

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
Policy Board**

**Monday, November 27 - 10:00 A.M.
Hybrid (In-Person/Virtual) Meeting**

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

Join the meeting from your computer, tablet, or smartphone by clicking on the link:

<https://meet.goto.com/478619429>

United States (Toll-Free): +1 (877) 309-2073 United States: +1 (646) 749-3129

Access Code: 478-619-429

AGENDA

- a. **Flag Salute and Open Public Meetings Law Announcement**
- b. **Roll Call**
 - 1. Board members
 - 2. Other attendees in person and virtual
- c. **Approval of Minutes: [September 25, 2023](#)**
- d. **Communications**
 - 1. [FY 2025 UPWP FHWA Planning Emphasis Areas Letter](#)
 - 2. [FY 2025 UPWP NJDOT Planning Priorities Letter](#)
 - 3. [FY 2025 Subregional Planning Work Programs Memo](#)
 - 4. [NJ Chapter APA Outstanding Planning Award Letter](#)
- e. **Report of the Technical Advisory Committee – Kathleen Hicks, Chairperson**
- f. **Chairman's Remarks**
- g. **[Report of the Executive Director](#) – Jennifer Marandino**
- h. **Selection of Nominating Committee for January 22, 2024 Reorganization**
- i. **Public Comment *limit to three (3) minutes per person***
- j. **New Business**
 - 1. **[Resolution 2311-42: Adopting Regular Meetings for Calendar Year 2024](#)**
Presenter: Jennifer Marandino, Executive Director
The Regular Meetings for Calendar Year 2024 of the SJTPO Policy Board will now be held in the 2nd floor Board Room at SJTPO's new office at 817 East Landis Avenue in Vineland. Therefore, moving forward, all Regular Meetings will be held at the SJTPO office, including the Monday, January 22, 2024, Reorganization Meeting, which is a change from what was previously advertised in February 2023.

2. **Resolution 2311-43: Supporting SJTPO's Congestion Mitigation and Air Quality (CMAQ) and Carbon Reduction Program (CRP) Project List for the FFY 2025-2027 Solicitation**

Presenter: John Peterson, Subregional Support Specialist

SJTPO solicited applications for its newly combined CMAQ and CRP, with up to \$5.70 million available for CMAQ-eligible projects and \$2.70 million available for CRP-eligible projects over three Federal Fiscal Years (FFY), including 2025, 2026, and 2027. Project applications were due on August 16, 2023. A total of four (4) applications were received with funding requested for several phases of the project delivery processing, including Preliminary Engineering/Final Design/Construction/Construction Inspection, for a total request of \$6.352 million. The TAC-designated CMAQ Selection Committee reviewed, scored, and prioritized the submitted projects for funding. The committee has recommended that three (3) projects advance for funding this solicitation period, including \$0.112 million requested in FFY 2024.

3. **Resolution 2311-44: Supporting the NJDOT 2020 Adjusted Urban Boundary for SJTPO Counties**

Presenter: Jennifer Marandino, Executive Director

Every 10 years, the Census Bureau revises its Urban Area boundaries. Those boundaries serve as the starting point for FHWA's Adjusted Urban Area, which is used for Highway Performance Monitoring System reporting, Surface Transportation Program eligibility, Federal Functional Classification of roadways, and related transportation items. Comments on the Adjusted Urban Boundaries were requested from the three MPOs, with the NJDOT and its consultant team holding a virtual meeting with SJTPO and its subregional planning partners to provide an understanding of the process and resolve any questions and concerns related to the adjusted boundaries.

4. **Resolution 2311-45: Adopting SJTPO's Environmental Justice (EJ) Report**

Presenter: William Schiavi, Principal Planner

The purpose of the Environmental Justice (EJ) Report is to identify EJ populations in the region, evaluate existing conditions, and assess SJTPO's processes and investments. EJ is an element associated with Title VI of the Civil Rights Act of 1964 and related laws, executive orders, and guidance. EJ considers low-income and minority populations and requires that the benefits of federally funded activities are proportionate to EJ populations. SJTPO also considered Transportation Justice (TJ) populations, which include low-income, zero-vehicle households, disability, and populations aged 75 and over. This report is a companion to the FFY 2024-2033 TIP. The Draft EJ Report is available on SJTPO's website at www.sjtpo.org/EJ.

k. **NJDOT Update**

l. **Adjournment**

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
Policy Board Meeting

Monday, September 25, 2023 – 10:00 AM
Vineland City Hall, 2nd Floor Caucus Room / Virtually using GoToMeeting Platform

The meeting was called to order at 10:04 a.m. by Executive Director Jennifer Marandino, followed by the flag salute. Ms. Marandino then advised that the New Jersey Open Public Meetings Act requirements were met through an Annual Notice transmitted in early February 2023, to The Press of Atlantic City, The Daily Journal, The South Jersey Times, and the Clerks of the four-member counties.

ATTENDANCE (*virtually unless otherwise noted*)

Members:

John Risley, Atlantic County
Andrew Bulakowski, Cape May County
Douglas Albrecht, Cumberland County
Benjamin Laury, Salem County *in-person*
Marty Small, Sr., City of Atlantic City
P. Edward McKelvey, Alloway Township
Leonard Desiderio, Sea Isle City *not present*
Anthony Fanucci, City of Vineland *in-person*
Andrew Clark for Sudhir Joshi, NJDOT
Louis Millan, NJ TRANSIT
Stephen Mazur, SJTA

Also, in attendance:

Doug DiMeo, Atlantic County
Ranae Fehr, Atlantic County
Lauren Purdom, Cape May County
Kathleen Hicks, City of Vineland *in-person*
Matt Pisarski, Cumberland County *in-person*
Elaina Gable, Cumberland County *in-person*
Michael Watson, Brown & Connery, LLP
Laura Wilton, Governor's Authorities Unit
Jason Simmons, FHWA-NJ *in-person*
Jason Kelly, HDR
Nancy Ridgway, resident
Susan Sauro, Cumberland Area Transit *in-person*
Monica Butler, SJTPO *in-person*
Jennifer Marandino, SJTPO *in-person*
Melissa Melora, SJTPO *in-person*

APPROVAL OF MINUTES: July 24, 2023

On Motion by Mayor Fanucci and seconded by Stephen Mazur, the minutes of July 24, 2023, were unanimously approved.

TENTATIVE 2024 MEETING SCHEDULE

Vice Chairman Laury commented that the tentative 2024 meeting schedule included in the packet requires a date change for the January 2025 Reorganization meeting from 22nd to 27th. Ms. Marandino shared that the schedule includes a proposed change from the normal Monday meeting day in May meeting due to the Memorial Day holiday. She also noted that although no formal action is required, the meetings in 2024 will be held in person at SJTPO's new office location: 817 East Landis Avenue, 2nd Floor, Vineland, and we will continue to maintain a virtual option using the GoToMeeting platform.

Ms. Marandino explained that the Policy Board will approve the 2024 schedule at the next meeting on November 27th to allow for their reorganization meeting to be advertised and held at the new office location, which is a change from what was advertised initially in February. Ample notice will be provided to members leading into the Reorganization Meeting in January.

COMMUNICATIONS

No communications were presented in the Board packet.

Ms. Marandino shared an update on SJTPO's Federal Certification Review mentioning that since the date of the Board mailing, SJTPO received a joint letter dated September 7, 2023, from FHWA-NJ Division and FTA-Region 2 that notes that SJTPO's planning processes have been jointly certified by both agencies. The report itself included 18 recommendations that require close attention and follow-up along with five (5) commendations for the SJTPO. For reference, commendations are the topics of Data Collection, Safety, and Non-motorized Bicycle Pedestrian Transportation Planning, and the areas of recommendation include Public Engagement, Unified Planning Work Program, Long Range Transportation Plan, Transportation Improvement Program, Public Transit, Environmental Mitigation, Climate Change and Resiliency Planning, among others. She also noted that some basic information was included in the Executive Director's Report based on the draft that was shared with SJTPO for fact checking. She indicated that a copy of both the letter and Executive Summary of the final report will be sent to both Policy Board and TAC members via email.

TECHNICAL ADVISORY COMMITTEE REPORT

Chairperson Kathleen Hicks reported that on September 11, 2023, the Technical Advisory Committee recommended positive consideration for Resolutions 2309-35 through 2309-41.

CHAIRMAN'S REMARKS

Vice Chairman Laury wished everyone a happy fall and best wishes for Mayor Desiderio as he deals with the flooding and power outage issues from the storm in Sea Isle City.

REPORT OF THE EXECUTIVE DIRECTOR

Ms. Marandino reported that with the end of Federal Fiscal Year 2023 ending, there have been several Administrative Modifications and Informational Modifications that have been requested by NJ TRANSIT and NJDOT. The report includes four (4) Administrative Modifications and eight (8) Informational Modifications listed, with more details included in the three concurrence memos.

Ms. Marandino stated that her report also noted several different funding opportunities that are currently available from USDOT with hyperlinks that can be accessed for more information about each of the programs listed. She additionally mentioned that there are several projects in the SJTPO region that were still waiting on various submission items to be able to receive authorization of funds as the date of the preparation of the Local Lead Status Chart. She confirmed that the Mill Road project in Vineland had

been authorized. In addition to HSIP and CMAQ & CRP project charts, Ms. Marandino noted that the Executive Director's report also included a printout of the FFY 2023 Authorized Projects.

Ms. Marandino shared that SJTPO recently relocated its offices to 817 East Landis Avenue, 2nd Floor, Vineland located at the historic Gruccio-Pepper building offering 4,500 square feet of space including thirteen offices, conference room, a shared boardroom, kitchenette, breakroom, and additional storage area on the lower level. She noted that the new office is 3/10th of a mile from Vineland City Hall and then offered a tour after the meeting if anyone in attendance was interested. Ms. Marandino added that the staff is hoping to have an official ribbon cutting later in the year, with more details to follow.

Ms. Marandino announced that SJTPO recently welcomed Jenna Monaghan as the new Assistant Planner to SJTPO. She shared that Ms. Monaghan is a Cape May County native and will be reporting directly to David Heller, Program Manager, Regional Planning & Systems Performance working on resiliency and human service transportation tasks and activities.

As explained in her report, Ms. Marandino noted that SJTPO currently has three vacancies, sharing that Taylor Waymire recently tenured her resignation to pursue other career opportunities in Virginia. She noted that Taylor was an Assistant Planner within the Capital Programming and Project Development area, which also has a vacancy for a Program Manager. The third vacancy for a Principal Planner (bicycle and pedestrian safety) under the direction of Alan Huff, Program Manager, Safety Initiatives & Public Outreach. She stated that she hopes to advertise the three positions soon.

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 with the ability for 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. She noted that the meeting agenda and details to connect to the meeting were also posted on the SJTPO website. Upon question, Monica Butler stated that no comments were received in advance of the meeting.

NEW BUSINESS

1. **Resolution 2309-35: Approving an Amendment to the Regional Transportation Plan 2050**
On Motion by Mayor Fanucci and seconded by Stephen Mazur, Resolution 2309-35 was opened for discussion. In David Heller's absence, Ms. Marandino explained that the Regional Transportation Plan (RTP) is the long-term transportation plan that identifies the high-level vision and outlines the transportation projects for at least the next twenty years. She shared that Federal guidelines require RTP to be consistent with the TIP and with the adoption of the new TIP, the RTP must be amended to include the latest information on projects programmed in the FFY 2024-2033 TIP.

She stated that on July 10, 2023, staff conducted a TAC workshop to mimic SJTPO's Public Meeting content to garner feedback for the RTP, Draft FFY 2024-2033 TIP, STIP, Transportation Conformity Determination, and the PIP. Staff solicited comments and feedback on the presentation, changes were made and incorporated into the public meeting itself. SJTPO hosted a hybrid Public Meeting on Wednesday, July 19, 2023, with a recording of the Public Meeting recording uploaded on SJTPO's YouTube Channel, <https://youtu.be/RrjEYGsmbdA>.

She shared that a formal public comment period for the RTP, Draft FFY 2024-2033 TIP, STIP, Transportation Conformity Determination, and the PIP opened on Wednesday, July 5th for a 45+ day public comment period concluding on Sunday, August 20th. The comment period for the RTP and TIP was extended through Sunday, September 10th to allow for additional time to receive public feedback on revisions to the two documents.

SJTPO's RTP 2050 was originally adopted in January 2021 with updates to include projects from the FFY 2024 TIP to include the following:

- A new section added to the RTP to indicate the RTP is the guiding document for the TIP, with all federally funded projects in the TIP included in the RTP;
- A new section to describe the RTP revision process;
- The RTP included Tables 23 and 24, which listed projects completed by our local and state partners during FFY 2020-2031;
- Hyperlinks to the FFY 2022-2031 and FFY 2024-2033 TIP were added to more explicitly show the linkage between the RTP and the TIP, and to ensure the RTP's consistency with the new TIP; and
- Table 25 which displays projects funded through CMAQ, CRP, HSIP, SRTS, and TA Set-Aside, was also updated to display those projects programmed from FFY 2020-2027.

Ms. Marandino finished by noting that both documents are viewable on the SJTPO website at www.sjtpo.org/rtp with copies of the RTP available for viewing at the SJTPO office and at participating State Depository Libraries. With no further comment, Resolution 2309-35 was unanimously approved by roll call vote.

