

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
Policy Board - REORGANIZATION**

**Monday, January 22, 2024 - 10:00 A.M.
Hybrid (In-Person/Virtual) Meeting**

SJTPO Conference Room (In-Person) or GoToMeeting (Virtual)

Join the meeting from your computer, tablet, or smartphone

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AGENDA

- a. **Flag Salute and Open Public Meetings Law Announcement**
- b. **Roll Call**
 - 1. Board members
 - 2. Other attendees in person and virtual
- c. **Reorganization**
 - 1. [Report of Nominating Committee](#)
 - 2. Election of Officers
 - 3. Policy Board [Meeting Schedule for 2024](#)
 - 4. Policy Board [Schedule of Action Items for 2024](#)
- d. **Approval of [Minutes: November 27, 2023](#)**
- e. **Communications**
- f. **Report of the Technical Advisory Committee – Matt Pisarski, Chairperson**
- g. **Chairman's Remarks**
- h. **[Report of the Executive Director](#) – Jennifer Marandino**
- i. **Public Comment** *limit to three (3) minutes per person*
- j. **New Business**
 - 1. **[Resolution 2401-01: Supporting the Calendar Year 2024 Safety Performance Management \(Safety PM 1\) Targets Set by the New Jersey Department of Transportation](#)**
Presenter: Jennifer Marandino, Executive Director
In a June 1, 2023 letter from NJDOT to FHWA, NJDOT established and reported Highway Safety Improvement Program (HSIP) targets for Calendar Year 2024. The targets are based on five-year rolling averages in the five performance measures, as listed in the letter. While past the required 180-day deadline, consistent with previous years, SJTPO supports the State targets, as opposed to developing specific targets for the SJTPO region.

2. **Resolution 2401-02: Approving a No Cost Time Extension Amendment for the Local Safety Program Design Assistance technical study**

Presenter: Jennifer Marandino, Executive Director

SJTPO requests a No Cost Time Extension of the Subcontract Agreement with Urban Engineers, Inc. for the Local Safety Program Design Assistance effort. This consultant-led effort will advance four separate projects from the Cumberland County Bicycle and Pedestrian Safety Action Plan.

Upon execution of the Subcontract Agreement, the end date of the projects mistakenly noted the contract work would be completed by June 2024, which is not reasonable. The schedule for this effort contemplates that the Preliminary Engineering phase of work for the four project locations will be completed by December 2025. As such, a No Cost Time Extension is requested through December 31, 2025. The total cost of the contract will not be affected by this current contract amendment.

3. **Resolution 2401-03: Approving a Minor Amendment to the FFY 2024-2033 Transportation Improvement Program to add the Atlantic City Corridor Revitalization and Safety Project**

Presenter: Jennifer Marandino, Executive Director

In November 2021, Atlantic City was awarded a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant for \$10,349,444.00. The grant funding will be used, in part, to complete a Smart Traffic Signal System on Pacific, Tennessee, and Iowa Avenues. A second phase of the project, funded with the RAISE grant, will include a Smart Traffic Signal System on Atlantic Avenue and the installation of a road diet between Tennessee and Albany Avenues, to improve safety for bicyclists, pedestrians, transit users, and motorists.

A Minor Amendment to the TIP is required to add the new project to SJTPO's Transportation Improvement Program (TIP) and the Statewide TIP. This is a required action for Atlantic City to seek authorization for the federal RAISE grant funds.

4. **Resolution 2401-04: Approving a Minor Amendment to SJTPO's Regional Transportation Plan 2050 to add the Atlantic City Corridor Revitalization and Safety Project**

Presenter: David Heller, Program Manager

As specified in 23 Code of Federal Regulations (CFR) 450.306 (i), each project or phase included in the TIP must be consistent with the approved Regional Transportation Plan (RTP). To maintain consistency between both documents, the RTP must also be amended to add the Atlantic City Corridor Revitalization and Safety Project.

Utilizing the procedures outlined in the TIP MOU for the modification and amendment process for the RTP, a Minor Amendment is required to add Atlantic City's new project. It does not affect air quality conformity or regional conformity determination.

5. **Resolution 2401-05: Recognizing the Services of Douglas Albrecht**

Presenter: Jennifer Marandino, Executive Director

SJTPO wishes to recognize the service of Cumberland County Commissioner Douglas Albrecht for his service on the SJTPO Policy Board as a commissioner.

k. **NJDOT Update**

l. **Adjournment**



Date: January 11, 2024
To: Policy Board
From: Jennifer Marandino, Executive Director
on behalf of Policy Board Nominating Committee
Re: 2024 Officers

At the November 27, 2023 meeting, Vice Chairperson Laury designated the Nominating Committee members for the appointment of officers at the January 22, 2024, Reorganization Meeting:

- Atlantic County Commissioner Director John Risley
- Cape May County Commissioner Bulakowski
- Cumberland County Commissioner Director Albrecht
- City of Vineland Mayor Anthony Fanucci *to serve as chairman of the committee*
- Salem County Commissioner Director Benjamin Laury

After initial correspondence via email, it was agreed that the current officers remain as the 2024 officers of the South Jersey Transportation Planning Organization Planning Board, with no change, as listed below.

- Chairman – Leonard Desiderio
- Vice Chairman – Benjamin Laury
- Secretary/Treasurer – John Risley

Reorganization is agendized for action at the January 22, 2024, Policy Board Meeting. Additional nominations for the 2024 officers will be accepted during the meeting.

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.

Policy Board
Schedule of Action Items for 2024

January

- Report of Nominating Committee
- Election of Officers
- Recognizing Services of
 - Douglas Albrecht
- Support for the Calendar Year 2023 Safety Performance Management (PM1) Targets
- Approving a Subcontract Agreement for a No Cost Time Extension for the Local Safety Design Assistance
- Approving a Minor Amendment to add the Atlantic City Corridor Revitalization and Safety Project to the FFY 2024-2033 TIP
- Approving a Minor Amendment to add the Atlantic City Corridor Revitalization and Safety Project to the Regional Transportation Plan 2050
- FY 2025 Unified Planning Work Program (UPWP), *draft provided*
- Tentative Schedule for the upcoming Technical Studies

March

- Adopting the FY 2025 Unified Planning Work Program (UPWP)
- Approving the Congestion Management Process (CMP) Methodology
- Consultant Selection for Air Quality Technical Assistance
- FFY 2024-2033 TIP List of Projects, *draft provided*

May

- Support for the Safe Routes to School Program Project List
- Support for NJDOT Greenhouse Gas Emissions Reduction Targets
- Approval of Greenhouse Gas Emissions Reduction Targets, Philadelphia UZA
- Adoption of SJTPO's Public Involvement Plan (PIP)
- Approval of Demographic Projections for RTP 2050 update
- Consultant Selection for Regional Pavement Condition Data Collection
- Approving the Selection of General and Special Legal Counsel

July

- Support for the Calendar Year 2024 Safety Performance Management (PM1) Targets
- Approval of FFY 2022-2024 Mid-Period CMAQ Emissions Reduction Targets
- Approval of FFY 2022-2024 CMAQ Mid-Performance Period Plan

September

- Support for the FY 2023 Transit Asset Management Plan (TAMP) Targets Set by the New Jersey Transit
- Support for the CY 2023 Public Transportation Agency Safety Plan (PTASP) Safety Performance Targets Set by the New Jersey Transit
- Support for the Calendar Year 2023 Safety Performance Management (PM1) Targets
- Approval of Transportation Conformity Determination
- Approval of RTP 2050 update CMAQ Activity Report
- Draft Annual Policy Board Meeting Schedule for 2025

November

- Adopting the Annual Notice of Schedule of Regular Meetings for 2025
- Designation of Nominating Committee for 2025 Policy Board Members
- Request for Credential Letters
- FY 2026 UPWP, *initial discussion*

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
Policy Board Meeting

Monday, November 27, 2023 – 10:00 AM
Vineland City Hall, 2nd Floor Caucus Room / Virtually using GoToMeeting Platform

The meeting was called to order at 10:00 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 *in-person*
Benjamin Laury, Salem County *in-person*
Marty Small, Sr., City of Atlantic City *not present*
P. Edward McKelvey, Alloway Township *not present*
Leonard Desiderio, Sea Isle City *not present*
Anthony Fanucci, City of Vineland
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*
Elaina Gable, Cumberland County *in-person*
Michael Watson, Brown & Connery, LLP
Laura Wilton, Governor's Authorities Unit
Jason Simmons, FHWA-NJ
Brent Van Lith, DRBA
Michael Russo, McCormick Taylor
Nancy Ridgway, Resident
Monica Butler, SJTPO *in-person*
Jennifer Marandino, SJTPO *in-person*
John Peterson, SJTPO *in-person*
William Schiavi, SJTPO *in-person*

APPROVAL OF MINUTES: September 25, 2023

On Motion by Commissioner Director Albrecht and seconded by Mayor Fanucci, the minutes of September 25, 2023, were unanimously approved.

COMMUNICATIONS

FY 2025 UPWP FHWA Planning Emphasis Areas Letter and FY 2025 UPWP NJDOT Planning Priorities Letter

Ms. Marandino shared that there were four pieces of Communication included in the Policy Board packet, three of which are related to the SJTPO's State Fiscal Year 2025 Unified Planning Work Program. She noted that SJTPO's annual UPWP is influenced by the State and Federal transportation partners, who guide SJTPO and the other MPOs in New Jersey. She indicated that the first two pieces of communication are letters from FHWA and NJDOT presenting the agency's planning priorities for the MPO's FY 2025 work programs.

FY 2025 Subregional Planning Work Programs Memo

Ms. Marandino indicated that the third piece of correspondence is a memorandum prepared by John Peterson related to the Call for FY 2025 Work Programs, shared with the County Planning Directors. The memo was transmitted via email in mid-October. She noted that the memo speaks to the format, budget, and content of the County's work program, which will be discussed more during the FY 2025 UPWP update.

NJ Chapter APA Outstanding Planning Award Letter

Ms. Marandino stated that the last letter included within Communications is from the New Jersey Chapter of the American Planning Association notifying SJTPO that the Cumberland County Bicycle and Pedestrian Safety Action Plan was selected to receive their "Outstanding Plan Award" for 2023. A full listing of the winners was also shared.

Ms. Marandino noted that although not included in the Board packet, SJTPO has been selected to receive a 2023 National Roadway Safety Award in the Program Planning, Development, and Evaluation category for the Cumberland County Bicycle and Pedestrian Safety Action Plan. Earlier this year, NJDOT encouraged SJTPO to apply for the award and graciously provided support with the application itself. It was respectfully asked that the announcement of the award be restricted until the ceremony on Wednesday, November 29th. However, being so close to the ceremony itself, Ms. Marandino thought it okay to share the news.

All winners were invited to Washington, DC for an in-person luncheon ceremony this Wednesday, November 29th hosted by the Roadway Safety Foundation and the Federal Highway Administration Office of Safety. She mentioned that she will be attending along with Doug Whitaker of Cumberland County and Dan Hutton from Urban Engineers who were instrumental in the plan and its success.

On a question by Commissioner Director Albrecht, Ms. Marandino mentioned that the awards will be conducted at 1:30 PM on Wednesday and stated that she would include the link and webinar information to the Policy Board for anyone interested in watching.

