather information as to why they are not taking public transit and determine if they are aware of transit options in the western Atlantic County area. The desire is to also acquire information on what may be needed to enhance the rider experience.

Ms. Marandino stated that she was excited to announce that a Notice to Proceed had been issued to Greenman-Pedersen, Inc. (GPI), the consultant who is conducting the \$3 million Countywide Local Road Safety Plans effort, which was the result of the New Jersey 2020 Strategic Highway Safety Plan. She noted that Alan Huff is in the process of scheduling a kick-off meeting. SJTPO is the first of the MPOs in the state to begin this effort to complete Local Road Safety Plans. Ms. Marandino then thanked Khalid Shaikh at NJDOT for helping to secure the Task Order and funding, asking that Sudhir share the message of thanks.

Mr. Marandino also reported that two separate RFPs will be released within the next two weeks. The first release will be for the Air Quality Post Processor Development, which will help alleviate SJTPO's dependency on a consultant to assist with air quality analysis. The other RFP is the Regional Freight Plan, which is the continuation of the Data Collection and Analysis study. Consultant support is being sought to assist with taking what was done as part of the previous effort, building upon the work, and ultimately developing a Regional Freight Plan specific to the SJTPO region area.

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 2209-28: Support for the 2023 Safety Performance Measure Targets Set by the New Jersey Department of Transportation in Collaboration with the Metropolitan Planning Organization in New Jersey

On Motion by Commissioner Director Thornton and seconded by Mayor Fanucci, Resolution 2209-28 was opened for discussion. Alan Huff explained that this annual action related to safety targets is a very collaborative process between NJDOT, MPOs, the Division of Highway Traffic Safety, and others. MPOs are required to develop safety targets every year, with the option to support the state targets or develop their own. Thus far, SJTPO has supported the state targets with no issues since it is a collaborative effort. He then reviewed a letter dated May 31, 2022, detailing the safety targets noting that much like last year, it was a difficult process this year. COVID had a huge impact on the transportation system including crashes and vehicle volumes. Mr. Huff stated that the targets are based on five-year rolling averages. During the peak of COVID, traffic volumes were reduced by as much as half, while fatalities remained the same, largely due to increased driver speed.

Mr. Huff stated that a good faith effort went into compiling the averages based on the best data available. The averages are going up; however, targets assume a reduction in future years. The number of fatalities has increased, which can be attributed to bad driver behavior that developed during COVID related to speed and aggression as well as alcohol-related crashes, which have also increased. There is a concern for future years as these issues may take time to mitigate as well as the additional issues associated with the legalization of recreational cannabis. He stated that despite these issues, he does not see a reason for SJTPO to develop SJTPO-specific targets rather than support the state targets. Mr. Huff noted that there are consequences for the state if it doesn't meet its targets, noting that the state will be required to develop an Annual Safety Report and will not be permitted to flex HSIP funds to other projects or programs. There are no specific consequences to the MPOs should the state not meet its targets. With no further comment, Resolution 2209-28 was unanimously approved.

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

On Motion by Commissioner Risley and seconded by Stephen Mazur, Resolution 2209-29 was opened for discussion. In Dave Heller's absence, Jason Simmons reported that SJTPO falls within the Philadelphia-Wilmington-Atlantic City Ozone Nonattainment Area, and as such, SJTPO is required to adopt CMAQ On-Road Mobile Source Emission Targets, with two of the emissions being Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx). SJTPO is also required to adopt congestion measures which the Board adopted in July. He stated that the required emissions reduction targets identify the number of pollutant emissions (in kilograms per day) and are estimated to be reduced by CMAQ-funded projects within the SJTPO planning area. 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.

Mr. Simmons noted that SJTPO is currently finalizing the numbers for the first reporting period and are now entering the second reporting period. The targets are adopted individually for the SJTPO region as well as each MPO adopting their own and then combined into what is considered the state targets. With no further comment, Resolution 2209-29 was unanimously approved.

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

On Motion by Stephen Mazur and seconded by Mayor Fanucci, Resolution 2209-30 was opened for discussion. In Dave Heller's absence, Alan Huff explained that federal regulations require public transportation providers to establish Safety Performance Targets to address specific safety performance measures. These targets are identified in a Public Transportation Agency Safety Plan (PTASP), which is an annual plan prepared by NJ TRANSIT. He noted that even though the reporting year for these targets is listed as 2021, the targets are for the calendar year 2022. Ms. Marandino noted that the report was not initially included in the Board packet, however, is now posted on the website for information.

Mr. Huff stated that these PTASP targets are updated annually, and cover fatalities, injuries, and safety events such as collisions, employee injuries, and major bus fire events. Also included is system reliability (which is defined as the mean distance between major mechanical failures), and

assault/security incident events, which is defined as an event occurring on transit right-of-way or infrastructure, at a transit revenue facility, at a maintenance facility, during transit-related maintenance activity, or involving a transit revenue vehicle. He noted that the seven required safety performance measures for bus operations were attached for information and represent one-year targets for the calendar year 2022. These targets are based on the three-year average from January 1, 2019, to December 31, 2021. NJ TRANSIT also released targets for light rail operations, but as we do not have any light rail within our region, these were not included.

Louis Millan reported that NJ TRANSIT has scheduled a meeting on Thursday, September 28th, with the MPOs to further explain the targets. He noted that there are two sets of targets, safety targets and asset management targets. He further explained that several departments within NJ TRANSIT are involved in assembling the data for the reports. This meeting will include appropriate personnel from those departments, who will help answer any questions that the MPOs may have. With no further comment, Resolution 2209-30 was unanimously approved.

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

On Motion by Commissioner Director Thornton and seconded by Mayor Fanucci, Resolution 2209-31 was opened for discussion. Jason Simmons explained that the Subcontract Agreement for Local Safety Program Design Assistance to advance two roundabout projects in Salem County (Five Points and Six Points) needs to be extended for one year from December 12, 2022, to December 30, 2023. Overall, the project is advancing very well, with the design being approximately 90% complete, however, the Right-of-Way (ROW) phase is taking a little longer than anticipated. Therefore, an additional eight to nine months will be needed to complete the ROW phase causing a need for an extension. He noted that the cost will not be affected by the extension. Ms. Marandino added that FHWA has already approved the extension for the associated Task Order Agreement and that this action is to extend the Subcontract Agreement with the consultant and SJTA. With no further comment, Resolution 2209-31 was unanimously approved.

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

On Motion by Commissioner Risley and seconded by Louis Millan, Resolution 2209-32 was opened for discussion. Jason Simmons explained that the Statewide Carbon Reduction Program is a new funding source established under the Infrastructure Investment and Jobs Act (IIJA). The primary focus of this fund is to reduce transportation emissions or the development of carbon reduction strategies. This amendment is for the Statewide Carbon Reduction Program, which relates to funds directly programmed and administered by NJDOT. Since the program was not previously included in the TIP an amendment is required to add it. He noted that the SJTPO region will also have a Carbon Reduction Program that will be added to the TIP shortly. On a question by Ms. Marandino, Mr. Simmons explained that in discussions with NJDOT, a new Local Carbon Reduction Program would be added, which will mimic how the CMAQ program is listed. Ms. Marandino added that since there is currently no application process in place, the amendment will be the first step in accessing the funds which are broken down into urbanized and non-urbanized classifications in alignment with the new IIJA categories.