2. **Resolution 2309-36: Adopting the FFY 2024-2033 Transportation Improvement Program**
On Motion by Mayor Fanucci and seconded by Stephen Mazur, Resolution 2309-36 was opened for discussion. As mentioned previously, Ms. Marandino explained that the comment period for the TIP was extended to allow for additional time to receive public feedback on revisions to the TIP. She noted that the revisions included adding two new sections to highlight major projects in the SJTPO region and revising project descriptions, expenditure, and resource tables (Tables 1-13), additional resources allocated to the region, and the glossary. She shared that a major project is defined by SJTPO as any project with a four-year program with a total cost exceeding \$10 M, stating that the Chestnut Avenue Safety Improvement and Rehabilitation project was added to the TIP following the award of the Safet Streets and Roads for All (SS4A) Grant to the City of Vineland.

Ms. Marandino stated that the TIP is a list of projects that reflect the major investments in the SJTPO region and the different types of funding that flow into it. The TIP is updated every two years, providing SJTPO the opportunity to sub-allocate approximately \$24 million to the subregional partners each TIP cycle. During the same cycle, NJDOT is programming over \$378 million in the SJTPO region, and NJ TRANSIT is programming over \$170 million during the constrained years of the TIP.

She indicated that in this TIP cycle, new sections were added including Relationship to the Regional Transportation Plan, Development of the TIP, and Priority Projects. The new Priority Projects section highlights projects in the SJTPO region based on the Project Selection criteria. The documents are available for review on the SJTPO website (www.sjtpo.org/tip), at the SJTPO office, and at participating State Depository libraries. She noted that the project summary charts for the three sections of the TIP, Section II – Regional Highway Projects & Programs, Section III

– NJDOT Statewide Projects & Programs, and Section IV – NJ TRANSIT Projects & Programs were included as part of the item sheet.

Commissioner Director Albrecht left the meeting at approximately 10:20 a.m. With no further comment, Resolution 2309-36 was unanimously approved by roll call vote.

3. **Resolution 2309-37: Self-Certifying the SJTPO Planning Process**

On Motion by Mayor Fanucci and seconded by Stephen Mazur, Resolution 2309-37 was opened for discussion. Ms. Marandino explained that per the Metropolitan Planning Rule (23 CFR § 450.336), MPOs must self-certify that their transportation planning process is being conducted in accordance with all applicable requirements, which the resolution includes a list of those requirements. She stated that despite SJTPO’s planning processes recently being jointly certified, the self-certification of the MPO must be concurrent with the submittal of the proposed TIP to the FHWA and the FTA as part of the STIP approval. She indicated that the resolution has been modeled off DVRPCs and preliminarily reviewed by staff at the FHWA-NJ Division office.

With no further comment, Resolution 2309-37 was unanimously approved by roll call vote.

4. **Resolution 2309-38: Adopting the SJTPO Transportation Conformity Determination for the FFY 2024-2033 Transportation Planning Improvement Program and RTP 2050 Under the 2015 and 2008 8-Hour Ozone National Ambient Air Quality Standards (NAAQS)**

On Motion by Mayor Fanucci and seconded by Stephen Mazur, Resolution 2309-38 was opened for discussion. Ms. Marandino explained that the Transportation Conformity Determination ensures that all regional projects in the RTP and TIP are consistent with the air quality goals and do not cause new or worsened air quality violations or delay the timely attainment of the national ambient air quality standards. The determination demonstrates conformity of the SJTPO RTP and FFY 2024-2033 TIP in concurrence with the 2015 8-hour Ozone National Ambient Air Quality Standards (NAAQS).

She reported that SJTPO “passed” the emissions budget tests, meaning that the projected emissions of all SJTPO future planned projects fell below the ozone emissions budgets in the State Implementation Plan (SIP), set by the State to meet the national Ozone standards set by the US EPA. This means that all the planned projects in the TIP and RTP can proceed without delay. This includes projects led by the locals, NJDOT, and NJ TRANSIT. She noted that the Transportation Conformity Determination is included as Appendix C of the SJTPO FFY 2024-2033 TIP and is viewable at www.sjtpo.org/tip.

With no further comment, Resolution 2309-38 was approved by roll call vote with an abstention from Mayor McKelvey.

5. **Resolution 2309-39: Adopting the SJTPO Public Involvement Plan**

On Motion by Mayor Fanucci and seconded by Stephen Mazur, Resolution 2309-39 was opened for discussion. Melissa Melora explained that the PIP outlines SJTPO’s outreach methods and mandates and is reviewed annually and updated as necessary. She stated that the PIP was updated this year to better reflect the relationship between the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP), and to outline when revisions are necessary and to detail the approval process for each document so that the public has a greater understanding. She noted that the final draft is available on the SJTPO website at www.sjtpo.org/PIP.

For discussion purposes only, Ms. Marandino commented that when covering the full Public Involvement Process, SJTPO sends the public notice documents to three newspapers: The Daily Journal, Atlantic City Press, and South Jersey Times. In total, the advertisement cost for those three newspapers (in both English and Spanish) is approximately \$600 each time. It was discovered that earlier in the year, both The Daily and Journal and the Atlantic City Press reduced their published papers to only a couple times a week, and the South Jersey Times does not publish a paper at all. Therefore, SJTPO is looking to remove the South Jersey Times from the list of papers to publish public notices since the purpose of publishing is to provide information to the public who do not have access to digital media.

Ms. Marandino stated that she wasn't sure exactly when we would start not publishing in the South Jersey Times, however, she got favorable feedback from most of the Policy Board members. She then asked Michael Watson if he had any concerns about removing the newspaper from the list. Mr. Watson replied not initially and further commented that generally, advertising in two newspapers seems to be sufficient of the New Jersey law, that is however, contemplated regarding local public entities who have a smaller scope of people who are impacted by decisions. He emphasized that he is not concerned about it, however, stated that he would double check to make sure that there would be no applicable exceptions to the SJTPO where they would have to advertise in all three papers.

With no further comment, Resolution 2309-39 was unanimously approved by roll call vote.

Mayor Small joined the meeting.

6. **Resolution 2309-40: Supporting the FY 2023 Transit Asset Management Performance (TAMP) Measures Targets Set by NJ TRANSIT**

On Motion by Mayor Fanucci and seconded by Stephen Mazur, Resolution 2309-40 was opened for discussion. Ms. Marandino explained that the Transit Asset Management (TAM) Final Rule (49 USC 625) prescribed specific transit asset performance measures and targets covering rolling stock, equipment, facilities, and infrastructure/track segments, adding that the targets are readjusted annually each State Fiscal Year (FY).

She noted that the FY 2022 targets were approved by the SJTPO Policy Board in January 2022, with approval of the FY 2023 targets being considered with this action. The FY 2023 measures and targets as well as the previously approved FY 2022 targets were included with the Item Sheet.

She stated that when compared with the FY 2022 targets, it seems as if most of the FY 2023 targets (specifically for measures (1-Rolling Stock), (2 Equipment) and (4 Infrastructure) have increased, which suggests a slightly negative trend, as more of the assets have met or exceed their useful life benchmark. For 3 Facilities, the targets have decreased slightly, which suggests a slightly positive trend, as less of the facilities are related to below "adequate" conditions.

As with most of the other Federally mandated performance measures, SJTPO supports the performance targets set by NJ TRANSIT.

With no further comment, Resolution 2309-40 was unanimously approved by roll call vote.

7. **Resolution 2309-41: Supporting NJ TRANSIT's Calendar Year 2023 Public Transportation Agency Safety Plan (PTASP) Safety Performance Target for Bus Targets** **On Motion** by Mayor Fanucci and seconded by Stephen Mazur, Resolution 2309-41 was opened for discussion. Ms. Marandino explained that the Public Transportation Agency Safety Plan (PTASP) regulation requires public transportation providers to establish Safety Performance Targets to address the safety performance measures identified in the National Public Transportation Safety Plan (49 CFR §673.11(a)(3)). In June 2023, NJ TRANSIT released updated PTASP targets covering fatalities, injuries, and safety events such as collisions, employee injuries, and major bus fire events. The seven (7) required safety performance measures for bus operations were included with the Item Sheet.

Each target represents a one-year target for NJ TRANSIT's Bus Operations in Calendar Year (CY) 2023. While not depicted on the attachment the targets for CY 2023 for all the measures except for System Reliability, represent a slight improvement from CY 2022, suggesting that the number and frequency of "safety" incidents is declining, albeit slightly.

With no further comment, Resolution 2309-41 was unanimously approved by roll call vote.

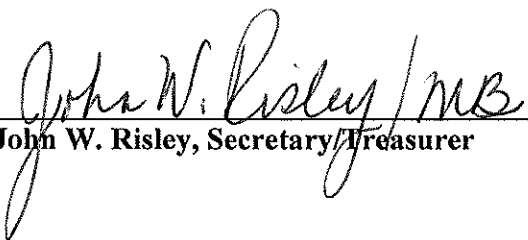
NJDOT UPDATE – Andrew Clark

Andrew Clark reported that the Department should be sending a letter to the MPO's later in the week outlining the planning priorities for the upcoming year for the FY 2025 UPWP.

ADJOURNMENT

On Motion by Mayor Fanucci and seconded by Stephen Mazur, the meeting was adjourned at 10:38 a.m.

Approved Minutes Certified Correct:


John W. Risley, Secretary/Treasurer



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

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

In Reply Refer To:
HPL-NJ

September 14, 2023

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

Re: FY 2025 UPWP Planning Emphasis Areas

Dear Mr. Swords:

Thank you for your letter of August 30, 2023, requesting the planning emphasis areas for the MPOs FY 2025 Unified Planning Work Programs (UPWP). Per our Mutual Service Standards for the FY 2025 Unified Planning Work Program (UPWP), Federal Highway Administration is requesting the State Department of Transportation and the Metropolitan Planning Organizations (MPO) focus on the following priorities:

- Continue with the Regional Models of Cooperation, and Ladders of Opportunity which were enacted under MAP-21 and the FAST Act
- Continue with the cooperative data collection, development, and monitoring of required performance measures and targets. Data sharing and consideration among various planning partners should be incorporated into the transportation planning process as data assets have value across multiple programs
- Continue to focus on developing projects and programs that will contribute towards the 2-year and 4-year targets set for the National Performance Measures
- Through transportation plans and infrastructure projects, ensure that efforts are being made to help achieve the national greenhouse gas reduction goals. Activities could include evaluating opportunities to reducing single-occupancy vehicle trips, increasing access to public transportation, and shifting to other lower emission modes of transportation
- Incorporate Automated/Connected/Electric/Shared-use Vehicles into the planning processes. Appropriate work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure
- Consider the resilience of the transportation system and mitigation of stormwater impacts on surface transportation. An important step includes identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions
- Facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options, particularly to traditionally underserved populations. There are six defined strategies outlined to advance equity and support for underserved and disadvantaged communities
- Continue to enhance and build off past complete street efforts to ensure roadways are prioritizing safety, comfort, and increased access with the goal of providing an equitable and safe transportation network
- Continue to seek out meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices
- Coordinate with Federal Land Management Agencies to conduct continuing, comprehensive, and collaborative intermodal transportation planning that facilitates the efficient, and economic movement of people and goods

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

If you have any questions, please contact Jason Simmons at jason.simmons@dot.gov or 609.637.4208.

Sincerely,



Sutapa Bandyopadhyay
Planning and Program Development Manager
FHWA NJ Division

cc: Andrew Clark, NJDOT
Monica Etz, NJDOT
Sudhir Joshi, NJDOT
David Behrend, NJTPA
Jennifer Marandino, SJTPO
Ariella Maron, DVRPC
Uzoma Anukwe, FTA
Ray Tomczak, FTA
Jason Simmons, FHWA-NJ



State of New Jersey

DEPARTMENT OF TRANSPORTATION

P.O. Box 600

Trenton, New Jersey 08625-0600

PHILIP D. MURPHY
Governor

DIANE GUTIERREZ-SCACETTI
Commissioner

TAHESHA L. WAY
Lt. Governor

October 12, 2023

Jennifer Marandino
Executive Director
SJTPO
817 E Landis Ave 2nd Fl,
Vineland, NJ 08360

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

Ariella Maron
Executive Director
DVRPC
190 N Independence Mall W.
Philadelphia, PA 19106

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

This letter presents the New Jersey Department of Transportation (NJDOT) planning priorities for your FY 2025 Unified Planning Work Program (UPWP).

My staff has forwarded to you a letter from the Federal Highway Administration stating their priorities.

The Federal Transit Administration has 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

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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.
- 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 NJDOT's Bureau of 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 IIJA to minimize climate risks.
- Work with NJDOT and other partners on strategies to reduce carbon emissions from the transportation sector.

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.
- Implement the 2023 Statewide Freight Plan, including programs and projects highlighted in the Next Steps: Priorities, Actions, and Performance Measures section of the plan.

- 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.).
- Implement a Statewide Truck Parking Study to investigate truck parking challenges in New Jersey, consider input from stakeholders and develop practical and cost-effective solutions, strategies, and policies.
- 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.
 - 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.”
- Utilize freight focused data, analyze current freight movement on the road network, and develop recommendations and solutions based on data forecasts.
- Integrate freight into Complete Streets policy and guidance by educating and assisting stakeholders, in particular County and local engineers.

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.
- Prioritize implementation and deployment of countermeasures for Vulnerable Road Users and Older Drivers and Pedestrians for all projects.
- Support the state’s goal of Zero deaths by 2050.

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.
 - Support and participate in Road Safety Audits
- 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

- Improve traffic flow through cohesive and sustainable planning, design, procurement and deployment of ITS operational strategies such as hard shoulder use, maintenance/upgrade/enhancement of existing ITS infrastructure and Advanced Traveler Information System through Connected Vehicle technology.
- 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, evaluation and deployment of ITS based wrong way driving systems.
- Use of wireless communication (Broadband, LTE and 5G) for technology projects
- Use and application of virtual devices such as RSU (roadside units) for connected technologies.