TECHNICAL ADVISORY COMMITTEE REPORT

Chairperson Kathleen Hicks reported that on November 13, 2023, the Technical Advisory Committee recommended positive consideration for Resolutions 2311-43 through 2311-45.

CHAIRMAN'S REMARKS

Vice Chairman Laury wished everyone a happy holiday season.

REPORT OF THE EXECUTIVE DIRECTOR

Credential Letters Ms. Marandino reported that as in recent years, credential letters are requested for the January Reorganization Meeting. A formal letter will be sent to Policy Board members in December with a copy of the same emailed to the respective TAC member requesting an appointment for a Policy Board representative and an alternate. Also, in addition to providing information for Policy Board members, the letter will ask to include a representative and at least one alternate member for the Technical Advisory Committee. She noted that only those persons identified in the credential letters shall have the authority to vote at meetings.

USDOT Notice of Funding Opportunities Ms. Marandino stated that her report also noted several different funding opportunities that are currently available from USDOT. She encouraged everyone to look them over and share them with their professional staff for consideration.

FY 2025 UPWP

Ms. Marandino shared that this serves as the initial discussion with Policy Board members as well as with TAC members and other planning partners related to SJTPO's FY 2025 Unified Planning Work Program. She noted that consideration for formal approval will be brought before the Policy Board at their March meeting for a July 1, 2024, effective date. The UPWP lays out staff priorities and activities and identifies consultant-led technical studies along with coordination and participation by our county partners during the state fiscal year.

Ms. Marandino stated that a draft of the FY 2025 UPWP is due to NJDOT on December 1st, however, with her upcoming Washington trip to accept the award and a personal trip, the draft is still a work in progress. She notified the NJDOT MPO liaison unit that she anticipates delivering the draft no later than December 8th.

Talking through a short PowerPoint presentation, Ms. Marandino explained that the development of the UPWP begins long before the effective date in July each year, adding that work tasks and activities are crafted based on input from various sources, including priority areas established by the NJDOT and federal partners. She added that the letters from FHWA and NJDOT were included as part of the Communication in the meeting packet.

Ms. Marandino further explained that SJTPO will open a public comment period for the FY 2025 UPWP on Thursday, December 14th which will remain open to and including Thursday, January 25, 2024, for 43 days, exceeding the 30-day requirement in SJTPO's Public Involvement Plan. She noted that the draft FY 2025 UPWP will be available for download on SJTPO's website at www.sjtpo.org/UPWP with hard copies to be made available for in-library viewing at select libraries in the region. She noted that hard copies can be requested by completing the Document Request Form on the website.

Preliminary Budget Figures Ms. Marandino reported that last year, the UPWP included additional funding resulting from new federal funding legislation and a change in the State's Planning formula. The same will be true for this coming year. In addition to the FY 2024 allocation of FHWA and FTA funds, there remains a small amount of funding available from the FY 2022 UPWP, and funds to become available from the partial closeout from the previous FY 2023 UPWP. She noted that in total, SJTPO can expect approximately \$2.57 million in total resources, adding that for comparison, \$2.33 million is available in the FY 2024 UPWP, and \$1.88 million is available in FY 2023.

Ms. Marandino mentioned that the current federal legislation notes that states must set aside funding for Increasing Safe and Accessible Transportation Options. Those funds were programmed in FY 2024 for the Regional Active Transportation Master Plan, which has not yet advanced. Currently, the use of set-aside in FY 2025 has not been accounted for primarily due to the limited SJTPO personnel resources. However, Ms. Marandino anticipates that as part of the activities associated with SJTPO's Complete Streets Planning work. SJTPO staff will investigate future efforts to utilize the set-aside funds, which may include concept development or design assistance services for bicycle and pedestrian-focused improvements to the transportation system. She noted that the funds are not programmed to date, however, there are some exploratory options.

Ms. Marandino reported that the total federal funds in SJTPO's FY 2025 UPWP is \$2.84 million after accounting for the \$265,000 for the Subregional Planning Work Program. The \$2.84 million is compared to the \$4.51 million available in the FY 2024 UPWP. The difference is a result of the use of \$1.90 million of Highway Safety Improvement Program (HSIP) funds last year, which is being used to fund Local Safety Design Assistance to advance preliminary and final design for the four project locations from the Cumberland County Bicycle/Pedestrian Safety Action Plan.

Technical Program Ms. Marandino explained that the last time SJTPO completed a pavement condition data collection study was in 2018 and 2019 and initially piloted an approach with the City of Vineland and later collected the same data across the region, which was successful. Based upon SJTPO's budget, SJTPO is looking to advance the review of pavement conditions along the county centerline roadway miles for all the counties as well as the municipal centerline miles for Atlantic City and the City of Vineland for approximately 1,800 miles in total.

Initially, Ms. Marandino explained that she was looking to collect data on the municipal roadways in all four counties. However, she did not feel that it would be a wise decision due to the expense and did not want to overburden municipalities. She stated that while it is very helpful for some, it could be overwhelming and costly if not utilized. Ms. Marandino is proposing to advance a pavement condition analysis for all the county lane miles, and municipal centerline miles for Atlantic City and City of Vineland, providing a total budget of approximately \$360,000.

Ms. Marandino stated that the second technical effort will be the recalibration of the South Jersey Travel Demand Model. SJTPO utilized the model when completing air quality conformity analysis and is required to have the model validated no more than 10 years before the date of the conformity determination. She noted that SJTPO's model was last validated and calibrated to 2015 traffic conditions. For the conformity analysis to be done for FY 2026 and beyond, the model will need to be validated to at least 2016 traffic conditions. The budget for this consultant-led effort in FY 2025 will be approximately \$100,000.

On a question by Commissioner Director Albrecht, a discussion was had about the local municipalities not having the resources to handle the pavement condition data, as well as SJTPO not having the resources to provide it. Ms. Marandino stated that the last time the analysis was done, it was a pilot project that started in the City of Vineland which covered approximately 260 miles and did not include Atlantic City but did include the county-owned miles in the four counties. Director Albrecht stated that Cumberland County has a shared service agreement to clean all the drainage along the county roads and asked if while doing the drainage work, would the county also be able to evaluate the roads simultaneously.

Ms. Marandino shared that the results of the pavement data collection effort will essentially be a map of the roadways and a listing broken into different segments. The result of the evaluation is a ranking of the pavement condition of each roadway segment to help the local public agencies to program roads most in need of attention. Kathleen Hicks added that the analysis is a very high technical methodology that requires a special vehicle that does the sensing of the asphalt and the road conditions and is all computerized, not a visual inspection. Ms. Marandino added that later in the week she will have a better understanding of the budget and will know how much funding will be available. She concluded her discussion about the FY 2025 UPWP speaking briefly about the Subregional Planning Work Program.

Subregional Planning Work Program Ms. Marandino reviewed information provided in packets relating to the call for FY 2025 Subregional Planning Work Programs along with their Task III studies from the counties mentioning that the deadline is approaching. She also noted that all information will be added to the draft FY 2025 UPWP which will be submitted to NJDOT soon.

SJTPO Local Lead Project Status Chart Ms. Marandino reviewed the Local Lead Status Charts included in the packet, mentioning that the projects are currently for FFY 2024 and include HSIP and CMAQ projects, which started October 1st. She also mentioned that a summary of FFY 2023 authorizations was included and shared in the November 2023 edition of the On-the-Go newsletter.

Technical Program Update A memo was included in the report sharing an update on the eight (8) active technical studies. Ms. Marandino stated that she has received the final execution of the Task Order which provides funding for the Local Safety Program design assistance associated with the Cumberland County Bicycle and Pedestrian Safety Action Plan, with a kick-off shortly. She also stated that the update also included two upcoming public meetings for two current technical studies, Scenario Planning, and Regional Freight Plan.

Current SJTPO Vacancies Ms. Marandino reported that Alan Huff recently tenured his resignation with SJTPO taking the position of a Safety Specialist with FHWA-NJ Division. Mr. Huff served as SJTPO's Program Manager of Safety Initiatives & Public Outreach for the past 10 years. With Mr. Huff's resignation, SJTPO now has two Program Manager vacancies. She noted that both Program Manager positions were advertised for 21 days with an initial solicitation through November 22nd. Three applications were received for the Program Manager of Capital Programming & Project Development and one for the Program Manager of Safety Initiatives & Complete Streets.

Ms. Marandino forwarded all the applications to the TAC Chair, Vice Chair, and John Peterson. Together with her, they will evaluate the submission and determine if interviews are appropriate. She noted that if interviews were not conducted and there were no qualified applicants, then additional alternatives would be explored to fill the positions to help maintain workflow, including staff augmentation with consultant support for central staff activities, adding that NJDOT has used a similar practice.

SJTPO Organizational Chart Ms. Marandino explained that as she is preparing the 2025 Unified Planning Work Program, she wanted to share consideration for a change to the SJTPO Organizational Chart that was adopted in September 2017. The current chart has three distinct program areas under the Program Management & Transportation Planning umbrella, Safety Education & Outreach, and Grant Contracts & Administration areas. The structure had Public Outreach falling under the Safety Initiatives Program Manager which worked because of the strengths and interests.

However, with the position now vacant, consideration to move the Safety Education & Outreach work under the Safety Initiatives & Complete Streets Program Manager and pulling Title VI/Equity & Public Outreach out to be an overarching area. She mentioned that the discussion was just for illustration and not for action at this meeting. The proposed changes to the chart, include changing the name of the group to Safety Initiatives & Complete Streets, moving Wayne Shelton and Robert Clarke under the Program Manager, and taking Title VI/Equity & Public Outreach out from under the Program Manager, giving it more prominence.

SELECTION OF NOMINATING COMMITTEE FOR JANUARY REORGANIZATION

Vice Chairman Laury designated the Nominating Committee based on Chairman Desiderio's recommendation. The following members were designated: the four County Commissioners along with City of Vineland Mayor Fanucci chairing the Committee.

PUBLIC COMMENT

Nancy Ridgway wished everyone a happy holiday season.

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 2311-42: Adopting Regular Meetings for Calendar Year 2024**

On Motion by Commissioner Director Albrecht and seconded by Mayor Fanucci, Resolution 2311-42 was opened for discussion. Ms. Marandino explained that the adoption of regular meetings of the SJTPO Policy Board has been considered at the January Reorganization Meeting in the past, however, adoption at this November meeting will allow for the change in the meeting location from Vineland City Hall to SJTPO's new office located at 817 East Landis Avenue, Vineland. Moving forward, and including the January 22, 2024 Reorganization Meeting, all SJTPO Policy Board meetings will be held on the 2nd Floor Board Room at the new office.

Ms. Marandino stated that the Public Information Plan (PIP) notes that the SJTPO places paid advertisements in the larger, regional newspapers including The Press of Atlantic City, The Daily Journal, and the South Jersey Times to announce public meeting schedules, public comment opportunities, employment opportunities, etc. While there was some initial discussion about not publishing it in the South Jersey Times, no official change has been made and the schedule of Regular Meeting will be made to all three newspapers. Therefore, the attached Resolution will require a change to the wording to include the South Jersey Times newspaper.