Mayor Fanucci stated that he was not familiar with retrofitting Dedicated Short Range Communication technology, and Mr. Simmons replied that he was not quite sure himself. However,

he believed that it has to do with signal work and vehicle-connected technologies. Most of the federally funded programs and projects have a very long list of eligible activities even though most of the time the funds are utilized for a small handful of those eligible activities. This happens due to the project types that the NJDOT and other subregional partners are familiar with, however, this does not mean that those are the only projects for which funding can be used. Mayor Fanucci commented that when he sees something being retrofitted, it catches his attention, and asks what type of short-range communication is already in place and what are we changing it to, why, and how much funding will be needed. Mayor Fanucci asked for further clarification, and Ms. Marandino stated that the staff would investigate it and provide him with an answer. Mayor Fanucci added that the City of Vineland is adding to ITS technology by implementing a smart city concept, and if any of the above ties into what they are currently doing, he would like his technicians to be aware of what is available. He asked that when the information is available, it be sent to him, copying Kathleen Hicks. Mr. Simmons stated that he would be interested in learning more about what the City of Vineland is doing, and Mayor Fanucci stated that Kathleen Hicks would translate the request to their IT Director Anthony Quigley. With no further comment, Resolution 2209-32 was unanimously approved.

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

On Motion by Stephen Mazur and seconded by Mayor Fanucci, Resolution 2209-33 was opened for discussion. Jason Simmons explained that the Statewide Electric Vehicle Infrastructure Program is a new funding source established under the Infrastructure Investment and Jobs Act (IIJA), whose primary focus is to provide funding to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. He stated that the state recently adopted an EV plan to identify various alternative fuel corridors throughout the state. Once the funding is in place, it will be available to build out the alternate fuel corridors along the Garden State Parkway, Atlantic City Expressway, and the New Jersey Turnpike. Once a corridor is fully built out, the funding becomes more flexible and can be used to meet the needs of the state. He stated that the initial alternative fuel corridors are designated corridors that must be built out following various federal regulations and specifications including capacity and frequency of stations.

Mayor Fanucci questioned if Route 55 would be considered an alternative fuel corridor. Mr. Simmons replied that it was decided not to include other corridors as alternative fuel corridors specifically because of how rigid the funding must be spent. The thought was to limit the number of designated corridors so that the state could build them out quickly and then the funding could then start to be dispersed statewide more quickly with fewer requirements. Mr. Simmons stated that he initially advocated for various state highways throughout the SJTPO region but agreed with the final direction not to include those lower-level roadways. Ms. Marandino added that it is not to say that EV stations could not be installed along the corridor, just not in the same prescriptive manner as required. Mr. Simmons stated that he could share the plan that was developed by the Board of Public Utilities, NJDOT, and NJDEP, and submitted to FHWA stating that it is a very aggressive plan with a lot of funding and strategies on how to utilize the funding over the next four years.

Mayor Fanucci commented that the Landis Avenue exit in Vineland off Route 55 would make a great stop for drivers traveling between Philadelphia and the shore points to stop and charge, especially in the summer months with increased traffic. Mayor Fanucci noted that the City of Vineland has the electric utility infrastructure available and may be able to assist the state in that

capacity. Mayor Fanucci noted would be happy to volunteer his staff with any assistance needed. Mr. Simmons mentioned that once the Alternative Fuel Corridors were built out, the state might revive the Volkswagen settlement fund program or something similar, to disperse funds. He stated that NJDEP created the Volkswagen Environmental Mitigation Trust using funds to pay for recharging stations and other infrastructure on a rolling application basis, which was a very successful program.

Stephen Mazur added that in connection with the Volkswagen settlement, SJTAs consultant, EVgo, was able to secure funding to offset the cost of the installation of charging stations at the Farley Service Plaza. Mayor Fanucci questioned if SJTA had success with EVgo, to which Stephen Mazur replied that he hasn't seen the usage numbers to date and had only seen one car charging at the station. He did mention that Tesla put up a supercharger at the Farley Service Plaza and shared that has never driven by and not seen a Tesla charging. Outside of the Tesla supercharger, which is proprietary to Tesla, Mayor Fanucci questioned if the other charging stations are generic to all brand vehicles, and Stephen Mazur stated that the charging stations do all cars except Tesla. Mayor Fanucci asked if a bid is required to obtain the stations, and Stephen Mazur replied that SJTA was able to piggyback off New Jersey Turnpike Authority's contract. Stephen Mazur offered to have a discussion with the mayor about the possibility of having a shared service agreement with the City of Vineland. Mayor Fanucci stated that he would like to keep up with the new technology and offered to have Kathleen Hicks contact the City's IT department to get things started. With no further comment, Resolution 2209-33 was unanimously approved.

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

On Motion by Mayor Fanucci and seconded by Commissioner Risley, Resolution 2209-34 was opened for discussion. Jason Simmons explained that the Statewide PROTECT Program is a new funding source established under the Infrastructure Investment and Jobs Act (IIJA), which is an acronym for Promoting, Resilient Operations of Transportation, Efficient, and Cost-saving Transportation. The program's primary focus is planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. He noted that the program is statewide, and with a few exceptions, the funds will be used to offset construction costs in making a project resilient. With no further comment, Resolution 2209-34 was unanimously approved.

NJDOT UPDATE – Sudhir Joshi

Sudhir Joshi reported that Commissioner Diane Gutierrez-Scaccetti and the Eastern Transportation Coalition are urging residents to participate in an innovative Mileage-Based User Fee (MBUF) Pilot Program. He mentioned that there is an incentive for drivers who participate in the program that they can earn \$100 and will help policymakers explore potential alternatives to the fuel tax to maintain New Jersey's roads and bridges. Mr. Joshi also reported that Governor Murphy announced that there will be \$161.25 million in FY 2023 County Aid to help make infrastructure improvements on the local level. The County Aid funds are apportioned based on population and road mileage in each county, and each county selects the projects that receive funding. Counties are required to submit eligible projects, identified in the County's annual Transportation Program to NJDOT for approval before December 1, 2022.

Jason Simmons asked if the County Aid represented an increase over the previous allocation, and Mr. Joshi stated that he would check and report back to him.

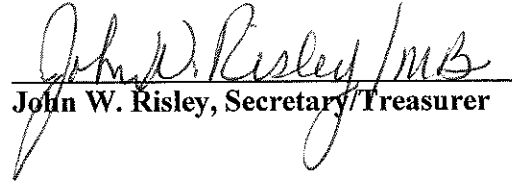
BOARD COMMENT

No additional comments were received.