Local Public Agencies (LPAs)

- Keep local public agencies informed on resources and training opportunities to ensure that the LPA is up to date with current trends in transportation.
- Continue to identify and adopt technology to improve efficiency and quality control in the project delivery process.
- Continue to coordinate using the existing channels including the NJ Society of Municipal Engineers (NJSME) and the NJ State Association of County Engineers (NJSACE).
- Ensure the Local Aid Resource Center is meeting the needs of the LPAs.

Equity, Public Health, and Outreach

- Implement equitable actions that uphold fairness and improved coordination of services, access and mobility for people of different backgrounds, including low-income and minority populations, Limited English Proficient (LEP) individuals, 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 building trust with and increasing participation of minority and low-income communities in the planning process; allow community members to brainstorm project ideas so that planning efforts promote equity and inclusion and are tailored to meet their mobility needs.
- Continue to engage with communities to strengthen public confidence and participation in the planning process and help secure public buy-in of proposed transportation projects using web tools/technology, social media, outreach, education and virtual and/or in-person 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
Michael Culotta, FTA
Eric R. Powers, NJDOT
Sudhir Joshi, NJDOT
Andrew Clark, NJDOT



Date: October 18, 2023
To: County Planning Directors
From: John Peterson
Re: FY 2025 Subregional Planning Work Programs

Call for FY 2025 Subregional Planning Work Programs

An initial draft of SJTPO's FY 2025 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 1, 2023*

Full Work Program write-up and description, including Task III study due *Wednesday, November 29, 2023*

Format

For your convenience, copies of your FY 2024 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 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 www.sjtpo.org/rtp.

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

Budget

SJTPO's total federal funding allocation for FY 2025 will be approximately \$343,000, which equates to approximately \$274,560, after accounting for the 20% local share requirement.

- 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 2025)
- 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 13th TAC meeting
- For programming purposes, please provide the County's budget estimates, by Task, by Wednesday, November 1, 2023



Date: October 17, 2023

Re: FY 2025 Subregional Planning Work Programs

Content

While the 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 2026 Subregional Planning Work Program, and should account for 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 2025.
 - 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 related 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.



American Planning Association
New Jersey Chapter

Making Great Communities Happen

November 17, 2023

Jennifer Marandino, PE
Executive Director
South Jersey Transportation Planning Organization
817 East Landis Avenue, 2nd Floor
Vineland, NJ 08360

Ms. Marandino,

On behalf of the New Jersey Chapter of the American Planning Association, I am pleased to inform you that the **Cumberland County Bicycle and Pedestrian Safety Action Plan** has been selected to receive this year's "Outstanding Plan Award."

The Awards Jury was incredibly impressed with the data, engagement with stakeholders, and, most importantly, the direct path of how the robust planning phases translated into significant dollars on the ground for the implementation of safety measures. It is very unique to see this occur in such a short period of time, which is a testament to the South Jersey Transportation Planning Organization and its partners.

We invite you to join us at our annual Awards Reception, which will take place on Thursday, December 14, from 6:00 p.m. to 8:30 p.m. at the South Orange Performing Arts Center Loft, 1 SOPAC Way, South Orange, New Jersey.

As an awardee, we're pleased to offer you two complimentary tickets. Additional tickets can be purchased online at 2023-planning-awards.eventbrite.com. Sponsorship opportunities are also enclosed to share with friends and colleagues.

Congratulations, and we look forward to seeing you next month! If you have any questions, please feel free to contact me at 848-932-2817 or scollum@njplanning.org.

Sincerely,

A handwritten signature in blue ink that reads "Sheena Collum".

Sheena Collum
Executive Director

Cc: Danielle Baer, AICP, Urban Engineers

CONGRATULATIONS



American Planning Association
New Jersey Chapter

Leadership Awards



Stephen Marks

Budd Chavooshian Award for
Outstanding Professional Planner



Taiisa Kelly

Distinguished Civic
Leadership Award



Renie Carniol & Julia Stambous

President's Award for
Collaboration & Advocacy



Chris Colley

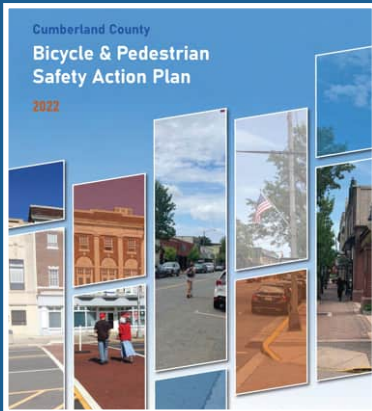
Distinguished Emerging
Planner Award



Michael Kolber

Stuart Meck Distinguished
Service Award

Projects & Plan Awards



**Cumberland County
Bicycle & Pedestrian
Safety Action Plan**

Outstanding Plan Award (County)



**Lord & Taylor / Train
Station Redevelopment
Plan (Westfield)**

Outstanding Plan Award (Municipal)



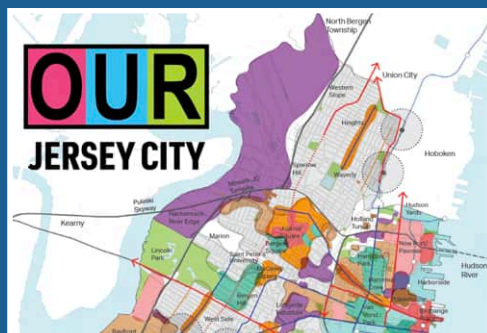
**Hinchliffe Neighborhood
Restoration Project
(Paterson)**

Outstanding Implementation Award



**Moorestown Mall
Redevelopment Plan**

Innovation in Planning Award



**OUR Jersey City Master Plan -
Vision, Land Use, Open Space**

Outstanding Community Engagement Award



**Treat Place, Newark
"Four Corners Public Art Project"**

Neighborhood Transformation Award



**Restorative City Planning: Parks,
People, and the Environment
(Rowan University)**

Outstanding Student Project Award



South Jersey Transportation Planning Organization

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

Leonard Desiderio, *Chairman*

Benjamin H. Laury, *Vice Chairman*

817 East Landis Avenue, 2nd Floor
Vineland, New Jersey 08360

www.sjtpo.org
(856) 794-1941
(856) 794-2549 (fax)

Jennifer Marandino, P.E.
Executive Director

John W. Risley, *Secretary/Treasurer*

EXECUTIVE DIRECTOR'S REPORT –November 27, 2023

REQUEST FOR CREDENTIAL LETTERS

As in recent years, credential letters will be 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 NOTICE OF FUNDING OPPORTUNITIES

USDOT Announces \$82 Million in Awards for Safe Streets and Roads

On October 27, 2023, the U.S. Department of Transportation (USDOT) [announced](#) more than \$82 million in awards from the [Safe Streets and Roads for All \(SS4A\) Grant Program](#). The USDOT awarded grants to 235 regional, local, and Tribal communities for planning and demonstration projects to improve safety and help prevent deaths and serious injuries on the nation's roadways.

FHWA Announces \$40 Million in Available Funding for Connected Vehicle Technologies

On October 26, 2023, the Federal Highway Administration (FHWA) [announced](#) the availability of \$40 million in funding through the [Saving Lives with Connectivity: Accelerating V2X Deployment](#) grant opportunity. The initiative is focused on road safety, mobility, and efficiency through technology that enables vehicles and wireless devices to communicate with each other and with roadside infrastructure and provide warnings. The **application deadline is January 17, 2024**. More information is available [here](#) and [here](#).

FHWA Accepting Applications for Accelerated Innovation Deployment Grants

On October 24, 2023, FHWA published a [Notice of Funding Opportunity \(NOFO\)](#) to announce that the agency is accepting applications for the [Accelerated Innovation Deployment \(AID\) Demonstration Program](#). AID funds are used to promote the deployment of proven innovations that can deliver road and bridge projects more cost-effectively among State, local, and Tribal governments. The notice of intent deadline is December 12, 2023, and the **application deadline is January 23, 2024**.

Application Deadlines Approaching for Other USDOT Discretionary Grant Opportunities

Please be aware of the approaching application deadlines for the following discretionary grant opportunities from the USDOT:

- [November 27 – Bridge Investment Program \(Fiscal Years 2023 and 2024\)](#); and
- [November 28 – Technical Assistance Providers for Thriving Communities Program](#).

USDOT Adopts the DOE's Categorical Exclusion for Electric Vehicle Charging Stations

On September 20, 2023, the USDOT published a [notice](#) in the Federal Register to adopt the Department of Energy's (DOE's) Electric Vehicle Charging Stations Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA) to use in programs and funding opportunities administered by the USDOT.

The notice describes the categories of proposed actions for which the USDOT intends to use the DOE's CEs and describes the consultation between the agencies.

FY 2025 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 2025 (July 1, 2024-June 30, 2025). The first draft of the FY 2025 UPWP will be submitted to NJDOT for review in early December with consideration for formal approval brought to the March 2024 meeting.

FHWA and NJDOT have presented their planning priorities for the MPOs FY 2025 work program ([shared as part of Communications](#)). No such letters shared for FTA to date.

Projections related to available USDOT resources have been calculated along with anticipated operating expenses, while budget estimates for salaries and the technical program are still being determined. The expectation is that SJTPO will advance two consultant-led technical studies including Regional Pavement Condition Data Collection and South Jersey Travel Demand Model Recalibration. The exact scope of work of each 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 2025 UPWP.

SJTPO LOCAL LEAD PROJECT STATUS CHARTS

The FFY 2024 Local Lead Project Status Chart is attached. The chart, dated November 16, 2023, includes the 2024 HSIP and CMAQ projects. SJTPO's future HSIP and CMAQ programmed projects are displayed and shared in two additional project charts, dated November 1, 2023.

A summary of FFY 2023 authorizations is also included, which was additionally shared in the November 2023 edition of *On the Go*, SJTPO's digital newsletter.

TECHNICAL PROGRAM UPDATE

SJTPO currently has eight (8) active technical studies: The Local Safety Program Design Assistance (5- and 6-point Roundabouts), Regional Trails Network – Feasibility Survey, Cape May County, Countywide Local Road Safety Plans, SJTPO Regional Freight Plan, Maurice River Corridor Study, Regional Vulnerability Framework, Scenario Planning for RTP 2050, and FY 2023 Demographics Analysis are ongoing.

Kick-off of the Local Safety Program Design Assistance associated with the Cumberland County Bicycle and Pedestrian Safety Action Plan is awaiting the final execution of the task order which provides funding. The attached memo (dated November 16, 2023) provides information regarding the status of all technical program efforts.

CURRENT SJTPO VACANCIES – Program Managers, Assistant, and Principal Planners

Recently, Alan Huff tenured his resignation with SJTPO, taking the position of a Safety Specialist with FHWA-NJ Division. Alan served as SJTPO's Program Manager of Safety Initiatives & Public Outreach for the last 10 years.

With Alan's resignation, SJTPO has two vacancies in the Program Manager positions which have active advertisements. All application materials were requested to be received via email at careers@sjtpo.org with the initial application period open through Wednesday, November 22, 2023. If a suitable applicant is not found, the position will remain open until filled.

The Program Manager of Safety Initiatives & Complete Streets will be responsible for the management and development of SJTPO's Transportation Safety Planning and South Jersey Trails; oversight of SJTPO's economic development & tourism; and management and oversight of consultant-led technical studies.

The Program Manager of Capital Programming & Project Development responsibilities are anticipated to include management and development of SJTPO's Transportation Improvement Program (TIP); administration of local project development efforts; oversight of SJTPO's congestion management/relief planning efforts and intelligent transportation systems planning efforts; and management and oversight of consultant-led technical studies.

Additional vacancies are for a Principal Planner under the direction of the Program Manager of Safety Initiatives & Complete Streets and an Assistant Planner under the Program Manager of Capital Programming & Project Development. Until those higher-level positions are filled, advertisements for those two planner positions will be postponed.

FY 2024 UPWP

As noted, SJTPO has several vacancies. Our personnel resources will prove to be a challenge in carrying out all the tasks, activities, and deliverables in our FY 2024 work program. For the time being we are prioritizing the existing consultant-led technical studies, postponing the start of new studies, and focusing on federally required activities and documents. A better understanding of things will be evaluated when preparing the semi-annual report at the end of this year.

PROMOTING SUBREGIONAL PROJECTS

SJTPO would like to do a better job demonstrating to the public the accomplishments in the region, capturing images of projects, showing the location before and after construction, and highlighting the project or effort through the use of social media or SJTPO's quarterly newsletter On The Go www.sjtpo.org/onthego/.

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

Federal Fiscal Year 2023 Project Authorizations

Total Amount Authorized in Federal Fiscal Year 2023: \$55.82 million (22 projects)

<i>Atlantic County:</i>	\$5.92 million	5 projects
<i>Cape May County:</i>	\$17.88 million	4 projects
<i>Cumberland County:</i>	\$30.74 million	9 projects
<i>Salem County:</i>	\$1.28 million	4 projects

Atlantic County

1. Brigantine Avenue (CR 638), 2nd Street South to Terminus (DB #S1912)

Description: Reconstruction of HMA Surface Course and HMA Base Course as needed. Other improvements will include but are not limited to pedestrian ADA access, concrete gutter, driveways, signage, striping, and drainage.

County: City of Brigantine
Sponsor: Atlantic County
Phase: Construction (CON)
DBNUM: S1912

Funding Source: STBGP-AC *Authorized Amount:* \$1.85 million
Authorized Date: 6/28/2023

2. Martin Luther King Jr. Boulevard (Mediterranean Avenue to Route 30)

Description: The pavement has excessive roughness, rutting, and potholes that could result in safety problems. The road is a major road connector between Route 30 and Downtown Atlantic City. The proposed improvement will include milling and overlay the existing road, spot base repair, signage, and striping for pedestrian and vehicular safety.