Ms. Marandino added that all meetings will be held in person and have a virtual option to attend using the GoToMeeting platform. As in the past, the request to have all Policy Board members attend the Reorganization Meeting in January in person, where light refreshments will be offered and possibly held in conjunction with an official ribbon cutting for the new office.

With no further comment, Resolution 2311-42 was unanimously approved.

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**
On Motion by Commissioner Director Albrecht and seconded by Mayor Fanucci, Resolution 23011-43 was opened for discussion. John Peterson explained that SJTPO solicited applications in April for the Congestion Mitigation and Air Quality (CMAQ) and Carbon Reduction Program (CRP) programs, with four (4) applications received.

The Selection Committee reviewed all applications and recommended the following three (3) applications be programmed for funding: New Jersey Avenue Traffic Signal Synchronization (Cape May County) FFY 2025 \$2.4M (\$1.83 CMAQ and \$0.579 CR-AC), Park Avenue and West Avenue Traffic Signal Upgrade (City of Vineland) FFY 2024 \$112,000 CR, FFY 2025 \$57,000 CR, and FFY 2026 \$550,000 CMAQ, and Landis Avenue and Valley Avenue Traffic Signal Upgrade (City of Vineland) FFY 2025 \$112,000 CR, FFY 2026 \$57,000 CR, and FFY 2027 \$550,000 CMAQ. He noted that the total SJTPO suballocations are as follows: FFY 2024 \$2,541,000, FFY 2025 \$2,737,000, FFY 2026 \$2,821,000, and FFY 2027 \$2,839,000.

Mr. Peterson stated that the fourth application was submitted from Atlantic City for approximately \$2 million for a signal monitoring project. Although it was categorically eligible for funds from the program, the Selection Committee determined that the proposed project was a signal monitoring project as opposed to a project that actively helps reduce carbon emissions. Therefore, the project was not deemed a proper fit for the funding they were applying.

With no further comment, Resolution 2311-43 was unanimously approved.

3. **Resolution 2311-44: Supporting the NJDOT 2020 Adjusted Urban Boundary for SJTPO Counties**
On Motion by Commissioner Director Albrecht and seconded by Mayor Fanucci, Resolution 2311-44 was opened for discussion. Ms. Marandino explained that every 10 years, the Census Bureau revises its Urban Area boundaries, which serve as the starting point for FHWA's Adjusted Urban that is used for various purposes including Surface Transportation Program eligibility and Federal Functional Classification of roadways.

Ms. Marandino stated that the process began in late December 2022 when the 2020 Census urban area and population values were released. Some of the basic rules used by the Census Bureau to establish their boundaries changed, which resulted in some reduction of the initial urban area. She noted that NJDOT engaged a consultant to lead the smoothing process, mentioning that the census district boundaries are often arbitrary. The smoothing process extends the urban area to the nearest road, stream, political boundary, or other manmade feature, without taking excessive quantities of undeveloped land.

Ms. Marandino noted that NJDOT initiated some business rules that helped define certain times to extend the boundaries. This included establishing a 50- or 80-foot buffer depending on whether the roadway was undivided or divided, which allowed clarity in knowing if the specific roadway was in one boundary area or another, which made it helpful. She stated that the hired 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 funding does not permit federal dollars to be spent.

Ms. Marandino mentioned that comments on the Adjusted Urban Boundaries were requested from the three MPOs, adding that 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. She noted that the meeting was very helpful in providing a better understanding of the process that isn't easily communicated via email.

The resolution considered for adoption makes note that a meeting with the MPO is incorporated into the Urban Area Comment Resolution Process in future iterations. Ms. Marandino reported that the next step after the adoption is for NJDOT to look for MPO support for the final adjusted urban boundaries before submitting revised boundaries to FHWA for their approval in December.

With no further comment, Resolution 2311-44 was unanimously approved.

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

On Motion by Commissioner Director Albrecht and seconded by Louis Millan, Resolution 2311-45 was opened for discussion. William Schiavi explained that 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. He further explained that EJ considers low-income and minority populations and requires that the benefits of federally funded activities are proportionate to EJ populations. He added that SJTPO also considered Transportation Justice (TJ) populations, which include low-income, zero-vehicle households, disability, and populations aged 75 and over. He stated that the report is a companion to the FFY 2024-2033 Transportation Improvement Program (TIP), and the draft EJ Report is available on SJTPO's website at www.sjtpo.org/EJ.

Commissioner Director Albrecht questioned where the report was submitted, and Ms. Marandino replied that it was an informational document. Andy Clark added that he did not believe it was a required document that needed to be submitted to NJDOT. Director Albrecht also questioned the purpose of the report and Mr. Schiavi explained that it helps to identify where the EJ populations are and identifies where they are concentrated while planning is in progress so that the resources are allocated fairly. The report identifies the expenditures for the next four years and where they will be concentrated, looking at transit assets, bus stops, and transit centers and how they are related to EJ populations. Director Albrecht commented that there is a major transportation issue in Cumberland County, as well as other counties, and there doesn't seem to be any traction. He added that most of the areas are not getting their needs met and asked if the EJ Report will serve those needs. Ms. Marandino explained that the TIP includes and identifies surface transportation road or intersection improvement projects, whereas the concerns expressed by Director Albrecht are identified in the Human Services Transportation Plan, also known as SJTPO's "Access for All Transit Plan". She further noted that the EJ Report does not contain any projects, but instead data that can be used to complement other planning efforts.

With no further comment, Resolution 2311-45 was unanimously approved.

NJDOT UPDATE – Andrew Clark

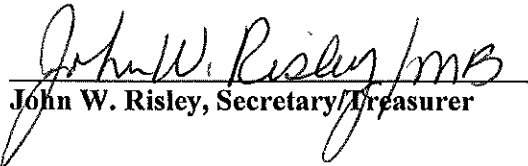
Andrew Clark reported that the Department would like to remind boaters that the Wildwood Channel Complex Dredging project is underway which is a \$9.7 million project that began in October and is expected to be completed by April 2024.

Vice Chairman Laury congratulated Jennifer Marandino and the staff on the award nominations.

ADJOURNMENT

On Motion by Commissioner Director Albrecht and seconded by Mayor Fanucci, the meeting was adjourned at 10:53 a.m.

Approved Minutes Certified Correct:


John W. Risley, Secretary/Treasurer



South Jersey Transportation Planning Organization

*Serving Atlantic, Cape May, Cumberland,
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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 –January 22, 2024

FY 2025 UPWP

The DRAFT FY 2025 Unified Planning Work Program (UPWP) was submitted to NJDOT for review on December 8, 2023. SJTPO opened a public comment period on Thursday, December 14, 2023, through and including this Thursday, January 25, 2024, pending any significant changes to the UPWP, which could trigger an additional 10 days. No formal public meeting will be held.

The Draft FY 2025 UPWP is available on the SJTPO website, www.sjtpo.org/UPWP. Hardcopies are available for viewing at the SJTPO office and [select libraries](#) in the region. Hardcopies can additionally be requested by completing the [Document and Records Request Form](#).

Written comments and questions can be submitted via:

- Comment form located at the bottom of the UPWP webpage
- Email: upwp@sjtpo.org / Fax: (856) 794-2549
- Direct message to SJTPO Facebook and Twitter accounts
- Mail: SJTPO; 817 East Landis Avenue, 2nd Floor; Vineland, NJ 08360

The UPWP document itself describes all transportation planning activities to be conducted by SJTPO staff, subregional partners, and other member agencies during State Fiscal Year (FY) 2025 (July 1, 2024-June 30, 2025). This UPWP continues the same Central Staff Program Areas from previous years, with the addition of the Freight Planning task. While SJTPO's work in freight planning is not new to this work program, given the MPO's increasing work in this area, it has been given more prominence and separated from the Economic Development & Tourism task. [Table 8](#) lists the tasks within the UPWP, with a breakdown of estimated costs within the Central Staff Work Program.

Finances

SJTPO expects to receive approximately \$2.91 million as USDOT resources, including the Local Match required for the Subregional Planning Work Program. This figure accounts for reprogramming SJTPO's FY 2022 and 2023 release of funds. In FY 2024, there are \$4.72 million in resources available, which represents a decrease primarily the result of including \$1.90 million of HSIP funding. As an additional comparison, approximately \$5.27 million was available in FY 2023, which included \$3.05 million in HSIP funding.

[Table 6](#) summarizes the programmed resources in the FY 2025 UPWP.

The current federal legislation notes that states must set aside funding for Increasing Safe and Accessible Transportation Options. While those funds were programmed in FY 2024 for the Regional Active Transportation Master Plan, that effort has not yet advanced. Due to limited personnel resources at SJTPO, those set-aside funds have not been programmed for use in FY 2025.

SJTPO's current budget figures estimate an anticipated need of \$1.69 million in Central Staff Salaries and Labor, \$258,100 in Operating/Direct Expenses, and \$71,500 for Financial and Administrative Services for SJTA. In FY 2024 the Central Staff Salaries and Labor totaled 1.44 million and \$1.13 million in FY 2023.

Technical Program

Approximately \$840,000 will be available in FY 2025, as shown in [Table 5a](#). Two consultant-led technical efforts are proposed including the Regional Pavement Condition Data Collection and a two-year study for the South Jersey Travel Demand Model Recalibration. [Table 5b](#) displays the continuing task orders from previous work programs, with a budget of approximately \$4.91 million.

A [Tentative Schedule for Upcoming Technical Studies](#) is attached for reference. The schedule includes consultant-led technical studies for those efforts programmed in the FY 2025 UPWP.

Subregional Planning Work Program

[Table 10](#) shows the allocation of Subregional Planning Work Program funds and the Task III studies to be completed. Atlantic County will conduct a Traffic Improvement Study for Main Street/Shore Road (CR 585), while Cape May County will continue with its Non-motorized Transportation Network Improvements effort. Cumberland County will complete an Update to the County Circulation Plan and Salem County will conduct a roadway and intersection improvement analysis for locations as requested by municipalities in the county.

Like the FY 2024 UPWP, this year, work program activities for NJDOT, NJ Turnpike, DRBA, NJ TRANSIT, SJTA, and Cross County Connection will be shared in SJTPO's FY 2025 UPWP.

Based upon the Mutual Service Standards schedule for preparation of the FY 2025 UPWPs, we anticipate review comments from NJDOT/FHWA/FTA by mid-January with all comments to be addressed and submitted to NJDOT in mid-February, at which time a 2nd draft document will be available.

A recommendation to the Policy Board (March 25, 2024) will be sought at the March 11, 2024 TAC meeting.

SJTPO LOCAL LEAD PROJECT STATUS CHARTS

The FFY 2024 Local Lead Project Status Chart is attached. The chart, dated November 19, 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 January 2, 2024.

TECHNICAL PROGRAM UPDATE

SJTPO currently has seven (7) active technical studies: Countywide Local Road Safety Plans, SJTPO Regional Freight Plan, Maurice River Corridor Study, Regional Vulnerability Framework, Scenario Planning for RTP 2050, FY 2023 Demographics Analysis, and the Local Safety Program Design Assistance associated with the Cumberland County Bicycle and Pedestrian Safety Action Plan which kicked-off in mid-December.