ADJOURNMENT

On Motion by Commissioner Director Thornton and seconded by Stephen Mazur, the meeting was adjourned at 11:00 a.m.

Approved Minutes Certified Correct:


John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**ANNUAL NOTICE OF REGULAR
POLICY BOARD MEETINGS**

FOR 2023

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

Monday, March 27, 2023 - **9:00 a.m.**
Federal Certification Review following Policy Board Meeting

Tuesday, March 28, 2023 - **9:00 a.m.** – **Federal Certification Review (SJTPO Office)**

Monday, May 22, 2023 - 10:00 a.m.

Monday, July 24, 2023 - 10:00 a.m.

Monday, September 25, 2023 - 10:00 a.m.

Monday, November 27, 2023 – 10:00 a.m.

Monday, January 22, 2024 – 10:00 a.m. (**Reorganization Meeting**)

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



Date: October 12, 2022
To: County Planning Directors
From: David Heller
Re: FY 2024 Subregional Planning Work Programs

Call for FY 2024 Subregional Planning Work Programs

An initial draft of SJTPO's FY 2024 Unified Planning Work Program is due to NJDOT in early December. To meet that deadline, we need your assistance in developing the Subregional Planning Work Program, with key due dates as noted below:

Estimate of total cost of work program due *Wednesday, November 2, 2022*

Full Work Program write-up and description, including Task III study due *Wednesday, November 16, 2022*

Format

For your convenience, copies of your FY 2023 County Work Program have been transmitted via email. Consistent with past practice, there are three basic tasks:

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

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

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

Budget

- The specific distribution to each of the four counties can fluctuate, depending on the counties' needs and work in the upcoming state fiscal year (FY 2024)
- Each County is encouraged to consider a Task III study that would relate to RTP 2050. However, there is a recognition that funding allocation may be a concern
- Do not hesitate to reach out in advance, but the intention is to discuss at the November 14th TAC meeting
- For programming purposes, please provide the County's budget estimates, by Task, by Wednesday, November 2, 2022



Date: October 11, 2022

Re: FY 2024 Subregional Planning Work Programs

Content

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

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

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



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

October 17, 2022

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

David W. Behrend
Acting Executive Director
NJTPA
One Newark Center
Newark, NJ 07102

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

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

This letter presents the New Jersey Department of Transportation (NJDOT) planning priorities for your FY 2024 Unified Planning Work Program (UPWP). The Federal Highway Administration and the Federal Transit Administration have indicated to my staff that their priorities are unchanged from last year.

NJDOT MPO Transportation Priorities

Interagency Coordination

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

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Interagency Coordination (continued)

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

Congestion Relief

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

Freight Planning

- Improve New Jersey's multimodal freight network and hubs for more efficient access and improved system performance.
- Continue to plan for and grow the state's Marine Highway Program facilitating interaction and partnership with stakeholders and industry partners.
- Encourage opportunities for modal shift from trucks to barge and rail where practical.
- Continue to champion truck parking improvements throughout the state through dialogue with MPO partners and industry stakeholders (trucking, real estate, manufacturing, etc.).
- Advance rail freight projects, connectivity solutions, and planning initiatives in New Jersey, including:
 - Providing an efficient, and effective rail freight system in the State of New Jersey through the provision of financial assistance to preserve, rehabilitate, and enhance rail freight facilities.
 - Systematic freight rail improvements in North Jersey such as 286k, plate F, shared service, port-rail connectivity issues and for site-specific line impediments.

Freight Planning (continued)

- Planning for an enhanced regional network in South Jersey through improved connectivity between New Jersey and Pennsylvania.
- Raise awareness of the value of freight to New Jersey, including continued development and implementation of a Freight Social Media Program “Freight Moves NJ.”
- Implement 2022 State Freight Plan including programs and projects highlighted in the plan.
- Obtain freight focused data to analyze current freight movement on the road network and be able to make better recommendations based on forecasts.
- Participate in the development of a carbon reduction program strategy to reduce transportation emissions, in consultation with 3 designated metropolitan planning organizations (MPO’s) in NJ (NJTPA, DVRPC and SJTPO).

Emerging Technologies

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

Safety Planning

- Promote development of the Systemic and Systematic Safety Program.
- Maximize opportunities to include Proven Safety Countermeasures in all projects.
- Continue to prioritize implementation of the New Jersey 2020 Strategic Highway Safety Plan.
- Develop local strategic highway safety plans in consultation with NJDOT and FHWA.
- Develop projects following the Road Safety Audits along county and local roads.
- Continue to develop and solicit Local Safety Program applications.

Bicycle and Pedestrian Planning

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

Intelligent Transportation Systems

- Promote the use of Intelligent Transportation System (ITS) architecture:
 - Improve traffic operations through ITS upgrades and enhanced coordination at the interstate, state, county and local level.

Intelligent Transportation Systems (continued)

- Disseminate and provide information/knowledge/skills to local partners in technology areas where NJDOT has acquired a higher level of maturity.
- Explore the benefits of providing connectivity between infrastructure and vehicles to improve mobility and safety.
- Invest in the development of fiber and communication infrastructure across NJ to support safety- and mobility-related initiatives.
- Invest in compliance and adaptation of ITS regional architecture in all pertinent and applicable projects.
- Enhance safety through endemic planning and evaluation of ITS application against wrong-way driving systems.
- Use of wireless communication (Broad band , LTE and 5G) for technology projects
- Use and application of virtual devices such as RSU (roadside units) for connected technologies

Local Public Agencies

- Keep local public agencies informed and on schedule in the delivery of local projects.
- Improve the project delivery process through coordination with Local Aid and FHWA.

Equity, Public Health, and Outreach

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

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

Sincerely,



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

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



**US Department
Of Transportation**

**Federal Transit
Administration**

**Federal Highway
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In Reply Refer To:
HDA-NJ
TRO - 2

October 21, 2022

Mayor Leonard Desiderio,
Chairman, SJTPO Policy Board
782 S. Brewster Road, Unit B6
Vineland, NJ 08361

Dear Mayor, Desiderio:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will be conducting a Certification Review of the transportation planning process for your metropolitan area on March 27 and March 28, 2023. These dates were selected in consultation with the senior leadership of the South Jersey Transportation Planning Organization (SJTPO).

Titles 23 and 49 of The United States Code require the Secretary of Transportation to identify urbanized areas over 200,000 in population as Transportation Management Areas (TMA). As a result of the 2010 Census, the Atlantic City-Vineland, NJ Urbanized Area continues to be a TMA. TMAs are subject to special planning and programming requirements. In accordance with 23 USC 134 (k)(6), the Secretary must certify compliance of the MPO in each TMA with the metropolitan planning regulations not less than once every four years. This is a joint responsibility of the FHWA and FTA. The four-year cycle runs from the date of the previously jointly signed Certification Report, which was September 2019.