Municipality: City of Atlantic City
Sponsor: Atlantic City
Phase: Preliminary Engineering (PE)
DBNUM: S2101

Funding Source: STBGP-FLEX *Authorized Amount:* \$0.13 million
Authorized Date: 8/19/2023

3. Route 30, CR 542 (Sea Grove Ave/Central Ave) to Weymouth Rd (CR 640)

Description: Initiated from the Pavement Management System, this project will resurface within the project limits.

Municipality: Town of Hammonton
Sponsor: NJDOT
Phase: Construction (CON)
DBNUM: 15382

Funding Source: STBGP-FLEX
Authorized Amount: \$1.27 million

Authorized Amount: \$0.07 million
Total Funding: \$1.34 million
Authorized Date: 9/19/2023 and 9/21/2023

4. Weymouth Road (CR 559)

Description: Improvements will include, but not be limited to, driveway, signage, striping, markings, pavement reflectors, drainage, and guide rail. Also, minimal if and where directed quantities of excavation, and HMA base, concrete base, and DGA sub-base repairs

Municipality: Hamilton Township

Sponsor: Atlantic County

Phase: Construction (CON)

DBNUM: S2104

Funding Source: STBGP-LK5 *Authorized Amount:* \$2.21 million

Authorized Date: 7/11/2023

5. Sooy Elementary School Area Sidewalk and ADA Ramp Improvements

Description: The project includes the construction of concrete sidewalks, Americans with Disabilities Act (ADA) accessible ramps and curbs on Third Street, North Street, Fourth Street, Walnut Street, and Old Forks Road. The pedestrian crossing at Fourth Street and North Street and the pedestrian crossing at Third Street and North Street will receive new crosswalks, signage, and signaling.

Municipality: Town of Hammonton

Sponsor: Town of Hammonton

Phase: Final Design (FD)

DBNUM: 99358

Funding Source: TA-FLEX *Authorized Amount:* \$0.39 million

Authorized Date: 9/14/2023

Cape May County

1. Route 9, Tuckahoe Rd (CR 631) to Roosevelt Blvd (CR 623)

Description: This project will provide a solution to lessen crash incidents, promote traffic calming, improve geometric deficiencies, increase mobility for pedestrians and bicyclists, provide Americans with Disabilities (ADA) compliant features, install ITS facilities, and improve the terminus of old Route 9 in Upper Township at the Great Egg Harbor Bay.

Municipality: Upper Township
Sponsor: NJDOT
Phase: Preliminary Engineering (PE)
DBNUM: 15400A
Funding Source: NHPP *Authorized Amount:* \$2.03 million
Authorized Date: 9/14/2023

2. Route 9, Wrights Lane to Harbor Road

Description: Initiated from the Pavement Management System, this project will resurface within the project limits. The following federal appropriations were repurposed for this project: DEMO ID# NJ 021 & 136.

Municipality: Upper Township
Sponsor: NJDOT
Phase: Construction (CON)
DBNUM: 15400
Funding Source: STBGP-FLEX
Authorized Amount: \$8.61 million
Authorized Amount: \$0.10 million
Total Funding: \$8.71 million
Authorized Date: 4/26/2023 and 5/25/2023

3. Route 47, Nummytown Mill Pond Dam

Description: Initiated from the Bridge Management System, this class 2 dam has insufficient spillway capacity, as required by the New Jersey safety standards, and is a significant hazard. The dam requires rehabilitation to achieve compliance with the New Jersey Dam Safety standards.

Municipality: Middle Township
Sponsor: NJDOT
Phase: Preliminary Engineering (PE)
DBNUM: 12320
Funding Source: STBGP-FLEX *Authorized Amount:* \$1.64 million
Authorized Date: 4/05/2023

4. Third Avenue (CR 619), 99th Street to 80th Street

Description: Initiated from the Bridge Management System, this class 2 dam has insufficient spillway capacity, as required by the New Jersey safety standards, and is a significant hazard. The dam requires rehabilitation to achieve compliance with the New Jersey Dam Safety standards.

Municipality: Borough of Stone Harbor

Sponsor: Cape May County

Phase: Construction (CON)

DBNUM: S1910

Funding Source: STBGP-AC *Authorized Amount:* \$3.16 million

Funding Source: STBGP-FLEX *Authorized Amount:* \$2.34 million

Total Funding: \$5.50 million

Authorized Date: 7/27/2023



SJTPO

Cumberland County

1. Cumberland County Federal Road Program

Description: Mill and Overlay of various roadways throughout the county within the existing right-of-way.
Municipality: Various
Sponsor: Cumberland County
Phase: Construction (CON)
DBNUM: S1403
Funding Source: STBGP-L5K *Authorized Amount:* \$3.00 million
Authorized Date: 7/05/2023

2. Mill Road, Landis Avenue to CR 540 (Almond Road)

Description: This project provides for milling and resurfacing the roadway within the existing right of way, removing and replacing concrete items, and rehabilitating the existing storm sewer infrastructure as needed.
Municipality: City of Vineland
Sponsor: City of Vineland
Phase: Construction (CON)
DBNUM: S1714
Funding Source: STBGP-B5K200K *Authorized Amount:* \$0.29 million
Authorized Date: 9/14/2023

3. Route 47, Henderson Avenue to High Street

Description: This project will provide safety improvements and address pedestrian deficiencies within the project limits.
Municipality: City of Millville
Sponsor: NJDOT
Phase: Preliminary Engineering (PE)
DBNUM: 15340
Funding Source: STBGP-FLEX *Authorized Amount:* \$1.49 million
Authorized Date: 5/12/2023

4. Route 49, Buckshutem Road, Intersection Improvements (CR 670)

Description: This project will address safety and operational improvements at the Route 49 intersection.
Municipality: City of Bridgeton
Sponsor: NJDOT
Phase: Construction (CON)
DBNUM: 95017
Funding Source: STBGP-FLEX
Authorized Amount: \$21.86 million
Authorized Amount: \$1.96 million
Total Funding: \$23.82 million
Authorized Date: 9/14/2023 and 9/15/2023

5. Millyard Riverfront Walk

Description: The Millyard Riverfront Walk Project primarily consists of constructing a 0.50-mile pedestrian link from the existing Riverfront Park at Brandriff Avenue to the Union Lake Ballfield and beach area at Union Lake Park. The project will include a 10-foot wide concrete paver walkway with decorative lighting, benches, railing, landscaping, signage, bike racks, and trash receptacles.

Municipality: City of Millville
Sponsor: Cumberland County
Phase: Final Design (FD)
DBNUM: X107
Funding Source: TA-FLEX *Authorized Amount:* \$0.33 million
Authorized Date: 4/19/2023

6. Bridgeton Pedestrian Safety Improvements

Description: Project includes safety improvements along two top-ranked crash corridors in Bridgeton. Atlantic Street includes curb extensions, parking/lane delineation, high visibility crosswalks, Americans with Disabilities Act (ADA) improvements, signage, and striping improvements. Irving Avenue (County Route 552) includes detached chocker islands, curbed center islands, mid-block crosswalks, high visibility crosswalks, lane/parking articulation, Rectangular Rapid Flashing Beacons (RRFBs), fill-in sidewalk gaps, sidewalk replacement, parking reconfiguration, Americans with Disabilities Act (ADA) improvements, signage, and striping improvements.

Municipality: City of Bridgeton
Sponsor: SJTPO
Phase: Design, Right of Way, and Construction (ERC)
DBNUM: 04314
Funding Source: HSIP *Authorized Amount:* \$0.49 million
Authorized Date: 8/23/2023

7. High Street High Street Pedestrian Safety Improvements

Description: Project includes safety improvements along High Street, a top-ranked crash corridor in Millville. Includes curb extensions parking/lane delineation, high visibility crosswalks, addition of mid-block crosswalks, Rectangular Rapid Flashing Beacons (RRFBs), creation of a two-way left turn lane north of Foundry Street, consideration of bike lanes, Americans with Disabilities Act (ADA) improvements, signage, and striping improvement.

Municipality: City of Millville
Sponsor: SJTPO
Phase: Design, Right of Way, and Construction (ERC)
DBNUM: 04314
Funding Source: HSIP *Authorized Amount:* \$0.47 million
Authorized Date: 8/23/2023

8. East Avenue Pedestrian Safety Improvements

Description: Project includes safety improvements along East Avenue, a top ranked crash corridor in Vineland. Includes overhead flashing beacons, transverse rumble strips, double stop signs, advance warning signs at Walnut Road, raised medians, high visibility crosswalks, Americans with Disabilities Act (ADA) improvements, lane/shoulder delineation, curb extensions, mid-block crosswalks, Rectangular Rapid Flashing Beacons (RRFBs), fill-in sidewalk gaps, sidewalk replacement, drop off zone at school, Americans with Disabilities Act (ADA) improvements, signage, and striping improvements.

Municipality: City of Vineland
Sponsor: SJTPO
Phase: Design, Right of Way, and Construction (ERC)
DBNUM: 04314
Funding Source: HSIP *Authorized Amount:* \$0.38 million
Authorized Date: 8/24/2023

9. 3rd Street and Wheaton Avenue Traffic Calming and Pedestrian Safety Improvements

Description: Project includes safety improvements along the Third Street and Wheaton Avenue corridors, which are part of a top-ranked crash corridor in Millville. Third Street includes curb extensions, parking/lane delineation, high visibility crosswalks, Americans with Disabilities Act (ADA) improvements, signage, and striping improvements. Wheaton Avenue includes the closure south of D Street and between F Street and G Street, converting to one way, rerouting traffic to Third Street and Second Street (State Route 47) via G Street; tightening intersection geometry at G Street and Fourth Street/Wheaton Avenue to prevent southbound movement, Americans with Disabilities Act (ADA) improvements,, signage, and striping improvements.

Municipality: City of Millville
Sponsor: SJTPO
Phase: Design, Right of Way, and Construction (ERC)
DBNUM: 04314
Funding Source: HSIP *Authorized Amount:* \$0.47 million
Authorized Date: 8/24/2023

Salem County

1. Telegraph Road (CR 540), Phase 2

Description: Mill and pave, sub-base repair, replace broken curb, striping, RPMs, guide rail upgrades, signage upgrades, drainage upgrades. County Road #540 is a major East-West connector road through Salem County. The road is in a deteriorated condition and needs resurfacing.

Municipality: Quinton Township

Sponsor: Salem County

Phase: Final Design (DES)

DBNUM: S1908

Funding Source: STBGP-L5K *Authorized Amount:* \$0.12 million

Authorized Date: 9/26/2023

2. Willow Grove Road (CR 639)

Description: Mill and pave, sub-base repair, replace broken curb, striping, RPM's, guide rail upgrades, signage upgrades, drainage upgrades. County Road #644 is an east-west connector road from U.S. Route #130 to Interstate #295. The road is in a deteriorated condition.

Municipality: Oldmans Township

Sponsor: Salem County

Phase: Preliminary Engineering (PE)

DBNUM: S1904

Funding Source: STBGP-L5K *Authorized Amount:* \$0.14 million

Authorized Date: 9/19/2023

3. Five Points Roundabout ROW Local Safety/ High Risk Rural Roads Program

Description: Replacement of the complex six-legged intersection of Porchtown Road (County Route 613), Upper Neck Road (County Route 690), and Lawrence Corner Road (County Route 621) in Pittsgrove Township, Salem County with a modern roundabout. The project will improve safety by reducing speeds at the intersection, improve sight distances, and reduce the number and severity of conflict points among users.

Municipality: Pittsgrove Township

Sponsor: SJTPO

Phase: Design, Right of Way, and Construction (ERC)

DBNUM: 04314

Funding Source: HSIP *Authorized Amount:* \$0.09 million

Authorized Date: 9/21/2023

4. Six Points Roundabout ROW Local Safety/ High Risk Rural Roads Program

Description: Replacement of the complex six-legged intersection of Garden Road (County Route 674), Parvin Mill Road (County Route 645), and Alvine Road (County Route 655) in Pittsgrove Township, Salem County with a modern roundabout. Project will improve safety by

South Jersey Transportation Planning Organization: Federal Fiscal Year 2023 Project Authorizations

reducing speeds at the intersection, improve sight distances, and reduce the number and severity of conflict points among users.