The Local Safety Program Design Assistance (5- and 6-point Roundabouts) and Regional Trails Network – Feasibility Survey, Cape May County efforts ended at the end of the calendar year.

The attached memo (dated January 10, 2024) provides information regarding the status of all technical program efforts.

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

SJTPO has four vacancies: Program Manager of Safety Initiatives & Complete Streets, Program Manager of Capital Programming & Project Development, Principal Planner under the Safety Initiatives & Complete Streets purview, and Assistant Planner under the Capital Programming & Project Development.

As the Executive Director, I have taken on the oversight responsibilities of the Safety Initiatives & Complete Streets and Capital Programming & Project Development planning areas. Other SJTPO central staff have taken on the project and program-level work temporarily, as appropriate. However, the vacancies must be filled to maintain the anticipated tasks and activities included in the work program.

The priority is to fill the two program manager positions and then reevaluate and readvertise for the Principal and Assistant Planner positions. SJTPO advertised for the two program manager positions in November 2023. One application was received for the Program Manager of Safety Initiatives & Complete Streets position. Three applications were received for the Program Manager of Capital Programming & Project Development position. Ultimately, it was decided that the candidates were not qualified for either program manager position. With limited staff and finite time, it was determined that hiring someone with experience is crucial. With no suitable candidate found, the positions will remain open until filled.

There is a need to consider alternatives for the two program manager positions. Internally, it was recommended that consideration be made for part-time program managers, as this type of employment may be attractive to professionals in the later stages of their careers who still have a desire to work. Based on recent discussions with other agencies, particularly in the private sector, the problem is widespread but needs to be addressed.

I intend to have additional conversations with a TAC subcommittee and hope to engage NJDOT/FHWA in a conversation and potential options to help get qualified and capable staff at the MPO.

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.



UNIFIED PLANNING WORK PROGRAM

FISCAL YEAR (FY) 2025
effective July 1, 2024, to June 30, 2025

December 8, 2023



South Jersey
Transportation
Planning Organization

www.sjtpo.org

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P: 856-794-1941 • F: 856-794-2549

LEONARD DESIDERIO, CHAIRMAN • JENNIFER MARANDINO, EXECUTIVE DIRECTOR



Table 5a: Funding Overview for FY 2025 UPWP

last revised 12/8/2023

				Budget	
25/ 100	Central Staff Work Program				
25/ 101	Central Staff Salaries/Labor			\$ 1,686,020	
	excluding Task 24/165 Technical Program Management			\$ 1,432,117	
25/ 102	Operating/Direct Expenses			\$ 258,100	
	excluding Task 24/165 Technical Program Management			\$ 219,385	
			<i>Subtotal Central Staff Work Program</i>	<i>\$ 1,944,120</i>	
			<i>excluding Task 24/165 Technical Program Management</i>	<i>\$ 1,651,502</i>	
25/ 200	Financial Administration				
25/ 201	Financial & Administrative Services			\$ 71,500	
			<i>Subtotal Financial Administration</i>	<i>\$ 71,500</i>	
25/ 300	Subregional Planning Work Programs				
25/ 301	Atlantic County			\$ 142,000	
25/ 302	Cape May County			\$ 55,000	
25/ 303	Cumberland County			\$ 103,200	
25/ 304	Salem County			\$ 43,050	
			<i>Subtotal Subregional Planning Work Programs (80% Federal + 20% Local Match)</i>	<i>\$ 343,250</i>	
25/ 400	Technical Program				
25/ 165	Technical Program Management			\$ 292,618.00	
25/ 401	Regional Pavement Condition Data Collection	FHWA PL		\$ 418,000	
25/ 402	South Jersey Travel Demand Model Recalibration (2-year)	FHWA PL		\$ 130,000	
			<i>Subtotal Technical Program</i>	<i>\$ 840,618</i>	
				FY 2025 Total Program (including Local Match)	\$ 2,906,870
				20% Local Match	\$ 68,650.00
				FY 2025 Total Programmed FHWA Resources (excluding Local Match)	\$ 2,838,220

Table 5b: Funding Overview for NJDOT Continuing Task Orders

last revised 12/8/2023

		Total Initial Budget	Expended to Date	Remaining Budget
23/ 406	Countywide Local Road Safety Plans	\$ 3,046,701.00	\$ 594,261.93	\$ 2,452,439.07
24/ 403	Regional Active Transportation Master Plan	\$ 224,589.00	\$ -	\$ 224,589.00
24/ 404	Strategic Data Management Development	\$ 100,000.00	\$ -	\$ 100,000.00
24/ 405	Local Safety Program Design Assistance	\$ -	\$ -	\$ -
	3rd Street and Wheaton Avenue Traffic Calming and Pedestrian Safety Improvements	\$ 386,836.22	\$ -	\$ 386,836.22
	High Street Pedestrian Safety Improvements	\$ 387,080.96	\$ -	\$ 387,080.96
	East Avenue Pedestrian Safety Improvements	\$ 306,850.95	\$ -	\$ 306,850.95
	Bridgeton Pedestrian Safety Improvements	\$ 416,952.47	\$ -	\$ 416,952.47
24/ 406	Air Quality Technical Assistance	\$ 45,000.00	\$ -	\$ 45,000.00
NJDOT Continuing Task Orders Total		\$ 4,914,010.60	\$ 594,261.93	\$ 4,319,748.67
		FY 2025 Total Program (including Local Match)		\$ 7,820,880.60
		FY 2025 Total Programmed FHWA Resources (excluding Local Match)		\$ 7,752,230.60
				\$ 7,226,618.67
				\$ 7,157,968.67

Table 6: Programmed USDOT Planning Resources
last revised 12/8/2023

	Budget
Previous Unexpended Balance Reprogrammed	
FY 2022 UPWP, Task Order PL-SJ-22-01 (D00S524)	\$17,407
FY 2023 UPWP, Task Order PL-SJ-23-01 (D00S613)	\$93,034
FHWA FY 2024 Planning (PL) Allocation	\$1,546,643
FHWA/FTA Consolidated Planning FY 2024 PL Flex from Section 5303	\$916,136
<i>Subtotal FHWA PL</i>	\$2,573,220
Increasing Safe and Accessible Transportation Options Set-Aside, Y410	
Current funds available	\$0
<i>Subtotal FHWA PL Set-Aside</i>	\$0
FHWA Highway Safety Improvement Program (HSIP) Funds	\$0
<i>Subtotal FHWA HSIP</i>	\$0
FHWA Congestion Mitigation and Air Quality Improvement Program (CMAQ)	\$0
<i>Subtotal FHWA CMAQ</i>	\$0
FHWA FY 2024 Surface Transportation Block Grant Program funds (STBGP-AC)	\$265,000
<i>Subtotal STBGP non-urbanized</i>	\$265,000
<i>Total Federal Funds</i>	\$2,838,220
Subregional Planning Work Programs Local Match	\$68,650
<i>Total Local Match</i>	\$68,650
FY 2025 Total Program (including Local Match)	\$2,906,870
 20% Local Match	\$68,650
FY 2025 Total Programmed FHWA Resources	\$2,838,220
NJDOT Continuing Task Orders Remaining Budget Total	\$4,319,748.67
Grand Total (including 20% Local Match)	\$7,226,619.04
Grand Total (excluding 20% Local Match)	\$7,157,969.04



Table 7: USDOT Funding Source Summary

last revised 12/8/2023

NO.	TASK	PL including Flexed FTA Section 5303	FHWA					Total Federal	Local Match	Total Program
			PL Set-Aside	HSIP	CMAQ	STBGP-AC				
25/ 100 Central Staff Work Program										
25/	101 Central Staff Salaries/Labor	\$ 1,686,020.00	\$ -	\$ -	\$ -	\$ -	\$ 1,686,020.00	\$ -	\$ 1,686,020.00	
	<i>excluding Task 24/165 Technical Program Management</i>	\$ 1,432,117.00								
25/	102 Operating/Direct Expenses	\$ 258,100.00	\$ -	\$ -	\$ -	\$ -	\$ 258,100.00	\$ -	\$ 258,100.00	
	<i>excluding Task 24/165 Technical Program Management</i>	\$ 219,385.00								
	<i>Subtotal Central Staff Work Program</i>	\$ 1,944,120.00	\$ -	\$ -	\$ -	\$ -	\$ 1,686,020.00	\$ -	\$ 1,686,020.00	
	<i>excluding Task 24/165 Technical Program Management</i>	\$ 1,651,502.00	\$ -	\$ -	\$ -	\$ -	\$ 1,944,120.00	\$ -	\$ 1,944,120.00	
25/ 200 Financial Administration										
25/	201 Financial & Administrative Services	\$ 71,500.00	\$ -	\$ -	\$ -	\$ -	\$ 71,500.00	\$ -	\$ 71,500.00	
	<i>Subtotal Financial Administration</i>	\$ 71,500.00	\$ -	\$ -	\$ -	\$ -	\$ 71,500.00	\$ -	\$ 71,500.00	
25/ 300 Subregional Planning Work Programs										
						(80%)		(20%)	(100%)	
25/	301 Atlantic County	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 113,600.00	\$ 28,400.00	\$ 142,000.00	
25/	302 Cape May County	\$ 9,600.00	\$ -	\$ -	\$ -	\$ -	\$ 34,400.00	\$ 11,000.00	\$ 55,000.00	
25/	303 Cumberland County	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 82,560.00	\$ 20,640.00	\$ 103,200.00	
25/	304 Salem County	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,440.00	\$ 8,610.00	\$ 43,050.00	
	<i>Subtotal Subregional Planning Work Programs</i>	\$ 9,600.00	\$ -	\$ -	\$ -	\$ -	\$ 265,000.00	\$ 68,650.00	\$ 343,250.00	
25/ 400 Technical Program										
25/	165 Technical Program Management	\$ 292,618.00	\$ -	\$ -	\$ -	\$ -	\$ 292,618.00	\$ -	\$ 292,618.00	
25/	401 Regional Pavement Condition Data Collection	\$ 418,000.00	\$ -	\$ -	\$ -	\$ -	\$ 418,000.00	\$ -	\$ 418,000.00	
25/	402 South Jersey Travel Demand Model Recalibration (2-year)	\$ 130,000.00	\$ -	\$ -	\$ -	\$ -	\$ 130,000.00	\$ -	\$ 130,000.00	
	<i>Subtotal Technical Program</i>	\$ 840,618.00	\$ -	\$ -	\$ -	\$ -	\$ 840,618.00	\$ -	\$ 840,618.00	
	FY 2025 Total Program	\$ 2,573,220.00	\$ -	\$ -	\$ -	\$ -	\$ 265,000.00	\$ 68,650.00	\$ 3,199,488.00	
	NJDOT Continuing Task Orders Total Initial Budget	\$ 211,617.00	\$ 157,972.00	\$ 4,544,421.60	\$ -	\$ -	\$ 4,914,010.60	\$ -	\$ 4,914,010.60	
	Grand Total	\$ 2,784,837.00	\$ 157,972.00	\$ 4,544,421.60	\$ -	\$ -	\$ 265,000.00	\$ 68,650.00	\$ 8,113,498.60	

* FY 2025 Total Programmed FHWA Resources (excluding Local Match)