The primary purpose of the Certification Review is to ensure that the planning requirements of 23 USC 134 and 49 USC 5303 are being satisfactorily implemented. As in past reviews, we intend to highlight good practices, exchange information, and identify opportunities for improvements. FHWA and FTA would like to accomplish the certification review through the following phases: 1) desk review of planning products and processes; 2) an on-site review including public meeting; and 3) a certification report. We will coordinate with SJTPO staff in finalizing the on-site review agenda. At the conclusion of the on-site review, a closeout session will be held with SJTPO staff on March 28, 2023, to discuss preliminary findings.

After the on-site review, a certification review report will be prepared by the FHWA and FTA review team that summarizes the specific findings of the review. This report will be finalized within 90 – 120 days of completion of the on-site review. Within this timeframe, SJTPO staff will be provided 15 calendar days to provide factual verification of the content of the draft report.

To aid with the desk review, FHWA and FTA request that SJTPO provides them with electronic copy or hyperlink of the following topics/documents by **December 30, 2022**:

- Status of corrective actions and recommendations from previous certification
- Long Range Transportation Plan (LRTP)
- Unified Planning Work Programs (UPWP)
- TIP Development and Project Selection
- Transit Activities- Human Services Transportation Plan
- Public Participation Plan (PPP)
- Equal Opportunity Questionnaire (attached)
- Title VI Plan and Related Documents
- Congestion Management Process (CMP)
- Performance Based Planning and Programming
- Transportation Safety and Resiliency Planning and Security in the Planning Process
- Freight and any other Multimodal Plans
- Intelligent Transportation Systems (ITS)
- Indirect Cost Estimates, Cost Analysis, and Price Analysis of consultant led efforts undertaken in Fiscal Years 2019 to 2021

Further details on discussion topics, including a draft agenda for the on-site discussion, will be provided in the following months. The Federal contacts for the review are Sutapa Bandyopadhyay of FHWA, (609) 637-4230 and Uzoma Anukwe of FTA, (212) 824-2433. The review is a positive means to advance our mutual goals to maximize the effectiveness of the planning process. We look forward to our on-site visit.

Sincerely,

Robert Clark
 Division Administrator
 Federal Highway Administration
 New Jersey Division

Stephen Goodman, PE
 Regional Administrator
 Federal Transit Administration
 Region 2

cc: Vice Chairman and Salem County Commissioner Director Benjamin H. Laury, Pattiann Ponichtera; Assistant to the Chairman, Atlantic County Commissioner John W. Riskey, Kathleen Hicks, Chair SJTPO TAC, Jennifer Marandino (SJTPO), Andrew Swords (NJDOT), Sudhir Joshi (NJDOT), Luis Millan (NJ TRANSIT), Sutapa Bandyopadhyay (FHWA), Donald Burns (FTA), Uzoma Anukwe (FTA)



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 –November 28, 2022

REQUEST FOR CREDENTIAL LETTERS

As in recent years, credential letters are requested for the January Reorganization Meeting. Formal request letters will be sent in December to the respective Policy Board members with current TAC members copied on the email request. Credential letters should include appointments to the Policy Board and TAC and include an appointment for a representative and an alternate.

USDOT GRANT ANNOUNCEMENTS

USDOT Announces \$18.4 Million in Grant Awards for the Bridge Investment Program

On October 12, 2022, the [USDOT announced](#) recipients for the first round of planning grants under the Bridge Investment Program, which will provide \$18.4 million in Fiscal Year 2022 funding for 23 projects in 23 states. These grants will be used to create a pipeline of future bridge construction projects to improve safety, support economic competitiveness, and provide resilient highway infrastructure that is better able to withstand the effects of climate change. The full list of proposed awards can be found on the FHWA website at www.fhwa.dot.gov/bridge/bip/planninggrants2022/.

In coordination with Cape May County, the Cape May County Bridge Commission will receive \$1.98 million to determine preliminary preferred alternatives to replace four bridges including Townsend Inlet, Corson's Inlet, Grassy Sound, and Great Channel.

FY 2024 UPWP

The Unified Planning Work Program (UPWP) describes all transportation planning activities to be conducted by SJTPO staff, subregional partners, and other member agencies during FY 2024 (July 1, 2023-June 30, 2024). The first draft of the FY 2024 UPWP will be submitted to NJDOT for review in early December with consideration for formal approval brought to the March 2023 meeting.

NJDOT has presented its planning priorities for the MPOs FY 2024 work program ([shared as part of Communications](#)). No such letters shared for FHWA or FTA to date.

Projections related to available USDOT resources are still being calculated, with budget estimates for salaries and operating expenses completed. Considerations for Technical Program ideas have been prioritized based on internal discussion and feedback from SJTPO planning partners. SJTPO hopes to conduct consultant-led technical studies for a Regional Vulnerability Framework, Scenario Planning for the RTP 2050 Update, and a Regional Active Transportation Master Plan along with a Local Safety Design Assistance effort. Consideration for a Strategic Data Management Assessment was also discussed. The advancement of these efforts is dependent on the available budget.

The Call for FY 2024 Subregional Planning Work Programs ([shared as part of Communications](#)) outlines relevant information, including dates for when budget estimates and full work program write-ups and descriptions are due. The memo was sent to the County Planning Directors. Work program activities and details will be incorporated into SJTPO's FY 2024 UPWP.

A short presentation and discussion are to be provided at the November Policy Board meeting.

FFY 2022-2031 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) Informational Modifications

NJDOT and NJ TRANSIT collectively requested three (3) Administrative Modifications and six (6) Informational Modifications. The three Administrative Modifications have been approved by the Executive Director and submitted to NJDOT for further processing. Details for all nine (9) actions are provided in the attached memos, dated November 4, 2022.

SJTPO LOCAL LEAD PROJECT STATUS CHARTS

The FFY 2023 Local Lead Project Status Chart is attached, along with two additional project charts, which display the HSIP and CMAQ programmed projects. All charts have been updated and are dated November 2, 2022. Also attached is a summary of 2022 authorizations.

TECHNICAL PROGRAM UPDATE

SJTPO currently has five (5) ongoing technical studies, with the Countywide Local Road Safety Plans recently started and an additional four (4) which are upcoming. The attached memo (dated November 15, 2022) provides information regarding the status of all the technical studies. The status of the Automated Traffic Signal Performance Feasibility and Deployment, under other Technical Program Efforts, is also included in the memo.