County: Pittsgrove Township
Sponsor: SJTPO
Phase: Design, Right of Way, and Construction (ERC)
DBNUM: 04314
Funding Source: HSIP *Authorized Amount:* \$0.93 million
Authorized Date: 9/21/2023

Federal Fiscal Year 2024 Local Lead Project Status

DBNUM	FUNDING INFO		PROJECT NAME	PHASE	COST (millions)		CED		PS&E SUBMISSION		AUTHORIZATION REQUEST		
	YEAR	SOURCE			Programmed	Authorized	Submitted	Approved	Preliminary	Final	Submitted	Approved	
Atlantic City													
S1702	2022	STBGP-AC	Baltic Avenue, Maine to Missouri Avenues	PE	\$0.142	\$0.141						9/8/2022	
	2023	STBGP-AC		DES	\$0.075						1/1/2024	Not Authorized in FFY 2023, Anticipated Authorization FFY 2024	
	2024	STBGP-AC		CON	\$1.300						7/1/2024	Anticipated Authorization FFY 2024	
	2025	STBGP-AC		CON	\$0.800						7/1/2024	Anticipated Authorization FFY 2025	
	PROJECT WAS NOT READY FOR FFY 2023 AUTHORIZATION, advise city find alternative funding as of 7/26/23 per NJDOT Local Aid email. RVE submitted CED following the day of ER meeting, NJDOT Local Aid to review and provide comments, need public reaction, recommend insert providing SJTPO completed via PIP for TIP/STIP process, okay to include, waiting for further documents as of 7/27/23. CED submitted 8/2, BEPR reviewing as of 8/8/23. A revised CED submission is required specifically to address SHPO concerns about removal of granite curbing. This will prevent authorization in FY 2023. No change as of 10/24/23, CED approval still contingent on SHPO resolution of granite curb issue.												
S2101	2023	STBGP-FLEX	Martin Luther King Jr. Boulevard (Mediterranean Avenue to Route 30)	PE	\$0.100	\$0.134						8/19/2023	
	2024	OTHER		DES	--	--						--	
	2026	STBGP-AC		CON	\$1.450							Anticipated Authorization FFY 2026	
X065	2022	CMAQ	Pacific Avenue Signal Optimization	PE	\$0.475	\$0.506						9/20/2022	
	2024	OTHER		DES	--	--						--	
	2024	CMAQ		CON	\$1.200						Anticipated 7/1/24	Anticipated Authorization FFY 2024	
	10/24/23 Question of how the project is connected to the RAISE Grant. Local AID was unsure of CED status.												
Atlantic County													
S2102	2024	STBGP-AC	California Avenue (CR 663), CR 651 to CR 585	CON	\$2.000							Anticipated Authorization FFY 2024	
S2105	2024	STBGP-AC	Ohio Avenue (CR 630), CR 651 to CR 585	CON	\$1.000							Anticipated Authorization FFY 2024	
99358	2018	TA-FLEX	Sooy Elementary School Area Sidewalk and ADA Ramp Improvements (Project Sponsor: Town of Hammonton)	FD	\$0.000	\$0.385						9/14/2023	
	2018	SRTS		CON	\$0.502							Anticipated Authorization FFY 2024	
Project selected for FY 2018 SRTS funding.													
99358	2022	SRTS	Pleasantville School Transportation Safety Project	CON	\$1.299							Anticipated Authorization FFY 2024	
Project selected for FY 2022 SRTS funding. Project in PE phase as of 10/17/2022. LPA is waiting on HQ response on Design Assistance and LPA Eligibility. Email sent to HQ for a response with status update on 1/12/23. Follow up email sent 2/21/2023, no response yet. No change as of 10/24/23 still waiting on Design Assistance decision.													
X065	2023	OTHER	Ventnor Avenue Signal Synchronization Project (Project Sponsor: City of Ventnor)	DES	\$0.290							--	
	2024	CMAQ		CON	\$1.350		4/20/2023	7/13/2023	3/1/2023	7/13/2023	8/21/2023	Not Authorized in FFY 2023, Anticipated Authorization FFY 2024	
This project did not make the deadline for authorization for 2023. Authorization anticipated spring of 2024. City rejected bids for construction to allow for Federal construction funding.													
X107	2023	TA-AC	Cedar Creek/Egg Harbor Lake Pedestrian Connection (Project Sponsor: Egg Harbor City)	CON	\$0.723		7/17/2020	11/30/2020	11/14/2022			Anticipated Authorization FFY 2024	
	Awaiting Pineland Permit, project will not go this year, updated to move to next year, authorization by 12/2023 has moved to some time in 2024 for Pinelands permit approval. Proposed design did not meet Pinelands stormwater standards. Consultant trying to resolve the issues.												
Cape May County													
S2106	2024	STBGP-L5K	East Mill Creek Road (CR 670/US 347), Phase I	CON	\$1.000			Estimated 1/2024		Estimated 3/2024	Estimated 6/2024	Estimated 7/2024	Anticipated Authorization FFY 2024
S2108	2024	STBGP-B50K200K	Seashore Road Phase 1 Resurfacing (CR 626) from Breakwater Road (CR 613) to U.S. Route 47	CON	\$2.000			Estimated 1/2024		Estimated 3/2024	Estimated 6/2024	Estimated 7/2024	Anticipated Authorization FFY 2024
S2319	2024	CR-VILLAS	Cape May County Microtransit Feasibility Study	PLS	\$0.200		--	--	--	--			Anticipated Authorization FFY 2024
NJDOT Local Aid is reviewing RFP before it is released by the county; due to delay in review, project unable to go this year. RFP will be released in October 2023.													
X107	2024	TA	Crook Horn Creek Nature Trail (Project Sponsor: Ocean City)	CON	\$0.580								Anticipated Authorization FFY 2024
	Kick-off meeting held 10/19/2023; LPA reached out for Design Assistance funding, awaiting response/guidance from Local Aid												

Federal Fiscal Year 2024 Local Lead Project Status

DBNUM	FUNDING INFO		PROJECT NAME	PHASE	COST (millions)		CED		PS&E SUBMISSION		AUTHORIZATION REQUEST	
	YEAR	SOURCE			Programmed	Authorized	Submitted	Approved	Preliminary	Final	Submitted	Approved
City of Vineland												
S1902	2024	STBGP-B5K200K	Park Avenue/Quigley Avenue (CR 540)	CON	\$2.050		Estimated 1/2024	Estimated 1/2024	Estimated 1/2024	Estimated 1/2024	Estimated 8/2024	Anticipated Authorization FFY 2024
S2318	2024	STBGP-B50K200K	Reconstruction of South East Avenue	PE	\$0.075		--	--	--	--	Estimated	Anticipated Authorization FFY 2024
	2025	STBGP-B50K200K		DES	\$0.075		Estimated 1/2025	Estimated 1/2025	--	--	Estimated 8/2025	Anticipated Authorization FFY 2025
	2026	STBGP-B50K200K		CON	\$1.600		Estimated 1/2026	Estimated 1/2026	Estimated 5/2026	Estimated 5/2026	Estimated 8/2026	Anticipated Authorization FFY 2026
S2401	2024	SS4A-VINELAND	Chestnut Avenue Safety Improvements and Rehabilitation	PE	\$0.227							Anticipated Authorization FFY 2024
	2024	SS4A-VINELAND		DES	\$0.076							Anticipated Authorization FFY 2024
	2025	SS4A-VINELAND		CON	\$24.221							Anticipated Authorization FFY 2025
	2026	SS4A-VINELAND		CON	\$0.597							Anticipated Authorization FFY 2026
FHWA to directly supervise project, PE to be started as soon as project is entered into TIP, update project information once SW send over for records, project will follow federal process as of 7/26/23. Submitted for DBNUM and followed up with NJDOT for further guidance on 8/3/23, project to be added to upcoming TIP for additional 2 week comment period pending assigned DBNUM and funding category.												
Cumberland County												
S1403	2024	STBGP-B5K50K	Cumberland County Federal Road Program; FFY 2023	CON	\$2.300		10/25/2023		10/25/2023			Anticipated Authorization FFY 2024
Includes: CR 607 (West Avenue) from CR 607 (Greenwich Road) to NJ 49 (Broad Street) // CR 626 (Roadstown Road) from CR 618 (Bowentown Road) to CR 607 (West Avenue) // CR 650 (Dutch Neck Road) from CR 699 (Trench Road) to Cubby Hollow Road // CR 699 (Trench Road) from Cubby Hollow Road to CR 650 (Dutch Neck Road)												
04314	2023	HSIP	FFY 2023 Local Safety Design Assistance - Cumberland County Pedestrian & Bike Action Plan	PE	\$0.500	\$1.820	--	--	--	--		8/23/2023
	2024	HSIP		DES	\$0.600							Anticipated Authorization FFY 2024
	2025	HSIP		CON	\$3.500							Anticipated Authorization FFY 2025
	2026	HSIP		CON	\$3.500							Anticipated Authorization FFY 2026
Includes: Bridgeton Pedestrian Safety Improvements // High Street Pedestrian Safety Improvements (Milville) // East Avenue Pedestrian Safety Improvements (Vineland) // 3rd Street and Wheaton Avenue Traffic Calming and Pedestrian Safety Improvements (Milville)												
04314	2024	HSIP	Cumberland County Pilot Roundabout (West Park Drive)	ROW								
	2024	HSIP		CON	\$1.035							Anticipated Authorization FFY 2024
X065			Millville Broad Street Traffic Signal Upgrades (Project Sponsor: CON - City of Millville)	CON	\$2.000							
City did not provide project update, due to unconfirmed viability for this year, project is unable to advance; city to reapply for CMAQ in upcoming solicitation. Broad street is ready to go per city, NJDOT looking to fund projects, recommend for funding, awaiting status of submission documents from NJDOT local aid, email sent 7/12/23. NJDOT Local Aid advises the city to apply for Local Transportation Projects Fund, no application in SAGE as of 9/21/2023.												
X107	2023	TAP-L5K	Newport Streetscape Improvement Project (Project Sponsor: Downe Twp)	FD	\$0.294							Anticipated Authorization FFY 2024
				CON	\$0.990							Anticipated Authorization FFY 2025
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	4/20/2023		
				ROW purchase issues as of 2/14/2023. Wetlands Mitigation Plan is being reviewed by NJDOT on how to move forward based off phone conversation with TW&T 9/21/23 (updated 9/21/2023)								
X107	2020	TA-FLEX	Millyard Riverfront Walk Project	DES	\$0.225	\$0.330						4/19/2023
				CON	\$0.900							
Project selected for FY 2020 TA Set-Aside funding. Project is under design assistance with M&T. No CED or Plans submitted. Un likely authorization request will be ready prior to 2025.												

Federal Fiscal Year 2024 Local Lead Project Status

DBNUM	FUNDING INFO		PROJECT NAME	PHASE	COST (millions)		CED		PS&E SUBMISSION		AUTHORIZATION REQUEST	
	YEAR	SOURCE			Programmed	Authorized	Submitted	Approved	Preliminary	Final	Submitted	Approved
Salem County												
S9912	2022	STBGP-FLEX	Welchville Road (CR 540)	PE	\$0.080	\$0.048	--	--	--	--	8/2/2023	9/7/2022
	2023	OTHER		DES	\$0.065							Not Authorized in FFY 2023
	2026	STBGP-L5K		CON	\$0.900							Anticipated Authorization FFY 2026
S1406	2023	TTF	CR 551 (Hook Road), E. Pittsfield Street to Route 295 (Phase II)	CON	\$0.469							
S1903	2022	STBGP-B5K200K	Griffith Street/ Grant Street (CR 657)	PE	\$0.060	\$0.030						9/7/2022
	2023	STBGP-B5K200K		DES	\$0.065							Not Authorized in FFY 2023
	2026	STBGP-B5K200K		CON	\$0.750							Anticipated Authorization FFY 2026
Final Design services not authorized in FFY 2023, County anticipates design improvements in-house without seeking federal funds												
S1904	2023	STBGP-L5K	Willow Grove Road (CR 639); Perkintown Road (CR 644)	PE	\$0.075	\$0.139	3/3/2021	6/29/2021	--	--	8/17/2023	9/19/2023
	2024	STBGP-L5K		DES	\$0.075				--	--		Anticipated Authorization FFY 2024
	2027	STBGP-L5K		CON	\$1.500				Estimated 5/2025	Estimated 5/2025		Anticipated Authorization FFY 2027
S1908	2023	STBGP-B5K50K	Telegraph Road (CR 540), Phase 2	PE	\$0.060	\$0.118						9/26/2023
	2023	STBGP-B5K50K		DES	\$0.055							Not Authorized in FFY 2023
	2025	STBGP-B5K50K		CON	\$1.500							Anticipated Authorization FFY 2025
Final Design services not authorized in FFY 2023, County anticipates design improvements in-house without seeking federal funds												
S2112	2024	STBGP-L5K	Quaker Neck Road (CR 657), Phase II	PE	\$0.080		--	--	--	--		Anticipated Authorization FFY 2024
	2025	STBGP-L5K		DES	\$0.150		Estimated 1/2025	Estimated 1/2025	--	--		Anticipated Authorization FFY 2025
	2028	STBGP-L5K		CON	\$1.500		Estimated 1/2025	Estimated 1/2025	Estimated 5/2028	Estimated 5/2028		Anticipated Authorization FFY 2028
99358	2022	SRTS	Pennsville Township Middle School Pedestrian Safety and Traffic Calming Project	CON	\$0.425							Anticipated Authorization FFY 2024
Project selected for FY 2022 SRTS funding.												
04314	2023	HSIP	Six Points Roundabout	ROW	\$0.200	\$0.934						9/21/2023
	2024	HSIP		CON	\$3.145							Anticipated Authorization FFY 2025
SJTPO will work with Urban Engineers on the closeout of the design phase which will not delay the ROW phase of this project or Five Points. Salem County submitted Workable Relocation Assistance Plan (WRAP) via email 9/22/2023.												
04314	2023	HSIP	Five Points Roundabout	ROW	\$0.450	\$0.091						9/21/2023
	2023	HSIP		CON	\$2.328							Anticipated Authorization FFY 2024
SJTPO will work with Urban Engineers on the closeout of the design phase which will not delay the ROW phase of this project or Six Points.												