** FY 2025 Total Program (including Local Match)

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

last revised

12/8/2023

NO.	TASK	TASK RATIO	Central Staff Work Program Task 25/100	Salaries/Labor Task 25/101	Operating/Direct Expenses Task 25/102
25/ 110	Transportation Planning				
25/ 111	Performance Based Planning	1.50%	\$ 29,162	\$ 25,290	\$ 3,872
25/ 112	Complete Streets Planning	1.50%	\$ 29,162	\$ 25,290	\$ 3,872
25/ 113	Transit/Human Services Planning	1.00%	\$ 19,441	\$ 16,860	\$ 2,581
25/ 114	Regional Transportation Plan (RTP) Development	3.50%	\$ 68,045	\$ 59,011	\$ 9,034
25/ 115	Transportation Safety Planning	2.50%	\$ 48,604	\$ 42,151	\$ 6,453
25/ 116	Congestion Management & Relief Planning	1.25%	\$ 24,301	\$ 21,075	\$ 3,226
25/ 117	Freight Planning	4.00%	\$ 77,765	\$ 67,441	\$ 10,324
25/ 118	Economic Development & Tourism	2.00%	\$ 38,883	\$ 33,721	\$ 5,162
25/ 119	Resiliency & Reliability Planning	1.25%	\$ 24,301	\$ 21,075	\$ 3,226
25/ 120	Intelligent Transportation Systems Planning	1.00%	\$ 19,441	\$ 16,860	\$ 2,581
25/ 121	Environmental & Air Quality Planning	1.50%	\$ 29,162	\$ 25,290	\$ 3,872
25/ 122	Regional Coordination & Collaboration	3.00%	\$ 58,324	\$ 50,581	\$ 7,743
	<i>Subtotal Transportation Planning</i>		<i>\$ 466,589</i>	<i>\$ 404,645</i>	<i>\$ 61,944</i>
25/ 130	Capital Programming & Project Development				
25/ 131	Transportation Improvement Program (TIP)	5.50%	\$ 106,927	\$ 92,731	\$ 14,196
25/ 132	Local Project Development	3.00%	\$ 58,324	\$ 50,581	\$ 7,743
	<i>Subtotal Capital Programming & Project Development</i>		<i>\$ 165,251</i>	<i>\$ 143,312</i>	<i>\$ 21,939</i>
25/ 140	Safety Education				
25/ 141	Safety Education Programs	4.00%	\$ 77,765	\$ 67,441	\$ 10,324
25/ 142	Safety Education Coordination & Collaboration	2.00%	\$ 38,882	\$ 33,720	\$ 5,162
	<i>Subtotal Safety Education</i>		<i>\$ 116,647</i>	<i>\$ 101,161</i>	<i>\$ 15,486</i>
25/ 150	Public Outreach				
25/ 151	Public Engagement & Communication	10.00%	\$ 194,412	\$ 168,602	\$ 25,810
25/ 152	Equity & Public Health	4.00%	\$ 77,765	\$ 67,441	\$ 10,324
	<i>Subtotal Public Outreach</i>		<i>\$ 272,177</i>	<i>\$ 236,043</i>	<i>\$ 36,134</i>
25/ 160	Program Management				
25/ 161	Administration & Internal Management	20.00%	\$ 388,824	\$ 337,204	\$ 51,620
25/ 162	Board & Committee Support	8.00%	\$ 155,529	\$ 134,881	\$ 20,648
25/ 163	Unified Planning Work Program	3.00%	\$ 58,324	\$ 50,581	\$ 7,743
25/ 164	Subregional Planning Work Program Management	1.50%	\$ 29,162	\$ 25,290	\$ 3,872
25/ 165	Technical Program Management	15.00%	\$ 292,618	\$ 253,903	\$ 38,715
	<i>Subtotal Program Management</i>		<i>\$ 924,457</i>	<i>\$ 801,859</i>	<i>\$ 122,598</i>
	Central Staff Work Program Grand Total	100%	\$ 1,944,120	\$ 1,686,020	\$ 258,100

Table 9: Central Staff Work Program, Operating/Direct Expenses Breakdown by Category

last revised 12/8/2023

LINE ITEM	CATEGORY	BUDGET
51515	Office Supplies	\$ 5,500
51530	Printing	\$ 1,500
51770	Office Equipment	\$ 22,000
51812	Software	\$ 12,000
52020	Lodging & Meals	<i>Travel</i> \$ 7,000
52021	Mileage	<i>Travel</i> \$ 20,000
<i>Subtotal Travel</i>		<i>\$ 27,000</i>
52440	Postage (Metered Mail)	\$ 2,000
52610	Internet	<i>Communications</i> \$ 3,000
52620	Landline	<i>Communications</i> \$ 4,000
53076	Phone Maintenance	<i>Communications</i> \$ 5,000
<i>Subtotal Communications</i>		<i>\$ 12,000</i>
53050	System Support Contracts	\$ 10,000
54001	Janitorial	\$ 12,000
55201	Electric Utility	<i>Utility</i> \$ -
55271	Gas Utility	<i>Utility</i> \$ -
55410	Water	<i>Utility</i> \$ 600
<i>Subtotal Utility</i>		<i>\$ 600</i>
55470	Equipment Rental	\$ 3,000
55480	Office Rent	\$ 70,000
57001	Legal Services	\$ 15,000
57040	IT Consulting	\$ 15,000
57090	Consultant Support	\$ 13,000
57910	Publications & Subscriptions	\$ 1,500
58140	Ads & Promotional - Legal Notices	\$ 5,000
58322	Professional Development	\$ 15,000
58330	Tuition Reimbursement	\$ 11,000
58610	Association Dues	\$ 5,000
<i>Central Staff Work Program Operating/ Direct Expenses Grand Total</i>		<i>\$ 258,100</i>



Table 10: Subregional Planning Work Program, Funding Summary

last revised 12/8/2023

				I	II	III	Total	(80%) Federal Share *	(20%) Local Share
25/	300	Subregional Planning Work Progr:							
25/	301	Atlantic County	\$	14,000	\$ 52,000	\$ 76,000	\$ 142,000	\$ 113,600	\$ 28,400
25/	302	Cape May County	\$	4,200	\$ 38,800	\$ 12,000	\$ 55,000	\$ 44,000	\$ 11,000
25/	303	Cumberland County	\$	5,000	\$ 32,200	\$ 66,000	\$ 103,200	\$ 82,560	\$ 20,640
25/	304	Salem County	\$	3,000	\$ 10,050	\$ 30,000	\$ 43,050	\$ 34,440	\$ 8,610
Subregional Planning Work Programs Grand Total			\$	26,200	\$ 133,050	\$ 184,000	\$ 343,250	\$ 274,600	

Task III Breakdown

				Staff	Consultant ⁺	Capital Purchase	Total
25/	301	Atlantic County	\$	76,000	\$ -	\$ -	\$ 76,000
25/	302	Cape May County	\$	12,000	\$ -	\$ -	\$ 12,000
25/	303	Cumberland County	\$	13,200	\$ 52,800	\$ -	\$ 66,000
25/	304	Salem County	\$	-	\$ 30,000	\$ -	\$ 30,000

Task III Projects

Atlantic County: Main Street/Shore Road (CR 585) Traffic Improvement Study

Cape May County: Non-motorized Transportation Network Improvements
continued from FY 2024

Cumberland County: Update to County Circulation Plan

Salem County: Roadway and Intersection Improvement Analysis

Note:

- * Representing 80% of total county subregional budget; 20% Local Match required
- + Amounts shown represent the maximum funding that can be allocated to a consultant (80% Task III Budget); actual consultant participation and funding level may be less



Table 11: NJDOT Continuing Task Orders

last revised 12/8/2023

NO. TASK	FHWA					Total Initial Budget	Expended to Date	Remaining Budget
	PL	PL Set-Aside	HSIP	CMAQ	STBGP			
23/ 406 Countywide Local Road Safety Plans		\$ -	\$ 3,046,701.00	\$ -	\$ -	\$ 3,046,701.00	\$ 594,261.93	\$ 2,452,439.07
24/ 403 Regional Active Transportation Master Plan	\$ 66,617.00	\$ 157,972.00	\$ -	\$ -	\$ -	\$ 224,589.00	\$ -	\$ 224,589.00
24/ 404 Strategic Data Management Development	\$ 100,000.00	\$ -	\$ -	\$ -	\$ -	\$ 100,000.00	\$ -	\$ 100,000.00
24/ 405 Local Safety Program Design Assistance								
3rd Street and Wheaton Avenue Traffic Calming and Pedestrian Safety Improvements	\$ -	\$ -	\$ 386,836.22	\$ -	\$ -	\$ 386,836.22	\$ -	\$ 386,836.22
High Street Pedestrian Safety Improvements	\$ -	\$ -	\$ 387,080.96	\$ -	\$ -	\$ 387,080.96	\$ -	\$ 387,080.96
East Avenue Pedestrian Safety Improvements	\$ -	\$ -	\$ 306,850.95	\$ -	\$ -	\$ 306,850.95	\$ -	\$ 306,850.95
Bridgeton Pedestrian Safety Improvements	\$ -	\$ -	\$ 416,952.47	\$ -	\$ -	\$ 416,952.47	\$ -	\$ 416,952.47
24/ 406 Air Quality Technical Assistance	\$ 45,000.00	\$ -	\$ -	\$ -	\$ -	\$ 45,000.00	\$ -	\$ 45,000.00
NJDOT Continuing Task Order Total	\$ 211,617.00	\$ 157,972.00	\$ 4,544,421.60	\$ -	\$ -	\$ 4,914,010.60	\$ 594,261.93	\$ 4,319,748.67

NO. TASK	Task Order Number	Federal Project	Job Number	Source	Period of Performance
23/ 406 Countywide Local Road Safety Plans	PL-SJ-23-02	HSIP-D00S(677)	2207580	100% HSIP	9/19/2025
24/ 403 Regional Active Transportation Master Plan	PL-SJ-24-01	Y450D00S(746)	2207702	FHWA-PL(23) / FHWA-PL(22) set	6/30/2025
24/ 404 Strategic Data Management Development	PL-SJ-24-01	Y450D00S(746)	2207702	FHWA-PL(23) / FHWA-PL(22) set	6/30/2025
24/ 405 3rd Street and Wheaton Avenue Traffic Calming and Pedestrian Safety Improvements	PL-SJ-24-02	D00S817	6010370	100% HSIP	12/31/2027
24 405 High Street Pedestrian Safety Improvements	PL-SJ-24-03	1010304	6010371	100% HSIP	12/31/2027
24 405 East Avenue Pedestrian Safety Improvements	PL-SJ-24-04	1025303	6014453	100% HSIP	12/31/2027
24 405 Bridgeton Pedestrian Safety Improvements	PL-SJ-24-05	0552335	6001344	100% HSIP	12/31/2027
24/ 406 Air Quality Technical Assistance	PL-SJ-24-01	Z45ED00S(746)	2207702	FHWA-PL	6/30/2025