Date: November 4, 2022

To: Jennifer Marandino, Executive Director

From: Jason Simmons, Program Manager

Re: Notice of Action Modification to the FFY 2024 – 2033 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 X144, Regional Action Program

This program funds low-cost, quick turn-around capital improvements and small-scale landscape contracts. Funds are provided to create Clear Zones, unobstructed, traversable roadside areas that allow a driver to stop safely or regain control of a vehicle that has left the roadway. Funding is also provided for small-scale landscape contracts (Good Neighbor Program) to minimize adverse effects of highways where engineering solutions are prohibitive. This Administrative Modification delays CRRSAA-FLEX funding for EC in the amount of \$5M from FFY 2022 to 2023. *See STATEWIDE FY 22-31 Chart 19.*

2. DBNUM 13306, Mobility and Systems Engineering Program

This combined program seeks to improve mobility inclusive of but not limited to Intelligent Transportation Systems (ITS), Traffic Signal Timing and Optimization, monitoring Work zone Mobility and Advanced Traveler Information System (ATIS) programs. A combined program will allow for improved, cohesive, and sustainable planning, design, procurement, and deployment of operations strategies such as ITS technologies and ATIS. This program also includes the review and development of new technology and the possible application, design, procurement, testing, and deployment of such technologies. This program will support NJDOT's traffic signal optimization efforts and the Arterial Management Center. This Administrative Modification delays NHPP funding for EC in the amount of



Date: November 4, 2022

Re: Notice of Action Modifications to the FFY 2024 – 2033 TIP

\$5.693M from FFY 2022 to 2023, changes \$5.693M of NHPP funding for EC in FFY 2023 to STBGP-FLEX for a total of \$6.816M of STBGP-FLEX and increases STBGP-FLEX funding for EC in FFY 2023 from \$6.816M by \$10.000M to \$16.816M. *See STATEWIDE FY 22-31 Chart 19 & NJTPA FY 22-31 Chart 54.*

3. **DBNUM X07A, Bridge Inspection**

This program provides regular structural inspection of state highways, NJ Transit highway-carrying bridges, and local bridges as required by federal law. This program also enables the in-depth scour evaluation of potentially scour-susceptible bridges. This program also provides regular inspection of state-owned tunnels. This Administrative Modification increases NHPP funding for EC in FFY 2023 from \$10.456M by \$2.254M to \$12.710M, increases STBGP-FLEX funding for EC in FFY 2023 from \$6.748M by \$3.273M to \$10.021M, and increases STBGP-OS-BRDG funding for EC in FFY 2023 from \$2M by \$4.370M to \$6.370M, for a total program increase of \$9.897M. *See STATEWIDE FY 22-31 Chart 20.*

Informational 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 informational modification to Section 5307 in the SJTPO area to add IJA funds in the amount of \$1.172M for a total of \$9.060M. This modification was originally submitted as Committee Action; since the amount modified is within the appropriate limits for the SJTPO region only, it will be submitted as an Informational Modification. *No chart is noted for this modification as the fiscal constraint is maintained.*

2. **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 a modification in the SJTPO FY23 Section 5337 to increase funding in the amount of \$1.283M (from \$1.921M to \$3.204M) and FFY 2023 Section 5307 the amount \$1.341M (from \$1.419M to \$2.760M). This modification was originally submitted as Committee Action; since the amount modified is within the appropriate limits for the SJTPO region only, it will be submitted as an Informational Modification. *No chart is noted for this modification as the fiscal constraint is maintained.*

3. **DBNUM T151, Section 5311 Program**

This program provides funding for the rural public transportation program. NJ TRANSIT is requesting a modification in the SJTPO FFY 2023 Section 5311 to increase funding in the amount of \$0.099M (from \$0.00M to \$0.099M) IJA funds. *No chart is noted for this modification as the fiscal constraint is maintained.*

4. **DBNUM T150, Section 5310 Program**

This program provides funds for the purchase of small buses or van-type vehicles for agencies that serve the elderly and persons with disabilities. This was formerly known as the Section 16 Program. NJ



Date: November 4, 2022

Re: Notice of Action Modifications to the FFY 2024 – 2033 TIP

TRANSIT is requesting a modification in the SJTPO area to FFY 2023 Section 5307 to increase funding in the amount of \$0.275M (from \$0.541M to \$0.816M) of IJA funds. *No chart is noted for this modification as the fiscal constraint is maintained.*

5. 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. NJ TRANSIT is requesting a modification in the SJTPO FFY 2023 Section 5337 to increase funding in the amount of \$0.341M (from \$0.000M to \$0.341M) IJA funds. This modification was originally submitted as Committee Action; since the amount modified is within the appropriate limits for the SJTPO region only, it will be submitted as an Informational Modification. *No chart is noted for this modification as the fiscal constraint is maintained.*


6. DBNUM T210, Transit Enhancements/Transport Altern Prog (TAP)/Altern Transit Improv (ATI)

Funding, which was transferred from NJTPA to DB# N063. is provided for projects, project elements, or supportive analysis that are designed to enhance mass transportation service or use, access to transit service, and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program restoration of NJ TRANSIT facilities. 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. FFY 2023 CRRSAA-NY/NWK funds are earmarked to support initiatives jointly designated by NJTPA and NJ TRANSIT, including community shuttle pilot routes, bus shelters, bike sheds, electric mini-busses, new bus studies including an E-Mini-Bus Transition Support study and the New Bus Hudson study, and associated support activities and materials. NJ TRANSIT is requesting a modification in the SJTPO FFY 2023 Section 5339 to increase funding in the amount of \$0.261M (from \$1.717M to 1.978M) IJA funds. *No chart is noted for this modification as the fiscal constraint is maintained.*