Updated November 16, 2023

No later than submission dates

CED & Preliminary Submission to BEPR Deadline: **March 31, 2024**

Final PS&E Submission Deadline: **first week of June 2023**

Auth. Pkg. to NJDOT Deadline: **third week of June 2023**

SJTPO HSIP PROJECTS

EMPHASIS AREA	PROJECT NAME	SPONSOR	MUNICIPALITY	COUNTY	PHASE	FUND	STATUS OF AUTHORIZATION	2023	2024	2025	2026	2027	2028	2029	2023-29		
TBD	Countywide Local Road Safety Plan Design Assistance	SJTPO	Various	Various	PE	HSIP	Placeholder				\$0.869				\$0.869		
Intersections	Cumberland County Pilot Roundabout - West Park Drive	Cumberland County	Bridgeton City	Cumberland	ROW	HSIP	Authorized 2021								\$ -		
Intersections					CON	HSIP	Programmed		\$1.035						\$1.035		
Pedestrians and Bicyclists	FY 2023 Local Safety Design Assistance - Cumberland County Ped & Bike Action Plan	Cumberland County	Various	Cumberland	PE	HSIP	Authorized								--		
Pedestrians and Bicyclists	Bridgeton Pedestrian Safety Improvements		City of Bridgeton		PE	HSIP	Authorized	\$0.417								\$0.417	
Pedestrians and Bicyclists	High Street Pedestrian Safety Improvements		City of Millville		PE	HSIP	Authorized	\$0.387								\$0.387	
Pedestrians and Bicyclists	East Avenue Pedestrian Safety Improvements		City of Vineland		PE	HSIP	Authorized	\$0.307								\$0.307	
Pedestrians and Bicyclists	3rd Street and Wheaton Avenue Traffic Calming and Pedestrian Safety Improvements		City of Millville		PE	HSIP	Authorized	\$0.387								\$0.387	
Pedestrians and Bicyclists	FY 2023 Local Safety Design Assistance - Cumberland County Ped & Bike Action Plan		Various		FD	HSIP	Programmed					\$0.869				\$0.869	
Pedestrians and Bicyclists	FY 2023 Local Safety Design Assistance - Cumberland County Ped & Bike Action Plan		Various		CON	HSIP	Programmed							\$3.170	\$3.500	\$4.000	\$10.670
Intersections			SJTPO				PE	HSIP	Authorized 2019								--
Intersections	Salem County Roundabout (Five Points)	SJTPO	Pittsgrove Twp	Salem	FD	HSIP	Authorized 2020								--		
Intersections		Salem County			ROW	HSIP	Authorized	\$0.091								\$0.091	
Intersections		SJTPO			CON	HSIP	Programmed			\$2.328							\$2.328
Intersections					SJTPO			PE	HSIP	Authorized 2019	\$0.876						--
Intersections	Salem County Roundabout (Six Points)	SJTPO	Pittsgrove Twp	Salem	FD	HSIP	Authorized 2020	\$0.876							--		
Intersections		Salem County			ROW	HSIP	Authorized	\$0.934								\$0.934	
Intersections		SJTPO			CON	HSIP	Programmed				\$3.145						\$3.145
Intersections																	

Updated November 1, 2023

SJTPO HSIP Total Programmed \$ 4.275 \$ 3.363 \$ 3.145 \$ 1.738 \$ 3.170 \$ 3.500 \$ 4.000 \$ 21.439

SJTPO CMAQ CRP PROJECTS

DBNUM	PROJECT NAME	SPONSOR	MUNICIPALITY	COUNTY	MPO	PHASE	FUND	STATUS OF AUTHORIZATION	SOLICITATION YEAR	2023	2024	2023-2027
X065	Ventnor Avenue Signal Synchronization Project	City of Ventnor	Ventnor	Atlantic	SJTPO	CON	CMAQ	Programmed	FFY 2022-24		\$1,336	\$ 1,500
S2319						CON	CR-AC	Programmed	FFY 2022-24	\$0.164		
X065	Purchase of 7 Replacement Paratransit Passenger Buses	Atlantic County Transportation Unit	Various	Atlantic	SJTPO	n/a	CMAQ	Flexed to NJ TRANSIT	FFY 2018	\$0.616		\$ 0.770
S2319						n/a	CR-AC		FFY 2018	\$0.154		
X065	Procurement of 5 low emission, unleaded fuel, body on chassis mini-buses	Cape May County Fare Free Transportation	Various	Cape May	SJTPO	n/a	CMAQ	Flexed to NJ TRANSIT	FFY 2018	\$0.480		\$ 0.616
S2319						n/a	CR-AC		FFY 2018	\$0.136		
S2319	Development "To-Work" Transportation	Department of Workforce Development	Various	Cumberland	SJTPO	n/a	CR-VINELAND	Flexed to NJ TRANSIT	FFY 2022-24	\$0.128		\$ 0.462
X065						n/a	CMAQ		FFY 2022-24	\$0.334		
X065	Pacific Avenue Traffic Signal Optimization and ITS Improvements	Atlantic City	Atlantic City	Atlantic	SJTPO	PE	CMAQ	Authorized	FFY 2022-24			\$ -
						FD	Other	--	--			
						CON	CMAQ	Programmed	FFY 2022-24		\$1,200	\$ 1,200
S2319	Cape May Microtransit Feasibility Study	Cape May County	Various	Cape May	SJTPO	n/a	CR-VILLAS	Programmed	--		\$0.200	\$ 0.200

Updated November 1, 2023

Total Programmed

DBNUM **Program Name**
X065 Local CMAQ Initiatives
S2319 SJTPO Carbon Reduction Program

CMAQ	\$ 1,430	\$ 2,536
CR >200k (AC)	\$ 0.290	\$ 0.164
CR 50K-200K, including		
CR-VINELAND	\$ 0.128	\$ -
CR-VILLAS	\$ -	\$ 0.200



Date: November 16, 2023
To: SJTPO Policy Board
From: SJTPO Staff
Re: Technical Program Update

Active Technical Studies

Local Safety Program Design Assistance *ongoing*; Jennifer Marandino

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. The project is being funded through the federal Highway Safety Improvement Program (HSIP).

The ROW authorization phase is being led by Salem County, with JMT serving as the consultant, providing full-service Right-of-Way (ROW) consultant services. Federal funds for the purchase of the ROW were authorized for both the Five and Six Points Roundabouts in FFY 2023 (September 21, 2023). The County and its consultant will be able to move forward with the acquisition of properties, pending receipt of any necessary agreements between NJDOT and Salem County.

Construction authorization for Five Points is anticipated in FFY 2024 with Six Points construction programmed for FFY 2025. SJTPO is working with the County and NJDOT related to the closeout of the design phase of the project in advance of the contract end date of December 30, 2023.

Regional Trails Network – Feasibility Survey, Cape May County *ongoing* ~~Alan Huff~~ Jennifer Marandino

Pennoni Associates, Inc. in association with Lomax Consulting Group and Rodriguez Consulting LLC (DBE)

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

Pennoni Associates, Inc. was approved at the January 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. The narrowed focus area was identified, and property owners were identified and contacted for permissions for field review, which was conducted



Date: November 16, 2023

Re: Technical Program Update

in October. A webpage for the effort was developed on the SJTPO website (www.sjtpo.org/CapeMayCoTrailConnector). A primary route was identified with two sub-alternatives in the southern portion of the corridor. A public meeting was held on April 19th both in person at Upper Township as well as online. The result of outreach as well as internal discussion led to a need to further explore how to keep more, or all segments off the roadway, which necessitated a No-Cost Time Extension to the contract through December 31, 2023.

Additional public outreach requested by Upper Township resulted in some localized opposition to a portion of the routing. That routing has been adjusted and a Joint Permit Processing Meeting (JPPM) with state and federal land use/environmental agencies was held on September 13th. Additional outreach with the Atlantic City Expressway and NJ Transit is necessary.

A draft of the final feasibility report is expected in the next few weeks. A meeting with the consultant team, Cape May County, and SJTPO is pending to go over recommendations/next steps after this study is complete.

Countywide Local Road Safety Plans *ongoing*; ~~Alan Huff~~ Jenna Monaghan

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 and executed the Task Order in late September. A kick-off meeting was held on October 11, 2022.

A brand and website have been developed (www.SafeRoadsSouthJersey.com). County champions have been identified in each county with the first workshop conducted in each County over four days in mid-to-late January.

The first and second rounds of steering committee meetings were held in each county. The first round focused on discussion regarding emphasis areas and primary crash types that will guide systemic analyses, while the second round of meetings further explored select crash types and primary roadway types were identified, Indicators of Potential Disadvantage were discussed and affirmed, as well as engagement with elected officials. Workshop #2 meetings are in progress with meetings in Cape May and Salem Counties completed. Meetings in Atlantic and Cumberland Counties will be held the week of November 13th. Meeting attendees will assist with the selection of proposed infrastructure improvements and provide input on other safety improvement strategies. The data collection effort is underway and continues as it is a major undertaking.



Date: November 16, 2023

Re: Technical Program Update

SJTPO Regional Freight Plan *ongoing*; William Schiavi

Envision Consultants, Ltd. (DBE/ESBE), in association with KCI Technologies

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 Subcontract Agreement was fully executed with a Notice to Proceed effective February 1, 2023. The kick-off meeting was held on February 10th. Stakeholder outreach continued with calls conducted in June and July with Noel McGuire (ACEA), Leslie Gimeno (Cape May County) Jon Cummings (Revive SJ), and Lucia Osborne (Littoral Society).

A **public meeting** (Task 2.d) is planned for **Wednesday, December 13th from 5:30-7:00 pm** to be held in-person at SJTPO with a virtual option. A meeting flyer, public outreach FAQ document, and meeting presentation are being developed and will be reviewed by SJTPO. The presentation will be recorded and will be available on the SJTPO website with a 2-week comment period.

The Quality Assessment of Freight Network Volume Estimates (3.a.) document has been completed. The locations for Classification Counts (3.b.) task locations are being reevaluated to ensure the focus is on the local and county roads.

The Network and Facilities Issues and Analysis - Prioritized List of Freight Locations and Issues (4.a.) document has been completed and circulated to FAC and TAC members with FHWA, City of Vineland, Cape May County, and NJ TRANSIT providing comments to date. The Intermodal and Truck Parking Facility Capacity Analysis and Recommendations (4.b.) task is being coordinated with the current NJDOT parking survey efforts. An SJTPO / NJDOT meeting is scheduled for Monday, November 6th. The Online Interactive GIS Map Prioritized Freight Locations and Issues (4.c.) task is in progress. KCI is working within the SJTPO GIS online account.

Maurice River Corridor Study *ongoing*; ~~Taylor Waymire~~ Jenna Monaghan

Michael Baker International in association with RES Advisors (DBE/ESBE)

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 will 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 will lay the groundwork for the future connectivity of Cumberland County into the larger South Jersey Trails and Circuit Trail networks.



Date: November 16, 2023

Re: Technical Program Update

The Subcontract Agreement was fully executed with a Notice to Proceed effective March 31, 2023. The Maurice River Corridor technical study kicked off the initial meeting on April 26, 2023, and has followed up coordination with SJTPO and Cumberland County through biweekly meetings. Feedback from the first advisory committee helped influence the direction of the technical study. In addition, with support from various stakeholders (including Whibco, SJEDD, Vineland Economic Commission, NJFWS, Haskins Research Lab, Delaware Bay Watershed, Al and Sam's Canoe and Kayak Rental as well as SJTA, JORBA, NJ Bike and Walk Coalition, and the Vineland Historical Society), three (3) focus groups were conducted with a concentration on Heritage Tourism and Transportation Connectivity.

The project team completed and released the public survey and public outreach flyers in September. The survey and flyers were released on SJTPO's website, Cumberland Counties website, and respectively on social media. The team, with the help of Cumberland County, also distributed the flyers and survey in person at the Mauricetown River Fest. On September 27th a 2nd advisory committee meeting was held with the first public meeting was held on November 2nd. The public survey only recently closed on November 10th.

All draft deliverables of the Analysis of Existing Conditions are now under review. The project team has also completed memos related to fieldwork and data collection, with a memo for the Economic Analysis task in progress. Work in the Development and Summarization of Preliminary Concepts is ongoing. The project is approximately 45% complete.

Regional Vulnerability Framework *ongoing*; ~~Taylor Waymire~~ John Peterson

Michael Baker (MB) International in association with Binera, Inc. (DBE/ESBE)

The Regional Vulnerability Framework Study aims to develop resiliency through innovative solutions to aid current and future infrastructure planning, development, and design. This technical study will complete a systematic review of the region for weaknesses in its transportation infrastructure to provide a comprehensive framework for a future effort that will create a detailed *Regional Vulnerability Assessment*.

The Subcontract Agreement was fully executed with the Notice to Proceed issued on July 10, 2023. A kick-off meeting was held on Wednesday, July 12th. Bi-weekly project status meetings have been held since the July kick-off. The consultant team has produced a draft public outreach plan and stakeholder list which was circulated to the steering committee. A literature review of existing studies and assessments for the region that identify current resiliency issues and coastal and inland vulnerable assets has also been completed. A gap analysis memo detailing additional data needs is in progress.

The first interagency meeting with stakeholders was held on October 23rd where the project goals and objectives were explained and input from the stakeholders was solicited. Breakout sessions were held with stakeholders from the SJTPO subregions and other regional agencies including SJTA, NJ Turnpike, Office of Planning Advocacy, etc. The consultant team utilized a whiteboard program to solicit feedback and locate known problem areas. The findings will be summarized with a more detailed survey form distributed for consideration by the stakeholder group. The project is approximately 10% complete.



Date: November 16, 2023

Re: Technical Program Update

Scenario Planning for RTP 2050 *ongoing*; David Heller

Stantec Consulting Services, Inc., in association with Stokes Creative Group, Inc. (DBE/ESBE)

The study would include steps common in a scenario planning process, focusing on identifying key issues or questions, trends, and associated variables, envisioning scenarios, or plausible futures, and exploring the implications of those scenarios. Stakeholders and the public would evaluate the desirability of the various scenarios through surveys or other means. This study will not necessarily result in a preferred scenario but will serve as the basis for selecting strategies to help guide the next RTP. SJTPO can also use the results of the scenario planning exercise to revise the vision for RTP 2050. In addition, the results will help to inform how the transportation system will look in 2050 and the decisions SJTPO should make now to counteract these forces.