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
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			Estimated 12/2023			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		8/23/2023				9/20/2022
	2024	OTHER		DES	--	--						--
	2024	CMAQ		CON	\$1.200						Estimted 7/2024	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 <i>(Project Sponsor: Town of Hammonton)</i>	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 <i>(Project Sponsor: City of Ventnor)</i>	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 <i>(Project Sponsor: Egg Harbor City)</i>	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 <i>(Project Sponsor: Ocean City)</i>	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 8/2024	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; FFFY 2023	CON	\$2.300		10/25/2023	Estimated 2/2024	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 (Bowtown 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	FFFY 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 (Millville) // East Avenue Pedestrian Safety Improvements (Vineland) // 3rd Street and Wheaton Avenue Traffic Calming and Pedestrian Safety Improvements (Millville)												
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
	2020	TA-SA		CON	\$0.900							Anticipated Authorization FFY 2025
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
Received Federal Aid Agreement for the PE phase in the amount of \$81,060.01 on 11/2/23. Agreement is on the agenda for the 12/6/2023 to accept the agreement. We have a proposal from the highest ranking consultant that includes FD phase services to be authorized in FFY2024. Anticipated Required Docs: Project description, project cost estimate, project schedule, consultant FD proposal, preliminary design plans, CED.												
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
Anticipated Required Docs: Project description, project cost estimate, project schedule, draft RFP for PE and FD Phases, draft CED, environmental mapping to be submitted 12/15/2023												
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					Estimated 12/2023		Anticipated Authorization FFY 2024
PS&E is ready to be submitted. Awaiting documents from the design engineer; PS&E Submission anticipated by 12/15/2023. 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 19, 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 2023								--		
Pedestrians and Bicyclists	Bridgeton Pedestrian Safety Improvements		City of Bridgeton		PE	HSIP	Authorized 2023	\$0.417								\$0.417	
Pedestrians and Bicyclists	High Street Pedestrian Safety Improvements		City of Millville		PE	HSIP	Authorized 2023	\$0.387								\$0.387	
Pedestrians and Bicyclists	East Avenue Pedestrian Safety Improvements		City of Vineland		PE	HSIP	Authorized 2023	\$0.307								\$0.307	
Pedestrians and Bicyclists	3rd Street and Wheaton Avenue Traffic Calming and Pedestrian Safety Improvements		City of Millville		PE	HSIP	Authorized 2023	\$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 2023	\$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 2023	\$0.934								\$0.934	
Intersections		SJTPO			CON	HSIP	Programmed				\$3.145						\$3.145
Intersections																	

Updated January 2, 2024

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	2025	2026	2027	2023-2027
X065	Ventnor Avenue Signal Synchronization Project	City of Ventnor	Ventnor	Atlantic	SJTPO	CON	CMAQ	Authorized	FFY 2022-24		\$1.336				\$ 1.5000
S2319						CON	CR-AC	Authorized	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					\$ 0.7700
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					\$ 0.6160
S2319						n/a	CR-AC	FFY 2018	\$0.136						
S2319	Cumberland County Department of Workforce Development "To-Work" Transportation Vehicle	Cumberland County Department of Workforce	Various	Cumberland	SJTPO	n/a	CR-VINELAND	Flexed to NJ TRANSIT	FFY 2022-24	\$0.128					\$ 0.4620
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				
S2319	Cape May Microtransit Feasibility Study	Cape May County	Various	Cape May	SJTPO	n/a	Other	--	--						\$ -
X065	New Jersey Avenue Traffic Signal Synchronization	Cape May County	Borough of Wildwood Crest and City of Wildwood	Cape May	SJTPO	CON	CMAQ	Programmed	FFY 2025-27			\$1.830			\$ 2.4090
S2319						CON	CR-AC	Programmed	FFY 2025-27		\$0.579				
X065	Landis & Valley Traffic Signal Upgrade	Cumberland County	City of Vineland	Cumberland	SJTPO	PE	CR-VINELAND	Programmed	FFY 2025-27		\$0.112				\$ 0.7190
						FD	CR-VINELAND	Programmed	FFY 2025-27		\$0.057				
						CON	CMAQ	Programmed	FFY 2025-27			\$0.550			
X065	Park and West Traffic Signal Upgrade	Cumberland County	City of Vineland	Cumberland	SJTPO	PE	CR-VINELAND	Programmed	FFY 2025-27			\$0.112			\$ 0.7190
						FD	CR-VINELAND	Programmed	FFY 2025-27			\$0.057			
						CON	CMAQ	Programmed	FFY 2025-27			\$0.550			

Updated January 2, 2024

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

Total Programmed

<i>CMAQ</i>	\$ 1.430	\$ 2.536	\$ 1.830	\$ 0.550	\$ 0.550
<i>CR >200k (AC)</i>	\$ 0.290	\$ 0.164	\$ 0.579	\$ -	\$ -
<i>CR 50K-200K, including</i>					
<i>CR-VINELAND</i>	\$ 0.128	\$ 0.112	\$ 0.169	\$ 0.057	\$ -
<i>CR-VILLAS</i>	\$ -	\$ -	\$ -	\$ -	\$ -

green = within budget
red = overbudget

CMAQ

<i>Line Item</i>	\$ 1.670	\$ 1.655	\$ 1.833	\$ 1.900	\$ 1.900
<i>Balance</i>	\$ 0.240	\$ (0.881)	\$ 0.003	\$ 1.350	\$ 1.350

Additional CMAQ Resources provided by NJDOT

<i>Line Item</i>	\$ 1.096	n/a	n/a	n/a	n/a
<i>Balance</i>	\$ 0.556	\$ 0.567	\$ 0.579	\$ 0.590	\$ 0.602
<i>Balance</i>	\$ 0.266	\$ 0.403	\$ -	\$ 0.590	\$ 0.602

CR 50K-200K

<i>Line Item</i>	\$ 0.115	\$ 0.325	\$ 0.325	\$ 0.331	\$ 0.337
<i>Balance</i>	\$ (0.013)	\$ 0.213	\$ 0.156	\$ 0.274	\$ 0.337



Tentative Schedule for Upcoming Technical Studies

All dates are best estimates as of the date shown above and may be subject to change. This is not intended to serve as a complete listing of technical studies, simply a listing of those known to date.

Task 24/403 Regional Active Transportation Master Plan (2-year study)

Project Manager: Program Manager – Safety Initiatives & Complete Streets
FY 2024 UPWP ~ \$68,000 (FHWA-PL). \$157,972 (FHWA-PL Set-Aside)

RFP Release Date	March 18, 2024
Proposal Due Date	April 25, 2024
Policy Board Action	July 22, 2024
Notice to Proceed	Early August 2024
Project Completion Date	June 2025
Contract End Date	June 30, 2025

A Request for Proposal (RFP) was initially anticipated to be released in July 2023 but has been delayed until 2024 due to limited staff resources. The Program Manager of Safety Initiatives & Complete Streets was expected to be the project manager, but the position is currently vacant. SJTPO is investigating the feasibility of advancing this technical study.

Task 24/404 Strategic Data Management Development (2-year study)

Project Manager: Program Manager – Capital Programming & Project Development
FY 2024 UPWP ~ \$100,000 (FHWA-PL)

RFP Release Date	March 18, 2024
Proposal Due Date	April 25, 2024
Policy Board Action	July 22, 2024
Notice to Proceed	Early August 2024
Project Completion Date	June 2025
Contract End Date	June 30, 2025

A Request for Proposal (RFP) was initially anticipated to be released in July 2023 but has been delayed until 2024 due to limited staff resources. The Program Manager of Capital Programming & Project Development was expected to be the project manager, but the position is currently vacant. SJTPO is investigating the feasibility of advancing this technical study.

Task 24/406 Air Quality Technical Assistance (2-year study)

Project Manager: David Heller- FY 2024 UPWP ~ \$45,000 (FHWA-PL)

RFP Release Date	January 24, 2024
Proposal Due Date	February 15, 2024
Policy Board Action	March 25, 2024
Notice to Proceed	Early April 2024
Project Completion Date	June 2025
Contract End Date	June 30, 2025



Date: January 11, 2024

Re: Tentative Schedule for Upcoming Technical Studies

Task 25/401 Regional Pavement Condition Data Collection

Project Manager: Jennifer Marandino · *FY 2025 UPWP ~ \$418,000 (FHWA-PL)*

RFP Release Date	February 1, 2024
Proposal Due Date	March 7, 2024
Policy Board Action	May 28, 2024
Notice to Proceed	Early July 2024
Project Completion Date	June 2025
Contract End Date	June 30, 2025

Task 25/402 South Jersey Travel Demand Model Recalibration (2-year study)

Project Manager: David Heller · *FY 2025 UPWP ~ \$130,000 (FHWA-PL)*

RFP Release Date	December 3, 2024
Proposal Due Date	January 7, 2025
Policy Board Action	May 24, 2025
Notice to Proceed	Early April 2025
Project Completion Date	April 2026
Contract End Date	June 30, 2026



Date: January 10, 2024
To: SJTPO Policy Board
From: SJTPO Staff
Re: Technical Program Update

Active Technical Studies

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 and two Stakeholder workshops have taken place. The first round focused on introducing the LRSP approach, crash data statistics, and identifying county priorities. The second meeting focused on confirming each county's priorities, introducing the Indicators of Potential Disadvantage, and finalizing emphasis areas of concern.

Round four steering committee meetings are scheduled to take place the week of January 15th and 22nd and will focus on the finalized hotspot priorities and overall goals for each county with a draft plan for each county expected to be released end of March. Additionally, elected officials will be introduced to the plans in late January and February, with meetings to take place at already scheduled meetings in each county.

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



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Regional Freight Plan will identify and prioritize projects and technologies that address freight congestion, infrastructure deficiencies, and safety, complementing the Statewide freight planning process.

A public meeting (Task 2.d) was held on Wednesday, December 13th, during which the public was invited to learn about the plan's ongoing development and share their thoughts on regional freight transportation issues. A recording of the meeting is available on the SJTPO website at <https://sjtpo.org/freight-planning/>. A direct link to the YouTube recording is available at <https://bit.ly/4a15Rs8>. SJTPO is currently seeking comments through Friday, January 12th.

Related to Task 4 (Network & Facility Issues & Analysis), the team continued to receive comments and update the related technical memo, meeting with WSP and NJDOT to review the NJDOT Truck Parking Study. The team conducted the SJTPO region's truck parking survey and continued with the related technical memo development. The GIS interactive map is being developed which will display the regional issues.

The team continues to identify model policies and best practices relevant to SJTPO regional issues (Task 5) and is now developing its freight plan recommendations and a prioritized list of regional actions (Task 6). For this step, the team developed its corridor approach for recommendations and continued to identify truck count locations after a discussion with SJTPO. Work has begun on the funding technical memo (Task 7).

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.

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.

On September 27th a 2nd advisory committee meeting was held followed by the first public meeting on November 2nd. Additionally, in September the project team released a public survey that closed on November 19th. The survey received 250 responses that have been analyzed by the project team. A 3rd



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advisory committee and 2nd public meeting will be held at the end of January and early February. The analysis of Existing Conditions, Field Work, and Data Collection along with a draft of the Public Engagement Summary for the final project has been completed. Economic Analysis and Best Practices research is still underway. The project is approximately 70% 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 second interagency meeting with stakeholders was held on December 6th where the framework handout and survey were distributed to attendees. The consultant team continued to solicit feedback and locate known problem areas. The survey findings will be summarized and distributed for consideration by the stakeholder group. The project is approximately 30% complete.