Staff Recommendation

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

Concurrence



Jennifer Marandino, SJTPO Executive Director

11/4/2022

Date

Federal Fiscal Year 2023 Local Lead Project Status

DBNUM	Funding Source	Project Name	Phase	Cost (millions)		CED/ECE		Preliminary PS&E	Final PS&E Submitted	Authorization	
				Programmed	Authorized	Submitted	Approved	Submitted		Submitted	Approved
Atlantic City											
S1702	2023 STBGP-AC	Baltic Avenue, Maine to Missouri Avenues	DES	\$0.075							
	2024 STBGP-AC		CON	\$0.900							
X065	2023 CMAQ	Pacific Avenue Signal Optimization	DES	\$0.300							
	2024 CMAQ		CON	\$1.200							
See related PE project: ITS reviewed the city's RFP and provided comments. This information was transmitted to Atlantic City on 7/27/2022 and waiting on the city's response with cost proposal for PE up to CED - As per HQ recommendation, this project will be called PACIFIC AVENUE (CMAQ) ENGINEERING SERVICES - INTELLIGENT TRANSPORTATION SYSTEMS (ITS) IMPROVEMENTS. Upon receipt of cost proposals, request for authorization to processed.											
Atlantic County											
X107	2023 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	7/17/2022	Estimated 4/2023	Estimated 4/2023
	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; 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. Design Assistance funded project - under final design. CED approved by BEPR - ER required, Pinelands permit, NJDEP permit required No PS&E submission date is available - contacted City to get PS&E and auth. pkg. submission dates. CR goals cannot be requested without a cost estimate. City requested additional funds due to cost increase - and it was approved by HQ.										
99358	2023 SRTS	Sooy Elementary School Area Sidewalk and ADA Ramp	DES	\$0.000		6/28/2022	Estimated 1/2023			Estimated 7/2023	Estimated 7/2023
	2023 SRTS	Improvements	CON	\$0.502		6/28/2022	Estimated 1/2023			Estimated 5/2023	Estimated 5/2023
Design Assistance funded project - under preliminary design. Held a kick-off meeting with Town for PE phase. CED submitted to BEPR on 6/28/22 for PE up to FD. Pinelands permit, NJDEP permit may be required No PS&E submission date is available. CR goals cannot be requested without a cost estimate. Authorization submission date (anticipated by LAMP based on CED approval/PS&E submission in January 2023). Under design. CED sent to BEPR on 6/28/22.											
99358	2023 SRTS	Pleasantville School Transportation Safety Project	CON	\$1.299				Estimated 5/2023	Estimated 5/2023	Estimated 9/2023	Estimated 9/2023
Project in PE phase as of 10/17/2022.											
X065	2023 CMAQ	Ventnor Avenue Signal Synchronization Project	CON	\$1.350						Estimated 7/2023	Estimated 7/2023
	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, pending final RFP, consultant selection package, pending authorization for PE as of 10/17/2022.										
S2104	2023 STBGP-LSK	Weymouth Road (CR 559)	CON	\$1.900		10/13/2022					
S1912	2023 STBGP-AC	Brigantine Avenue (CR 638), 29th Street South to 2nd Street South	CON	\$1.950							
Cape May County											
S1910	2023 STBGP-AC	Third Avenue (CR 619), 96th Street (CR 657) to 80th Street (Sponsor: Stone Harbor Borough)	CON	\$2.110							
04314	2023 HSIP	Cape May County Pilot Roundabout (West Perry)	ROW	\$0.225							
	2024 HSIP		CON	\$0.675							
X065	2024 CMAQ	Roosevelt Blvd/ 34th St Advanced Traffic Signal Project	CON	\$0.500						Estimated 8/2024	Estimated 8/2024
X065	2025 CMAQ	Cape May County Route 621 Improvements	CON	\$1.245						Estimated 8/2025	Estimated 8/2025
LAPM Art San Jose, Jr. 11/29/21: Auth. moved to FY 2025 per SJTPO.											
City of Vineland											
S1714	2023 STBGP-B5K200K	Mill Road, Landis Avenue to CR 540 (Almond Road)	CON	\$1.400							
Cumberland County											
X107	2023 TAP-LSK	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	2022 CMAQ	Millville Broad Street Traffic Signal Upgrades (Project Sponsor: CON - City of Millville)	CON	\$2.000		4/24/2020	7/25/2022	5/8/2020	9/21/2022	Estimated 12/2022	Estimated 12/2022
	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.Prohovich), 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. Pending city authorization certification as of 10/17/2022.										
X065	2023 CMAQ	Cumberland County Department of Workforce Development "To-Work" Transportation Vehicle Replacement	CON	\$0.350							
X107	2023 STP-TE	Maurice River Bikeway Trail - Phase V (Project Sponsor: City of Millville)	CON	\$0.517		8/3/2020	8/16/2021	6/30/2022		Estimated 7/2023	Estimated 7/2023
	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 Laurealee 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. 4/20/22 - Brian Wirtz - Additional FD Auth letter and Agreement Mod2 to Dist and LPA: 2/14/22. FD Agreement Mod2/AD12 package to CPC: 4/5/22. Executed FD Agreement Mod2/AD12 received: 4/20/22. Executed FD Agreement Mod2/AD12 to LPA and Dist: 4/20/22. 6/15/2022- LAPM Tyrell Villegas; Please also see FAP-2014-Millville City-02802 for Design Assistant Phase CED executed on 8/16/21. FD authorized- in progress. Low confidence for project funding authorization in FY 2022. DES in progress as of 10/17/2022.										
X107	2023 TA-SA	Milliard Riverfront Walk Project	DES	\$0.225						Estimated 9/2023	Estimated 9/2023
	2024 TA-SA		CON	\$0.900					Estimated 7/2024	Estimated 7/2024	
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. LAPM: Frank K & Tyrell Villegas; Project is linked to the Design Assistance Program. Design Assistant meeting held on 5/10/22; Job Number received: 8/23/22. FPN requested: 9/2/22. Proposal under review.											

Federal Fiscal Year 2023 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
S1403	2023 STBGP-B50K200K	Cumberland County Federal Road Program; FY 2023	CON	\$2.800		9/23/2022	10/3/2022	9/22/2022			
		LAPM Frank K. CED submitted to BEPR as of 10/17/2022.									
04314	2023 HSIP	FFY 2023 Local Safety Design Assistance - Cumberland County Pedestrian & Bike Action Plan	PE	\$0.500							
	2024 HSIP		DES	\$0.600							
	2025 HSIP		CON	\$3.500							
	2026 HSIP		CON	\$3.500							
		7 project locations will need Design Assistance from the Ped & Bike Safety Action Plan (once it is complete). 10/17/22: LAPM Alka Shah/Frank K. SJTPO lead design.									
04314	2023 HSIP	Cumberland County Pilot Roundabout (West Park Drive)	CON	\$1.035							Estimated 6/2023
		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.									Estimated 6/2023
Salem County											
99358	2023 HSIP	Pennsville Township Middle School Pedestrian Safety and Traffic Calming Project	CON								
		LA PM Art San Jose 10/17/22: For coordination with SJTPO, LPA and LA Div. Ofc. (FAHP Eligibility status) to verify FFY 2023 authorization readiness and related auth. request submission schedule.									
S1406	2023 TTF	CR 551 (Hook Road), E. Pittsfield Street to Route 295 (Phase II)	CON	\$0.469		Estimated 2/2021	6/24/2019	Estimated 4/2021	Estimated 4/2021	Estimated 8/2022	Estimated 8/2022
		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 August 2022.									
04314	2023 HSIP	Six Points Roundabout	ROW	\$0.200		3/13/2020	9/1/2020			Estimated 8/2022	Estimated 8/2022
	2024 HSIP		CON	\$1.100							
		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.									
		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.									
S1908	2023 OTHER	Telegraph Road (CR 540), Phase 2	DES	\$0.055							
	2023 STBGP-LSK		CON	\$1.500							
		10/17/22: For coordination with SJTPO/LPA to verify FFY 2023 authorization readiness and related auth. request submission schedule.									
S1903	2023 OTHER	Griffith Street/ Grant Street (CR 657)	DES	\$0.065							
	2024 STBGP-B5K200K		CON	\$0.750							
S9912	2023 OTHER	Welchville Road (CR 540)	DES	\$0.065							
	2024 STBGP-LSK		CON	\$0.750							