The Subcontract Agreement was fully executed with a partial Notice to Proceed (cost not to exceed \$100,000) issued on July 10, 2023. A full Notice to Proceed was issued on October 17, 2023.

An online survey that will be used to help formulate the scenarios was released on October 17th and only recently closed on November 15th. A **workshop** to discuss and decide on the scenarios that will be carried forward into the RTP is scheduled for **Monday, December 11, 2023** at 10:00 am.

Discussions are being held with the consultant team to discuss the best approach to formulate scenarios. There will be a slight change in the scope of the project, (but no change in cost), to remove the application of the South Jersey Travel Demand Model (SJTDM) as the primary tool that will be used to model the outcome of the different scenarios. The project is nearly 25% complete.

FY 2023 Demographics Analysis *ongoing*; David Heller

RLS Demographics, Inc., in association with Public Signals, LLC., and Camoin Associates

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.

The Subcontract Agreement was fully executed with a Notice to Proceed effective July 27, 2023. A kick-off meeting was held on August 7th. In early October, RLS Demographics released a draft report on the “Components of Change” which described the changes that will affect the population forecasts as well as a technical report depicting demographic scenarios for each county based on different migration rates in mid-October 2023. The consultant team is finishing up the Population Cohort Projection System model and is about to move on to the employment projection model.



Date: November 16, 2023

Re: Technical Program Update

Local Safety Program Design Assistance *consultant selection made, kick-off pending;* **Alan Huff** Jennifer Marandino

Urban Engineers, Inc. in association with T&M Associates, Richard Grubb & Associates, Inc. (DBE), Imperial Traffic & Data Collection (DBE), KMA Consulting Engineers, Inc. (DBE)

Projects that have gone through the Local Safety Program selection process and have been selected for HSIP funding will be eligible for assistance through this effort. The technical study intends to assist subregional partners in preparing construction plans, specifications, and estimates (PS&E) for safety improvement projects selected under SJTPO's Local Safety Program. The consultant work for these projects will be co-managed by SJTPO and the subregions. The Local Safety Design Assistance effort will advance the projects from the Cumberland County Bicycle and Pedestrian Safety Action Plan that have been identified, developed, and approved for HSIP funding through the Preliminary Engineering and Final Design (FD) phases of the project delivery process.

A Request for Proposal (RFP) was released on Tuesday, May 2, 2023, with digital submissions of consultant proposals received on May 25th. A total of five (5) proposals were received, with interviews held with the top three ranked firms on Thursday, June 22nd. Consultant selection of Urban Engineers, Inc. was approved by the SJTPO Policy Board in July.

As this effort will be funded using resources allocated from SJTPO's Local Safety/High-Risk Rural Roads Program line item, database number (DBNUM) 04314, a separate authorization of the HSIP funds is required. The authorization of federal funds for each of the projects has occurred:

- 3rd Street and Wheaton Avenue Traffic Calming and Pedestrian Safety Improvements (City of Millville)
- High Street Pedestrian Safety Improvements (City of Millville)
- East Avenue Pedestrian Safety Improvements (City of Vineland)
- Bridgeton Pedestrian Safety Improvements (City of Bridgeton)

SJTPO's Subcontract Agreement has been signed and fully executed by all parties. However, a Notice to Proceed has not yet been issued, pending receipt of the fully executed task order which provides federal funds for the consultant effort. All four agreements are currently being processed by NJDOT.

FY 2024 Technical Program Efforts

Regional Active Transportation Master Plan *RFP to be released; TBD*

This effort would build upon these activities and advance many of the steps identified in the South Jersey Trails Communication Plan. The effort would include the development of a Regional Active Transportation Committee that would guide many activities, identify a visionary trails network, and be intended to serve as a standing committee for SJTPO. The Active Transportation Master Plan would incorporate sidewalks, crosswalks, trails, and other data to identify the existing network and identify gaps, highlighting the most critical gaps to advance projects and improve connectivity. It would also develop a



Date: November 16, 2023

Re: Technical Program Update

Level of Traffic Stress on each roadway based on the data available and newly collected data via the Countywide Local Safety Action Plan effort and include identifying priority locations for projects that would improve Traffic Stress. The effort would bolster SJTPO's Project Selection Criteria related to Complete Streets. All work would be evaluated, and recommendations developed based on equity analyses of the region. The effort could lay the groundwork for a unified bicycle and pedestrian count program by purchasing permanent and portable counters and identifying data standards and a platform.

A Request for Proposal (RFP) was initially anticipated to be released in July 2023 but has been delayed until 2024, in anticipation of filling the vacant Program Manager position.

Strategic Data Management Development *RFP to be released; TBD.*

This effort would assess SJTPO's needs in managing data and developing a strategic data application to advance regional objectives. The initial work will seek to answer questions such as "Who is using the data systems developed, which systems, how, and to what degree?"; "What barriers exist to updating the data, and how can they be addressed to ensure it is updated and would not require frequent data recollection?"; "Are there more efficient ways to manage the data that will allow staff and external users to access and use the data for their individual needs easily? This study will also assess the gaps in SJTPO's current data repository and recommend how to "fill in" those gaps.

A Request for Proposal (RFP) was initially anticipated to be released in July 2023 but has been delayed until 2024, in anticipation of filling the vacant Program Manager position.

Other Technical Program Efforts

Automated Traffic Signal Performance Feasibility and Deployment *ongoing; Taylor Waymire Jennifer Marandino*

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.

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. An initial purchase of access to Signal Analytics was made for one year from the purchase date of March 1, 2022. March 2023 marked one full year of collecting and utilizing data on a total of 88 signalized intersections; based on the feedback from our subregions, the monitoring of existing intersections will continue unless an update to individual intersections or corridors is requested. A second year of data purchase was made, allowing SJTPO to monitor performance throughout the entire year, including the summer. Access to the data will be through March 1, 2024.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ANNUAL NOTICE OF REGULAR POLICY BOARD MEETINGS FOR 2024

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

Monday, March 25, 2024 - 10:00 a.m.

Tuesday, May 28, 2024 - 10:00 a.m. **(Due to Memorial Day)**

Monday, July 22, 2024 - 10:00 a.m.

Monday, September 23, 2024 - 10:00 a.m.

Monday, November 25, 2024 – 10:00 a.m.

Monday, January 27, 2025 – 10:00 a.m. **(Reorganization Meeting)**

Meeting Location (In-person): **817 East Landis Avenue (2nd Floor Board Room)
Vineland, NJ 08360** or

Virtually using the GoToMeeting virtual meeting platform

Title VI: SJTPO's Notice to Beneficiaries: SJTPO operates its programs and services without regard to race, creed, color, national origin, age, ancestry, nationality, gender, disability, religion, affectional or sexual orientation, gender identify or expression, income level, or ability to read, write or speak English, in accordance with Title VI of the Civil Rights Act of 1964, as amended. Any person who believes he/she/they has been subjected to discrimination or wish to obtain additional information regarding SJTPO's Title VI obligations, may obtain a Title VI Complaint Form at www.sjtpo.org/TitleVI or contact SJTPO's Title VI Coordinator at TitleVI@sjtpo.org or (856) 794-1941. A complaint must be filed within 180 days of the alleged discrimination.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2311-42: Adopting Schedule of Regular Meetings for Calendar Year 2024

WHEREAS, the Bylaws of the South Jersey Transportation Planning Organization (SJTPO) require the Policy Board at its Annual Meeting to adopt a Schedule of Regular Meetings to be held during the upcoming Calendar Year; and

WHEREAS, in accordance with the New Jersey Open Public Meetings Law, PL-1975 c.235, the SJTPO will require that the Policy Board of the SJTPO, as a public body, within seven (7) days following the annual organization meeting:

(1) post prominently and maintain posted throughout the year in at least one public place reserved for such or similar announcements,

(2) mail to at least two newspapers, which newspapers shall be designated to receive such notices because they have the greatest likelihood of informing the public within the SJTPO's area of jurisdiction, and

(3) submit to the clerk or chief administrative officer of SJTPO and each county clerk of each county encompassed within the jurisdiction of the SJTPO, a schedule of the regular meetings of the Policy Board of the SJTPO to be held during the succeeding year.

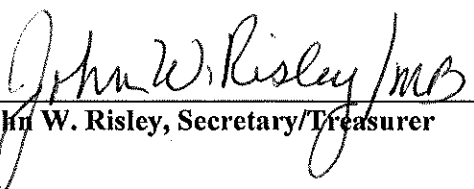
NOW, THEREFORE, BE IT RESOLVED that the Policy Board of the South Jersey Transportation Planning Organization hereby adopts the attached Schedule of Regular Meetings.

BE IT FURTHER RESOLVED that The Press of Atlantic City, The Daily Journal, and South Jersey Times, are hereby designated to receive the meeting schedule and any other notices during the year; and

BE IT FURTHER RESOLVED that the Executive Director shall cause the meeting schedule to be posted, mailed, and submitted within seven (7) days following this meeting.

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting on November 27, 2023.



John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2311-43: Supporting SJTPO's Congestion Mitigation and Air Quality (CMAQ) and Carbon Reduction Program (CRP) Project List for the FFY 2025-2027 Solicitation

PROPOSAL

At its November 13, 2023, meeting, the Technical Advisory Committee recommended that the Policy Board endorse the projects listed below for the FFY 2025-2027 Congestion Mitigation and Air Quality (CMAQ) and Carbon Reduction Program (CRP) solicitation.

BACKGROUND

SJTPO released the Notice of Funding Availability on April 12, 2023. The solicitation period supports projects that will be implemented over three Federal Fiscal Years (FFY), including 2025, 2026, and 2027.

During this solicitation period, the Carbon Reduction Program (CRP) has been combined with the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. Applicants did not need to specify for which funding program they are requesting consideration. A single Project Application was applicable for the joint solicitation.

Over the three-year solicitation period, there is up to \$5.700 million available for CMAQ-eligible projects and \$2.700 million available for CRP-eligible projects in Federal Fiscal Years (FFY) including 2025, 2026, and 2027. The Project Application, Project Evaluation Form, and other details related to the CMAQ/CRP solicitation were made available on the SJTPO website at www.sjtpo.org/cmaq and www.sjtpo.org/carbonreduction.

CMAQ applications were due on August 16, 2023, with a total of four (4) project applications received from three local public agencies including Atlantic City, Cape May County, and the City of Vineland.

Funding was requested for several phases of the project delivery processing including Preliminary Engineering/Final Design/Construction/Construction Inspection for a total request of \$6.352 million, which includes \$0.112 million requested in FFY 2024.

Each application was scored by the TAC-designated CMAQ Project Selection Committee in accordance with the FHWA Program Guidance for CMAQ and CRP. The Selection Committee consisted of representatives from Cape May County, City of Vineland, SJTA, and NJDOT. A representative from the FHWA-NJ Division reviewed the submitted applications and provided support for application eligibility.

After review and discussions with partner agencies, the Project Selection Committee recommended three (3) projects for CMAQ/CRP funding in the SJTPO region, as follows:

1. New Jersey Avenue Traffic Signal Synchronization, Cape May County
2. Park and West Traffic Signal Upgrade, City of Vineland
3. Landis & Valley Traffic Signal Upgrade, City of Vineland

The selection committee is not recommending that the City of Atlantic City's Atlantic City Traffic Management Center project be programmed for CMAQ/CRP funding. While Transportation Management Center (TMC) and Advanced Traffic Management System (ATMS) are categorically eligible for CMAQ funding, collectively committee members did not feel that the applicant provided sufficient justification

on how the project will contribute toward meeting the NAAQS for Ozone non-attainment or achieving air quality benefits in support of the CMAQ program requirements.

The table below summarizes the final recommendations of the selection committee members, with a breakout of CMAQ and CRP funding:

Applicant	Project Name	FFY 2024	FFY 2025	FFY 2026	FFY 2027
Cape May County	New Jersey Avenue Traffic Signal Synchronization		\$2,412,000 \$1.83 CMAQ / \$0.579 CR-AC		
City of Vineland	Landis & Valley Traffic Signal Upgrade	\$112,000 CR-B50K200K	\$57,000 CR-B50K200K	\$550,000 CMAQ	
City of Vineland	Park and West Traffic Signal Upgrade		\$112,000 CR-B50K200K	\$57,000 CR-B50K200K	\$550,000 CMAQ
Total Funding		\$112,000	\$2,581,000	\$607,000	\$550,000
<i>Previously programmed (FFY 2022-2024 solicitation)</i>		\$2,900,000	--	--	--
Total SJTPO suballocation		\$2,541,000	\$2,737,000	\$2,821,000	\$2,839,000
<i>DBNUM: X065 Local CMAQ Initiatives</i>		\$1,655,000	\$1,833,000	\$1,900,000	\$1,900,000
<i>DBNUM: S2319 SJTPO Carbon Reduction Program</i>		\$886,000	\$904,000	\$921,000	\$939,000
<i>CR-AC</i>		\$567,000	\$579,000	\$590,000	\$602,000
<i>CR-B50K200K</i>		\$319,000	\$325,000	\$331,000	\$337,000

Favorable Policy Board action will enable these CMAQ/CRP projects to receive funding (pending available funding and NJDOT obligation authority) through the FFY 2024-2033 Transportation Improvement Program.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2311-43: Supporting SJTPO's Congestion Mitigation and Air Quality (CMAQ) and Carbon Reduction Program (CRP) Project List for the FFY 2025-2027 Solicitation

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

WHEREAS, the Congestion Mitigation and Air Quality Improvement (CMAQ) and Carbon Reduction Program (CRP) Programs are administered by the Federal Highway Administration and Federal Transit Administration; and

WHEREAS, the SJTPO released the Notice of Funding Availability on April 12, 2023, for the solicitation period supports projects that will be implemented over three Federal Fiscal Years (FFY), including 2025, 2026, and 2027; and

WHEREAS, over the three-year solicitation period, there is up to \$5.700 million available for CMAQ-eligible projects and \$2.700 million available for CRP-eligible projects; and

WHEREAS, the SJTPO received four (4) project applications with each scored by the TAC-designated CMAQ Project Selection Committee in accordance with the FHWA Program Guidance for CMAQ and CRP; and

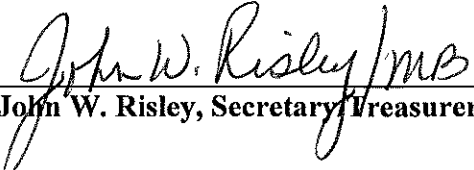
WHEREAS, three (3) projects shown below were selected for CMAQ/CRP funding, pending funding availability and NJDOT obligation authority; and

- 1. New Jersey Avenue Traffic Signal Synchronization, Cape May County*
- 2. Park Avenue and West Avenue Traffic Signal Upgrade, City of Vineland*
- 3. Landis Avenue and Valley Avenue Traffic Signal Upgrade, City of Vineland*

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby endorses the above listed projects to receive FFY 2025-2027 CMAQ/CRP funding through the FFY 2024-2033 Transportation Improvement Program, pending available funding and NJDOT obligation authority.