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.

Results have been compiled from an online survey that will be used to help formulate the scenarios. On Monday, December 11, 2023, a workshop was held to discuss the process and gain input into the scenarios



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that will be carried forward into the RTP. A second workshop is tentatively scheduled for Tuesday, February 13, 2024, to discuss the actual scenarios that will be carried forward and how they were evaluated. The project is approximately 45% 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. The consultant released an interim report on employment and jobs on November 17, 2023. The report was sent to the county planning directors for questions and/or comments on December 15, 2023. The project is approximately 35% complete.

Local Safety Program Design Assistance *recently kicked off*; ~~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)



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- East Avenue Pedestrian Safety Improvements (City of Vineland)
- Bridgeton Pedestrian Safety Improvements (City of Bridgeton)

A Notice to Proceed was issued for Preliminary Engineering services on November 20, 2023, with the kick-off recently held on Friday, December 15th. Four separate task orders (PL-SJ-23-02, PL-SJ-23-03, PL-SJ-23-04, and PL-SJ-23-05) are associated with consultant-led effort. Each uses resources allocated from SJTPO's Local Safety/High-Risk Rural Roads Program, database number (DBNUM) 04314. The initial task orders authorize funds for Preliminary Engineering Design services. Each task order will be modified to add funds to Final Design services upon completion of each Preliminary Engineering Design phase of work.

Local Safety Program Design Assistance ended December 31, 2023; 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. The contract end date for this study was December 30, 2023. SJTPO will be working with the County and NJDOT related to the closeout of the design phase of the project and payment of any final invoices submitted.

Regional Trails Network – Feasibility Survey, Cape May County ended December 31, 2023, ~~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 initially held in late March with a second "mini kick-off" held on June 22, 2022, after addressing some local concerns regarding routing options.



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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, with a primary route identified with two sub-alternatives in the southern portion of the corridor. A public meeting was held in mid-April, with the result of outreach and internal discussion, having 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.

After additional public outreach, requested by Upper Township, the routing was adjusted and a Joint Permit Processing Meeting (JPPM) with state and federal land use/environmental agencies was held on September 13th. The final draft of the report was delivered on December 20th with a meeting with the consultant team, Cape May County, and SJTPO held on Wednesday, December 20th to go over recommendations/next steps after this study is complete. SJTPO is working with Cape May County and the consultant on technical comments on the final report. Once finalized the report will be posted to the webpage created for the effort on the SJTPO website (www.sjtpo.org/CapeMayCoTrailConnector).

Other 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 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.



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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.

Automated Traffic Signal Performance Feasibility and Deployment *ongoing*; ~~Taylor~~
~~Waymire~~ Kent Schellinger

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

ITEM 2401-01: Supporting the Calendar Year 2024 Safety Performance Management (Safety PM 1) Targets Set by the New Jersey Department of Transportation

PROPOSAL

At its January 8, 2024 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board endorse and support the Safety Performance Management (Safety PM 1) Targets as established by the New Jersey Department of Transportation (NJDOT) for the calendar year 2024.

BACKGROUND

In the interest of improving accountability and transparency, Congress passed MAP-21, the FAST Act, and the IIJA, which led to the promulgation of performance measures and targets covering the national goals for the Federal-Aid Highway System (23 USC 150). To that end, the Federal Highway Administration (FHWA) enacted the Safety Performance Management Final Rule (23 CFR 490), which establishes national performance measures for carrying out the Highway Safety Improvement Program (HSIP) and for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to use in assessing serious injuries and fatalities.

The Rule established the process for State DOTs and MPOs to create and report their annual safety targets. It also establishes the process that the FHWA will use to assess whether State DOTs have met or are making significant progress toward meeting their safety targets.

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

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

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

Most recently on November 28, 2022, the SJTPO Policy Board endorsed the Safety Performance Management Targets for calendar year 2023. Previously endorsements included calendar year 2022 targets on November 22, 2021, calendar year 2021 targets on September 28, 2020, calendar year 2020 targets on July 22, 2019, calendar year 2019 targets on July 23, 2018, calendar year targets, and the initial calendar year 2018 targets were endorsed by the SJTPO Policy Board on January 29, 2018.

NJDOT set annual targets for the calendar year 2024, which it includes in its Annual Safety Report. The attached letter dated June 1, 2023, from NJDOT Commissioner Diane Gutierrez-Scaccetti to FHWA Division Administrator Robert Clark documents these targets.

As with the four previously set safety targets, NJDOT's statewide safety targets for the five measures were established based on a collaborative process with the New Jersey Division of Highway Traffic Safety and the three New Jersey MPOs. The targets were set after analyzing previous trends, recently built projects, and the current socioeconomic environment. Despite the increase in the number of fatalities and serious injuries on New Jersey roads and nationally since 2020, NJDOT is committed to the vision of achieving "Zero" fatalities by the year 2050.

Consistent with the calendar year 2023 targets, the 2020-2024 targets all reflect anticipated increases. This is attributable to several issues including a decrease in the vehicle miles traveled with an unexpected increase in fatalities along with a change in the definition of serious injuries to better adhere to Federal guidelines. That change is still reflected in the significantly increased number of serious injuries shown in the targets. In the aforementioned letter to FHWA (attached), NJDOT explained this as follows:

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

Consistent with a final rule on metropolitan planning (23 CFR 450 & 771 and 49 CFR 613), MPOs must adopt safety targets no later than 180 days after the State DOT establishes and reports targets in the State HSIP annual report, by either establishing specific numeric targets for each measure for the MPO region or by agreeing to plan and program projects that support the attainment of the state targets. While past the 180-day schedule, together with SJTPO staff, TAC recommends that the Policy Board endorse and support the State’s Safety Performance Management Targets for calendar year 2024.

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

As a result of not meeting the recorded Safety Performance Management (Safety PM 1) Targets, NJDOT is required to develop an HSIP Implementation Plan and must dedicate all the State’s allotment of HSIP funds directly to safety projects, losing the ability to flex a portion of those funds to other projects and/or programs.



State of New Jersey

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

PHILIP D. MURPHY
Governor

DIANE GUTIERREZ-SCACCETTI
Commissioner

SHEILA Y. OLIVER
Lt. Governor

June 1, 2023

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

Dear Mr. Clark:

I am pleased to provide New Jersey's 2024 Safety Performance Targets required to be reported for the Highway Safety Improvement Program (HSIP). The New Jersey Department of Transportation (NJDOT) intends to include these targets in New Jersey's Annual Safety Report this year. These targets were established after careful consideration of previous trends, recently built projects and the current socioeconomic environment. The targets are based on five-year rolling average values and are reported to satisfy federal requirements with the understanding that New Jersey's safety vision is "Towards Zero Deaths" on all public roads. This long-term safety vision requires time to change attitudes and behaviors; construct infrastructure improvements; and realize the benefits of technological advancements intended to reduce the frequency and severity of crashes. Unfortunately, the number of fatalities and serious injuries on New Jersey roads has been increasing since 2020. Similar trends have been seen nationally. To this end, NJDOT is committed to the vision of achieving "Zero" fatalities by the year 2050.

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

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

To satisfy 23 CFR 924.15(a)(1)(iii)(B) requirements, the following are the targets set by New Jersey Department of Transportation for 2024 Safety Performance Measures, based on 5-year rolling averages:

PERFORMANCE MEASURE	TARGET 2020-2024 - 5-YEAR ROLLING AVERAGE	BASELINE 2018-2022 - 5-YEAR ROLLING AVERAGE
NUMBER OF FATALITIES	639.4 ²	620.0
RATE OF FATALITIES PER 100 MILLION VMT	0.870 ²	0.838
NUMBER OF SERIOUS INJURIES	2,949.0 ^{1,3}	2,700.0
RATE OF SERIOUS INJURIES PER 100 MILLION VMT	4.018 ^{1,2,3}	3.666
NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES	791.8 ^{1,2,3}	745.0

1. Beginning in 2019, New Jersey updated the police crash report to be consistent with the federally required classifications (Killed, Suspected Serious Injury, Suspected Minor Injury, Possible Injury, and No Apparent Injury). **As a result of this change, injuries not previously attributed to the serious injury classification are now included in the serious injuries numbers for 2019-2022.** For example, a crash victim with a broken arm that would have previously been classified as a Moderate injury is now classified as Suspected Serious Injury. As a result, New Jersey saw an increase in reported serious injuries due to the changes in reporting. The increase creates a challenge in predicting anticipated totals for future years as well.

2. The COVID-19 Pandemic led to a decrease in VMT in 2020 and an unexpected increase in fatalities in New Jersey, with similar trends nationwide. The trend of increasing fatalities has continued through 2022, however, fatalities year-to-date 2023 are trending lower than during the same time period in 2022. Although the VMT are increasing on New Jersey’s roadways, it is not at pre-Pandemic levels to date.

3. The change in the police crash report in 2019, changes in driver behavior with the COVID-19 Pandemic, and the increase in fatalities in 2020 through 2022, have led to difficulties in assessing injury trends and developing injury projections.

PERFORMANCE MEASURE	TARGET 2024 ANNUAL	BASELINE 2022 ANNUAL
NUMBER OF FATALITIES	605	694
RATE OF FATALITIES PER 100 MILLION VMT	0.79	0.92
NUMBER OF SERIOUS INJURIES	2,672	3,108
RATE OF SERIOUS INJURIES PER 100 MILLION VMT	3.50	4.10
NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES	714	827

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

If you have any questions, please contact my office.

Sincerely,



Diane Gutierrez-Scaccetti
Commissioner

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2401-01: Supporting the Calendar Year 2024 Safety Performance Management (Safety PM 1) Targets Set by the New Jersey Department of Transportation

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

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

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

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

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

WHEREAS, SJTPO coordinated with NJDOT, the New Jersey Division of Highway Traffic Safety, and the other MPOs in New Jersey on analyzing trends and developing appropriate calendar year 2024 safety targets; and

WHEREAS, the NJDOT, in consultation with New Jersey's three MPOs, agreed upon calendar year 2024 quantitative targets for each of the five safety performance measures identified above, and formally submitted them to the FHWA on June 1, 2023; and

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

WHEREAS, SJTPO supported the State's calendar year 2018 Safety Performance Management Targets on January 29, 2018, calendar year 2019 Safety Performance Management Targets on July 23, 2018, calendar year 2020 Safety Performance Management Targets on July 22, 2019, calendar year 2021 Safety Performance Management Targets on September 28, 2020,

calendar year 2022 Safety Performance Management Targets on November 22, 2021, mostly recently calendar year 2023 Safety Performance Management Targets on November 28, 2022; and

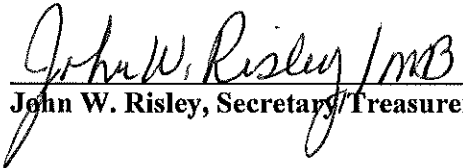
WHEREAS, the calendar year 2024 Safety Performance Management represents the seventh year of annual target setting for the five Safety Performance Management mentioned above; and

NOW, THEREFORE, BE IT RESOLVED, that the SJTPO hereby supports the statewide calendar year 2024 Safety Performance Management Targets for each of the safety performance measures set by NJDOT from the National Performance Management Measures: Highway Safety Improvement Program (HSIP); Final Rule (23 CFR 490), as documented in the June 1, 2023, NJDOT letter to FHWA; and

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

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting on January 22, 2024.