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SJTPO HSIP PROJECTS

Emphasis Area	Project Name	SPONSOR	MUNICIPALITY	COUNTY	MPO	PHASE	FUND	Amount Type	2023	2024	2025	2026	2027	2022 - 2024
Intersections	Cumberland County Pilot Roundabout (West Park Drive)	Cumberland County	Bridgeton City	Cumberland	SJTPO	CON	HSIP	Programmed	\$ 1.035					\$ 1.0350
Intersections	Garden Road & Mill Road Traffic Signalization	City of Vineland	Vineland City	Cumberland	SJTPO	CON/CI	HSIP	Authorized						\$ 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			\$ 3.5000	\$ 3.5000		
Intersections	Salem County Roundabout (Six Points)	Salem County	Pittsgrove Twp	Salem	SJTPO	ROW	HSIP	Programmed	\$ 0.2000					\$ 0.2000
Intersections						CON	HSIP	Programmed		\$ 1.5000				\$ 1.5000
Intersections	Salem County Pilot Roundabout (Five Points)	Salem County	Pittsgrove Twp	Salem	SJTPO	ROW	HSIP	Programmed	\$ 0.4500					\$ 0.4500
Intersections						CON	HSIP	Programmed	\$ 1.0523				\$ 1.0523	

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

SJTPO HSIP Total Programmed \$ 3.237 \$ 2.100 \$ 3.500 \$ 3.500 \$ -

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

Green = within budget

Red = overbudget

SJTPO HSIP Balance \$ (0.237) \$ 0.900 \$ - \$ - \$ 4.000

SJTPO CMAQ PROJECTS

DBNUM	Project Name	SPONSOR	MUNCIPALITY	COUNTY	MPO	PHASE	FUND	Amount Type	Solicitation Year	2023	2024	2025	2021-2025
X065	Ventnor Avenue Signal Synchronization Project	Ventnor	Ventnor	Atlantic	SJTPO	DES	CMAQ	Local Funds	FY 2022-2024				\$ -
						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
X065	Pacific Avenue Traffic Signal Optimization	Atlantic City	Atlantic City	Atlantic	SJTPO	DES	CMAQ	Authorized	FY 2022-2024				\$ 0.5560
						CON	CMAQ	Programmed	FY 2022-2024		\$ 1.2000		\$ 1.2000
X065	Roosevelt Blvd/34th St Advanced Traffic Signal Project	Cape May County	Ocean City	Cape May	SJTPO	CON	CMAQ	Programmed	FY 2018, FY 2021		\$ 0.5000		\$ 0.5000
X065	Cape May County Route 621 (New Jersey Ave) Improvements	Cape May County	Various	Cape May	SJTPO	CON	CMAQ	Programmed	FY 2018			\$ 1.2450	\$ 1.2450
X065	Cumberland County Department of Workforce Development "To-Work" Transportation Vehicle Replacement	Cumberland County Department of Workforce Development	Various	Cumberland	SJTPO	N/A	CMAQ	Programmed	FY 2022-2024	\$ 0.3500			\$ 0.3500
X065	Millville Broad Street Traffic Signal Upgrades	Millville	Millville	Cumberland	SJTPO	CON	CMAQ	Programmed	FY 2022	\$ 2.0000			\$ 2.8250

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SJTPO CMAQ Total Programmed \$ 3.700 \$ 1.700 \$ 1.245 \$ 9.373

Supplemental STBGP B5K200K

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

Green = within budget

Red = overbudget

SJTPO CMAQ Balance \$ (2.031) \$ (0.045) \$ 0.655

Federal Fiscal Year 2022 Authorized Projects

DB Number	Funding Source	Project Name	Phase	Cost (millions)		Project Authorized
				Programmed	Authorized	
Atlantic City				\$4.800	\$2.460	
S1913	HWI2905-AC	Atlantic Avenue, Albany to Tennessee Avenues	CON	\$1.003	\$1.013	9/21/2022
	2022 STBGP-AC			\$0.705	\$0.800	
S1702	2022 STBGP-AC	Baltic Avenue, Maine to Missouri Avenues	PE	\$0.142	\$0.141	9/8/2022
	2023 STBGP-AC		DES	\$0.075	-	Anticipated authorization FY 2023
	2024 STBGP-AC		CON	\$0.900	-	Anticipated authorization FY 2024
X065	2022 CMAQ	Pacific Avenue Traffic Signal Optimization	PE	\$0.475	\$0.506	9/20/2022
	2023 CMAQ		DES	\$0.300	-	Anticipated authorization FY 2023
	2024 CMAQ		CON	\$1.200	-	Anticipated authorization FY 2024
Atlantic County				\$6.232	\$6.698	
S1912	2022 STBGP-AC	Brigantine Avenue (CR 638), 29th Street South to 2nd Street South	CON	\$2.820	\$2.814	8/2/2022
X107	2022 TAP-AC	Lighthouse District Streetscape Improvement Program (Project Sponsor: Brigantine City)	CON	\$1.000	\$0.534	9/13/2022
	2022 TA-FLEX			\$0.938		
S2201	2022 STBGP-AC	Tilton Road (CR 563) -- Section 7	CON	\$0.487	\$0.487	8/31/2022
X065	2022 CRRSAA-AC	Somers Point Bike Path Enhancements	CON	\$1.760	\$1.760	8/31/2022
	2022 CMAQ			\$0.165	\$0.165	
Cape May County				\$3.037	\$5.733	
99358	2023 SRTS	West Cape May Borough Elementary School Pedestrian Safety Improvements (Project Sponsor: West Cape May Boro)	CON	\$0.252	\$0.214	2/11/2022
S9911	2022 STBGP-B50K200K	Beach Avenue (CR 604), Second Avenue to Wilmington Avenue	CON	\$1.785	\$0.601	9/22/2022
	2022 STBGP-FLEX			\$2.727		
S2110	2022 STBGP-L5K	Tyler Road (CR 611)	CON	\$1.000	\$2.191	8/18/2022
City of Vineland				\$1.300	\$2.790	
S1713	2022 STBGP-B5K200K	Landis Avenue, Phase VI, Route 55 to Mill Road	CON	\$1.300	\$2.129	3/28/2022
04314	2022 HSIP	Garden Road & Mill Road Traffic Signalization	CON	\$0.461	\$0.661	12/28/2021
Cumberland County				\$4.747	\$5.447	
S1403	2022 STBGP-B50K200K	Cumberland County Federal Road Program; FY 2022	CON	\$2.200	\$2.900	6/27/2022
S2116	2021 TTF	FY 2021 TTF Road Program	CON	\$2.547	\$2.547	7/7/2022
Salem County				\$4.880	\$1.320	
S1909	2022 STBGP-L5K	South Greenwich Street/Telegraph Road (CR 540), Phase 1	CON	\$1.500	\$1.202	9/12/2022
	2022 STBGP-L5K		PE	\$0.060	\$0.040	8/31/2022
S1908	2023 STBGP-L5K	Telegraph Road (CR 540), Phase 2	DES	\$0.055	-	Anticipated Authorization FY 2023
	2023 STBGP-L5K		CON	\$1.500	-	Anticipated Authorization FY 2023
	2022 STBGP-L5K		PE	\$0.060	\$0.030	9/7/2022
S1903	2023 STBGP-L5K	Griffith Street/ Grant Street (CR 657)	DES	\$0.060	-	Anticipated Authorization FY 2023
	2024 STBGP-L5K		CON	\$0.750	-	Anticipated Authorization FY 2024
	2022 STBGP-FLEX		PE	\$0.080	\$0.048	9/7/2022
S9912	2023 STBGP-L5K	Welchville Road (CR 540)	DES	\$0.065	-	Anticipated Authorization FY 2023
	2024 STBGP-L5K		CON	\$0.750	-	Anticipated Authorization FY 2024
Total				\$24.998	\$24.448	