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of November 27, 2023.



John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2311-44: Supporting the NJDOT 2020 Adjusted Urban Boundary for SJTPO Counties

PROPOSAL

During the November 13, 2023, meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board support the NJDOT 2020 Adjusted Urban Boundary for SJTPO counties.

BACKGROUND

Every 10 years, the Census Bureau revises its Urban Area boundaries. Those boundaries serve as the starting point for FHWA's Adjusted Urban Area, which is used for Highway Performance Monitoring System reporting, Surface Transportation Program eligibility, Federal Functional Classification of roadways, and related transportation items. The urban boundaries will impact the eligibility for certain suballocated funding pots to the SJTPO (i.e., STBGP-AC, STBGP-B50K200K, STBGP-B5K50K, and STBGP-L5K).

The process to develop the NJDOT 2020 Adjusted Urban Boundary began in late December 2022 when the 2020 Census urban area and population values were released. NJDOT engaged consultant services to lead the smoothing process. The census district boundaries are often arbitrary, as such the process extends the urban area to the nearest road, stream, political boundary, or other manmade feature, without taking excessive quantities of undeveloped land.

During this iteration of smoothing, several business rules were established and used in the urban area smoothing process. The most significant for SJTPO was the creation of a 50- or 80-foot buffer, depending on whether the roadway was undivided and divided, when a roadway was utilized as the boundary. This business rule was created so that it was clear that the specific roadway was wholly in one boundary area or another. This eliminates the issue of the roadway itself being the boundary.

During the process, the consultant team was sensitive not to extend the Philadelphia Urban Area too far into the SJTPO region and vice versa the Vineland Urban Area into the DVRPC region, where the MPO funding does not permit federal dollars to be spent.

The rules by which the Census Bureau established their boundaries also changed, defined primarily based on housing unit density measured at the census block level as opposed to census tracts before. An additional change is that low-density census blocks that were previously connected through the hop and jump corridors are no longer included. This resulted in some reduction of the initial urban areas.

Comments on the Adjusted Urban Boundaries were requested from the three MPOs, using the Survey123 Comment Form. More recently, NJDOT and its consultant team held a virtual meeting with SJTPO and its subregional planning partners to resolve any questions and concerns related to the adjusted boundaries. The meeting provided SJTPO's planning partners with a better understanding of the process that isn't easily communicated via email.

The next steps are for NJDOT to look for MPO support for the final adjusted urban boundaries before submitting the revised boundaries to FHWA for their approval in December.

2020 Urban Area Update Methodology

October 3, 2023

INTRODUCTION:

Federal-Aid highway funds are provided to NJDOT for construction, reconstruction, and improvement on eligible Federal-Aid roadways. Funding is directly related to the functional classification of a route. Accordingly, NJDOT is required by the Federal Highway Administration (FHWA) to update the urban area and functional classification of roadways following the decennial census.

URBAN AREA UPDATE:

Base Dataset

The 2020 Census urban area and population values were released on December 29, 2022, per the Census Bureau: Federal Register Vol. 87, No. 249, pages 80114-80154. The TIGER/Line Shapefiles for the 2020 Census urban areas were released on January 6, 2023 via the census.gov website. This dataset will be utilized as-is.

Smoothing Process

Since census district boundaries are often arbitrary, the urban area was first extended outward ("smoothed") to the nearest road, stream, political boundary, or other manmade feature. To do this, the 2017 NJDOT urban area will be combined with the 2020 Census urban area and smoothed outward or inward to form the basis of the 2020 NJDOT urban area. The rules defined in Federal Register Vol. 87, No. 57, pages 16,706-16,715 will be followed in making these adjustments.

The following business rules will be used in the urban area smoothing process, in order of priority:

- Do not contract/reduce the size of the Census urban area. Exception: In locations where the urban area was not expanding AND when it was obvious that the Census Bureau intended a road or municipal boundary to be the de facto urban area, the line was moved accordingly to match NJDOT's current state road layer and municipal boundary layer.
- Expand the urban area to include any densely developed areas not included in the 2017 NJDOT urban areas or 2020 Census urban areas.
- Smooth the urban area outward to the nearest manmade feature (roads, railroads) without taking excessive quantities of undeveloped land.
 - When a roadway is used as the adjusted boundary, the following buffers will be applied to include the right of way of the roadway:
 - 50' from undivided roadway centerlines (single centerline)
 - 80' from divided roadway centerlines (dual centerline)
- Use other features, such as a municipal boundary or a stream, when there is no manmade feature in the vicinity to use as a logical urban area boundary.
- Following the rules of hops and jumps, connect disconnected areas from the 2020 Census urban areas.
 - A hop provides a connection from one urban area core to other qualifying urban territory along a road connection of 0.5 miles or less in length; multiple hops may be made along any given road corridor.
 - A jump provides a connection from one urban area core to other qualifying urban territory along a road connection that is greater than 0.5 miles, but less than or equal to 1.5 miles in length; only one jump may be made along any given road connection.

2020 Urban Area Update Methodology

October 3, 2023

- For a divided roadway that is acting as the boundary between an urban and rural area, both the primary and secondary will be included in the urban area. For a divided roadway acting as the boundary between two urban areas, both the primary and the secondary will be included in a single urban area; the boundary should not split a roadway.

Urban Area Comment Resolution Process

The Urban Area will go through a review and comment period. Representatives from the NJDOT, and the 3 metropolitan planning organizations (MPOs), NJTPA, SJTPO, and DVRPC, will meet during various phases of the project to review the proposed urban area. The MPOs will engage the 21 counties in New Jersey in the review process. All comments will be logged into the Urban Area Comment Tracking Form, and an official NJDOT response will be provided for each comment which either concurred, concurred in part, or did not concur. The review included the following periods:

- Presentation of revised boundaries to the NJDOT – Complete
- Presentation of revised boundaries to the MPOs – Complete
- MPO Review & Comment Period – Complete
 - Comments from MPOs and Counties to NJDOT on the proposed urban area
- NJDOT Adjustment Period – Complete
 - Resolution of discrepancies between MPO / County comments and NJDOT
 - Apply additional roadway centerline buffer rules
- MPO Final Draft Comment Period – October 4, 2023 – October 11, 2023
- MPO Resolution Period – October/November 2023
 - MPO Support of final urban area
- NJDOT submits revised urban boundary to FHWA for approval – December 2023

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2311-44: Supporting the NJDOT 2020 Adjusted Urban Boundary for SJTPO Counties

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

WHEREAS, MPOs are responsible for the distribution of certain federal funding to member agencies pursuant to 23 U.S.C. 134; and

WHEREAS, every 10 years, the Census Bureau revises its Urban Area boundaries; and

WHEREAS, the Urban Area boundaries are intended to serve as the starting point for FHWA's Adjusted Urban Area, which is used for Highway Performance Monitoring System reporting, Surface Transportation Program eligibility, Federal Functional Classification of roadways, and related transportation item; and

WHEREAS, the Urban Boundaries will impact the eligibility for certain federal transportation funds, including STBGP-AC, STBGP-B50K200K, STBGP-B5K50K, and STBGP-L5K, that SJTPO suballocates to its member agencies to implement its Regional Transportation Plan pursuant to 23 U.S.C. 133 (c); and

WHEREAS, the census district boundaries are often arbitrary, and a smoothing process is conducted to extend the urban area to the nearest road, stream, political boundary, or other manmade feature; and

WHEREAS, the New Jersey Department of Transportation engaged consultant services to lead the smoothing process; seeking input from the three MPOs in New Jersey; and

WHEREAS, the NJDOT and its consultant team held a virtual meeting with SJTPO and its subregional planning partners to resolve any questions and concerns related to the adjusted boundaries; and

WHEREAS, the meeting was conducted at the request of SJTPO and was ultimately found to be beneficial, providing SJTPO's planning partners with a better understanding of the process; and

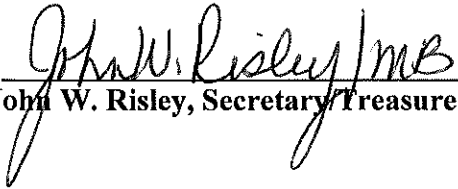
WHEREAS, SJTPO recommends that a meeting with the MPO be incorporated into Urban Area Comment Resolution Process in future iterations; and

WHEREAS, the SJTPO Technical Advisory Committee recommended that the Policy board support the NJDOT 2020 Adjusted Urban Boundary for SJTPO Counties at their November 13, 2023, meeting.

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby supports the NJDOT 2020 Adjusted Urban Boundary for SJTPO Counties.

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of November 27, 2023.



John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2311-45: Adopting SJTPO's Environmental Justice (EJ) Report

PROPOSAL

At its November 13, 2023, meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board adopt SJTPO's Environmental Justice Report. The report is a companion to the FFY 2024-2033 Transportation Improvement Program (TIP).

BACKGROUND

The Environmental Justice (EJ) Report was developed in response to federal guidance that requires SJTPO to identify low-income and racial minority, or EJ populations and to ensure that federal funds are invested in an equitable manner for these groups. SJTPO conducted these analyses in the Environmental Justice Report. Federal requirements pertaining to EJ stem from Title VI of the Civil Rights Act of 1964, Executive Order 12898, and subsequent laws, court precedents, policies, and guidance.

EJ considers low-income and minority populations and requires that the benefits of federally funded activities are proportionate to EJ populations. In the report, SJTPO also considers Transportation Justice (TJ) populations, which includes low-income, zero-vehicle households, disability, and populations age 75 and over.

Analyses within EJ Report evaluates projects within SJTPO's FFY 2024-2033 TIP, looking at those projects programmed within the first four years of the constrained TIP (FFY 2024-2027), that can be mapped to ensure investments are equitable to Environmental Justice populations. The results of the analysis find that SJTPO invests equitably in EJ areas.

The EJ Report analyses further identifies that several groups are overrepresented in the SJTPO region, including African Americans, Some Other Race, low-income populations, households with disability, households with no vehicle, and populations age 75 and over. Several of these groups may require further study to ensure that SJTPO's processes and investments meet their needs. Several activities, such as the Access for All Transit Plan, Title VI Plan, Limited English Proficiency (LEP) Plan, and planning documents already work to address some needs present for these communities.

The Draft Environmental Justice Report is available on the SJTPO website at www.sjtpo.org/EJ.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2311-45: Adopting SJTPO's Environmental Justice Report

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

WHEREAS, Title VI of the Civil Rights Act of 1964 requires that “no persons in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance;” and

WHEREAS, Executive Order 12898 defines Environmental Justice (EJ) and directs agencies who receive federal funds to identify and address, disproportionately high adverse impacts of its activities on minority and low-income populations; and

WHEREAS, SJTPO, as a recipient of federal funding, is required to adhere to Title VI of the Civil Rights Act of 1964, Executive Order 12898, and subsequent laws, court precedents, policies, and guidance; and

WHEREAS, guidance from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) requires MPOs to document Environmental Justice analyses and evaluate investments; and

WHEREAS, the Environmental Justice Report documents low-income, racial minority, and other underserved populations, particularly identifying where groups may be overrepresented to identify possible needs; and

WHEREAS, within the Environmental Justice Report, SJTPO also considered Transportation Justice (TJ) populations, which includes low-income, zero-vehicle households, disability, and populations age 75 and over.; and

WHEREAS, the Environmental Justice Report evaluates projects within SJTPO's FFY 2024-2033 Transportation Improvement Program, looking at those projects programmed within the first four years of the constrained TIP (FFY 2024-2027), that can be mapped to ensure investments are equitable to Environmental Justice populations; and

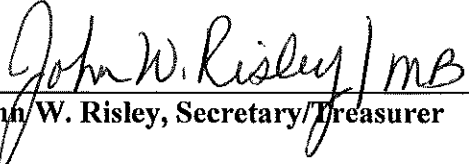
WHEREAS, analysis conducted within the Environmental Justice Report finds that SJTPO invests equitably in EJ areas; and

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby adopts SJTPO's Environmental Justice Report.

BE IT FURTHER RESOLVED, that the Policy Board authorizes the Executive Director to review and approve subsequent changes to the Environmental Justice Report, as needed, to adhere to federal guidance, and to implement the Environmental Justice Report accordingly.

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of November 27, 2023.



Handwritten signature of John W. Risley in cursive script, including the initials MB.

John W. Risley, Secretary/Treasurer