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	Cost (millions)	
	Programmed FY 2022	Authorized FY 2022
2022 STBGP-AC	\$4.154000	\$4.242000
2022 STBGP-L5K	\$2.620000	\$2.261000
2022 STBGP-B50K200K	\$3.985000	\$3.501000
2022 TA-FLEX	\$1.000000	\$0.938000
2022 STBGP-FLEX	\$1.865000	\$2.775000
2022 CMAQ	\$0.640000	\$0.671000
2021 SRTS	\$3.985000	\$3.501000
2022 HSIP	\$0.460799	\$0.661000
2022 TAP-AC	\$1.000000	\$0.534000
HWI2905-AC	\$1.003000	\$1.013000
2022 CRRSAA-AC	\$1.760000	\$1.760000
2021 TTF	\$2.547235	\$2.547000
2022 STBGP-B5K200K	\$1.300000	\$2.129000
2023 SRTS	\$0.252000	\$0.214000



Date: November 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. Assistance in the preparation of plans, specifications, and cost estimates will be provided. The project is being funded through the federal Highway Safety Improvement Program (HSIP).

Urban Engineers has provided Salem County with updated Right-of-Way (ROW) Impact Maps 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 relocations 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. An initial submission has been made to Local Aid for ROW authorization with various revisions to be made by JMT.

Funding for the ROW phase for both the Five and Six Points Roundabouts is now anticipated for early FFY 2023. Once the ROW phase is authorized, the County and its consultant will be able to move forward with the acquisition of properties. JMT has been instructed to prioritize work for Five Points over Six Points as construction authorization for Five Points is planned for FFY 2023. Six Points construction authorization is programmed for FFY 2024.

SJTPO has executed a No Cost Time Extension that would allow Urban Engineers to remain on contract through December 30, 2023. The total cost of the contract is not impacted.

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



Date: November 15, 2022

Re: Technical Program Update

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 2022 Policy Board meeting with a Notice to Proceed issued on March 1, 2022. A kick-off was held in late March, and the effort was 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 taken place as well as coordination with U.S. Fish and Wildlife and other major stakeholders, primarily focused on environmental constraints. These helped narrow the focus area. Letters have been sent to all property owners to get permission for a field review, which was conducted recently on October 27-28th. One general path is the focus with two sub-alternatives in the southern portion of the corridor.

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 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 completed 2021 and 2023 travel demand model runs and has forwarded them to AECOM for their use. An initial delay in the release of New Jersey’s official estimate of vehicle miles traveled (VMT) from the 2021 Highway Performance Monitoring System (HPMS) Program resulted in the project falling behind schedule by approximately one month. This information is now available, and AECOM is collecting motor vehicle registration data (from NJDEP) and other non-activity data (metrological and fuel type data, etc.) to continue with the creating and testing of PPSUITE/MOVES setup files. The expectation is that the technical effort can be completed this calendar year.

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.

The Subcontract Agreement was fully executed with a Notice to Proceed effective July 1, 2022. The kick-off meeting was held on July 21st. Since then, staff has coordinated with the consultant team and Cross County Connection in submitting various data sets to assist the study. The project is progressing along with public outreach efforts including the first Steering Committee meeting and Focus Group meetings completed. Outreach included both existing riders and others not currently utilizing the shuttles to gather



Date: November 15, 2022

Re: Technical Program Update

details on potential riders. This outreach helps inform the parameters to be utilized in the microtransit service planning phase of the project. Current efforts include establishing those parameters (maximum wait time, maximum waking distance, maximum detour time, etc.) for the simulation. There will be three to four variations that include different service area options, such as adding service to Vineland. The next step will be to run the simulation to determine potential ridership numbers for the scenarios. This work should begin in December 2022.

Regular biweekly meetings with the consultant team are ongoing with the project on schedule to be completed in early Spring.

Countywide Local Road Safety Plans *recently kicked off*; 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 to address the unique safety needs of each county and local jurisdiction. 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 an 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) and is funded with HSIP dollars.

Greenman-Pedersen, Inc. (GPI) was selected at the May 2022 Policy Board meeting to complete this study in association with Jacobs, Urban Engineers, FHI Studio (DBE), and TechniQuest (DBE/ESBE). NJDOT issued an executed Task Order in late September. A kick-off meeting was held on October 11th.

The GPI team has been evaluating the data collection effort, which will be a major undertaking. Work has been done on identifying possible county champions, with meetings in progress. Work is being done to evaluate future meeting and event locations in each county as well as to identify strong contacts in each of the 68 municipalities in the region. Branding and virtual workshop concepts have been drafted and have been reviewed internally by SJTPO.

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) was released on Tuesday, October 4th with digital proposals received on November 8th. One proposal was received and is being reviewed by the Consultant Selection Committee



Date: November 15, 2022

Re: Technical Program Update

(including representatives from the City of Vineland, SJTA, NJDEP, NJDOT, and SJTPO staff). Board action for this technical study will be brought to the January 2023 meeting.

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.

The RFP was released on Friday, October 7th with digital proposals received on November 8th. One proposal was received and is being reviewed by the Consultant Selection Committee (including representatives from Atlantic and Cumberland Counties, the City of Vineland, NJDOT, and SJTPO staff). 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 the 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 has reviewed existing plans and other relevant documents as part of their preparation for an RFP. A draft of the RFP is completed and is anticipated to be released at the end of November 2022. Consultant Selection Committee members were selected at the September TAC meeting and include representatives from Cape May County, the City of Vineland, Salem County, and the New Jersey Office of Planning Advocacy along with SJTPO staff. Consultant selection is scheduled to be brought to the Policy Board in March.

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.



Date: November 15, 2022

Re: Technical Program Update

A Request for Proposal (RFP) is tentatively scheduled to be released on December 6th with consultant proposals due on January 10th. Consultant Selection Committee members were selected at the November TAC meeting and include representatives from Atlantic and Cape May Counties, the City of Vineland along with SJTPO staff. Consultant selection is scheduled to be brought to the Policy Board in March.

Other Technical Program Efforts

Automated Traffic Signal Performance Feasibility and Deployment Jason Simmons

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

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, 88 signalized intersections 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. Additional follow-up training will be made available to set up corridors to further evaluate signal performance, if necessary.

SJTPO staff is working internally to create monthly and quarterly reports for each subregional partner that will provide summaries of performance data in an easily digestible format. This information and data could be utilized to inform the selection of projects funded with Carbon Reduction money or other STBGP funding.