John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2401-02: Approving a No Cost Time Extension Amendment for the Local Safety Program Design Assistance technical study

PROPOSAL

At its January 8, 2024 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board approve a Contract Modification for a No Cost Time Extension related to the Subcontract Agreement associated with SJTPO's Local Safety Program Design Assistance technical study. The contract modification would extend the length of the contract from June 30, 2024 to December 31, 2025 to allow for the completion of Preliminary Engineering design services.

BACKGROUND

Urban Engineers, Inc., is currently under contract for design services associated with SJTPO's Local Safety Program Design Assistance technical study to advance four separate projects from the Cumberland County Bicycle and Pedestrian Safety Action Plan in Bridgeton, Millville, and Vineland. Consultant selection for this effort was made by the SJTPO Policy Board on July 24, 2023. Upon execution of the Subcontract Agreement (fully executed September 29, 2023), the end date of the project mistakenly noted the contract work would be completed by June 2024.

The Notice to Proceed (effective November 20, 2023) lagged by four months waiting for the execution of the four task orders which provided the Highway Safety Improvement Program funding for the consultant effort. After the kick-off meeting, the consultant provided a revised schedule, which contemplates that the Preliminary Engineering phase of work for the four project locations will be completed by December 2025. As such, a No Cost Time Extension is requested through December 31, 2025.

Additional time extensions to the subcontract agreement will be necessary to allow for the completion of the Final Design phases of work, however, that will be handled later. The total cost of the contract will not be affected by this current contract amendment.

The end date for each of the four task orders is December 31, 2027. As such no action is necessary by NJDOT or FHWA currently.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2401-02: Approving a No Cost Time Extension Amendment for the Local Safety Program Design Assistance technical study

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

WHEREAS, at their July 24, 2023 meeting, the Policy Board approved Urban Engineers, Inc. as the consultant for the technical study with a maximum fee of \$2,365,682.40, including both Preliminary and Final Design services for four separate projects from the Cumberland County Bicycle and Pedestrian Safety Action Plan in Bridgeton, Millville, and Vineland; and

WHEREAS, a Subcontract Agreement between Urban Engineers, Inc. and the SJTA was fully executed on September 29, 2023, with the original contract end date mistakenly noted as June 30, 2024; and

WHEREAS, a Notice to Proceed was issued on November 20, 2023 following the execution of the four task orders which provided the Highway Safety Improvement Program funding for the consultant effort; and

WHEREAS, the consultant team provided a revised schedule, which contemplates that the Preliminary Engineering phase of work for the four project locations will be completed by December 2025; and

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

WHEREAS, the contract amendment will extend the contract end date, through to December 31, 2025, allowing for sufficient time for the completion of Preliminary Engineering design services for all four project locations; and

WHEREAS, additional time extensions will be necessary to allow for the completion of the Final Design phases of work, to be handled later; and

WHEREAS, the total cost of the contract will not be affected by this current contract amendment; and

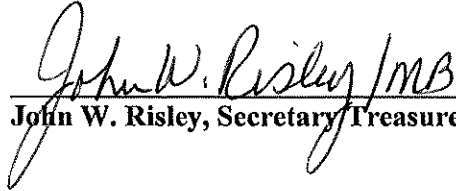
WHEREAS, the No Cost Time Extension will not negatively impact the initial needs and objectives of the technical study; and

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the No Cost Time Extension and related Local Safety Program Design Assistance technical study contract modification for the four separate projects from the Cumberland County Bicycle and Pedestrian Safety Action Plan; and

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

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting on January 22, 2024.



John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2401-03: Approving a Minor Amendment to the FFY 2024-2033 Transportation Improvement Program to add the Atlantic City Corridor Revitalization and Safety Project

PROPOSAL

At its January 8, 2024 meeting, the Technical Advisory Committee recommended that the Policy Board approve an amendment to the FFY 2024-2033 Transportation Improvement Program (TIP), as requested by Atlantic City.

BACKGROUND

Atlantic City has requested to add a new project to the FFY 2024-2033 TIP to include their Atlantic City Corridor Revitalization and Safety Project (DBNUM S2203). In November 2021, Atlantic City was awarded a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant for \$10,349,444.00. The federal dollars will be used with other federal funds through SJTPO's Congestion Mitigation & Air Quality Improvement (CMAQ) Program and a required non-federal match to be provided by the City. The total project cost will be \$13,619,333 and will be conducted in two phases both anticipated to be FFY 2025. The anticipated statement of work includes the following:

Phase 1 – Construction and Construction Management/Construction Inspection services for the completion of a Smart Traffic Signal System on Pacific Avenue between Albany Avenue and New Hampshire Avenue, Tennessee Avenue between Pacific Avenue and Arctic Avenue, and Iowa Avenue between Pacific Avenue and the Atlantic City Public Safety Building. The system will have the capability to adjust traffic signal timings based on real-time traffic conditions and allow the City to remotely monitor traffic. Phase 1 includes construction of new conduit along a segment of Pacific Avenue where there is no existing conduit, installation of new fiber optic cable and conduit duct banks throughout the project limits, installation of cameras for video detection at every signalized intersection, installation of new traffic signal controllers, interconnection of the traffic signals within the project limits, and connection of the traffic signals to city Hall and the Public Safety Building to allow for remote monitoring and control of the traffic signals.

Phase 2 – Construction and Construction Management/Construction Inspection services for the completion of a Smart Traffic Signal System on Atlantic Avenue between Maine Avenue and Albany Avenue. The system will have the capability to adjust traffic signal timings based on real-time traffic conditions and allow the City to remotely monitor traffic. Work efforts will entail the installation of cameras for video detection at every signalized intersection and the interconnection of fiber optic cable to the traffic signal controllers for the signalized intersections on Atlantic Avenue between Maine Avenue and Albany Avenue. Phase 2 will also include Construction and Construction Management/Construction Inspection services for installing a road diet on Atlantic Avenue between Tennessee Avenue and Albany Avenue to improve safety for bicyclists, pedestrians, transit users, and motorists. Atlantic Avenue will be milled, resurfaced, and restriped to include one 12-foot-wide travel lane in each direction, a 10-foot-wide center left turn lane, 10-foot-wide buffered bike lanes in each direction, and 8-foot-wide parking lanes in each direction. LED lighting will be implemented throughout the corridor, and intersections will be upgraded to include leading pedestrian intervals; targeted left turn restrictions; traffic signal heads with backplates; curb extensions; ADA-compliant facilities; and continental-style crosswalks.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2401-03: Approving a Minor Amendment to the FFY 2024-2033 Transportation Improvement Program to add the Atlantic City Corridor Revitalization and Safety Project

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

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

WHEREAS, Atlantic City is requesting to add their Atlantic City Corridor Revitalization and Safety Project (DBNUM S2203) to the FFY 2024-2033 TIP as a new project; and

WHEREAS, the project will be conducted in two phases to include the completion of a Smart Traffic Signal System on Pacific, Tennessee, Iowa, and Atlantic Avenues along with the installation of a road diet on Atlantic Avenue between Tennessee Avenue and Albany Avenue; and

WHEREAS, the Atlantic City Corridor Revitalization and Safety Project will improve safety for bicyclists, pedestrians, transit users, and motorists; and

WHEREAS, the fiscal constraint of the TIP is maintained the project is funded in large part through a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant awarded to the City in November 2021 for \$10,349,444; and

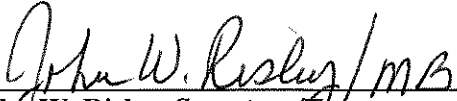
WHEREAS, the grant funding will be used with other federal funds through SJTPO's Congestion Mitigation & Air Quality Improvement (CMAQ) Program and a required non-federal match to be provided by the City for a total project cost of \$13,619,333; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the Minor Amendment to add the Atlantic City Corridor Revitalization and Safety Project to the current FFY 2024-2033 TIP.

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting on January 22, 2024.



John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2401-04: Approving a Minor Amendment to SJTPO's Regional Transportation Plan 2050 to add the Atlantic City Corridor Revitalization and Safety Project

PROPOSAL

At its January 8, 2024, meeting the Technical Advisory Committee recommended that the Policy Board approve an amendment to SJTPO's Regional Transportation Plan (RTP) 2050, as requested by Atlantic City.

BACKGROUND

RTP 2050 serves as the current regional transportation plan (RTP) for the SJTPO region. Adopted in January 2021, its main purpose is to lay out the long-term vision for the region's transportation network, looking out over a horizon of a little less than 30 years out to 2050. It includes goals, both long and short-range strategies as well as projects and programs that will enable the region to achieve this long-term vision. The RTP 2050 is one of the Core Products of the SJTPO and is a requirement for any metropolitan planning area to receive federal transportation funds.

Federal guidelines require the RTP to be consistent with the Transportation Improvement Program (TIP). Atlantic City has requested to add a new project to SJTPO's Transportation Improvement Program to include their Atlantic City Corridor Revitalization and Safety Project (DBNUM S2203). Utilizing the procedures outlined in the TIP MOU for the modification and amendment process for the RTP, a Minor Amendment is required to add Atlantic City's project as it is a new project.

The addition of this project will not have a negative impact on the air quality conformity or regional conformity determination.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2401-04: Approving a Minor Amendment to SJTPO's Regional Transportation Plan 2050 to add the Atlantic City Corridor Revitalization and Safety Project

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

WHEREAS, MPOs are responsible for developing a Regional Transportation Plan (RTP) that sets forth the goals and strategies for the regional transportation system for at least the next 20 years as required by the Federal Metropolitan Planning Rule (23 CFR 450C and 49 CFR 613C); and

WHEREAS, the RTP is the guiding document for the Transportation Improvement Program (TIP), and

WHEREAS, all federally funded projects in the TIP must be included in the RTP and pursuant to CFR 450.306 (i), the TIP must be consistent with the approved RTP; and

WHEREAS, to maintain consistency between both documents, the RTP is being revised concurrently with the TIP, as required; and

WHEREAS, Atlantic City is requesting to add their Atlantic City Corridor Revitalization and Safety Project (DBNUM S2203) to the FFY 2024-2033 TIP as a new project; and

WHEREAS, utilizing the procedures outlined in the TIP MOU for the modification and amendment process for the RTP, a Minor Amendment to SJTPO's RTP 2050 is required to add Atlantic City's project; and

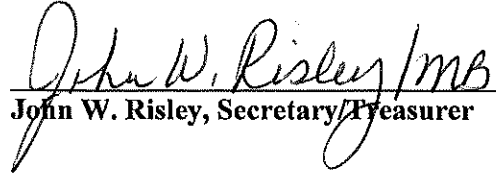
WHEREAS, RTP 2050 was adopted in January 2021 and now shall be amended to include the Atlantic City Corridor Revitalization and Safety Project amended into the FFY 2024-2033 TIP; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the Minor Amendment to add the Atlantic City Corridor Revitalization and Safety Project to the current SJTPO Regional Transportation Plan 2050.

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 January 22, 2024.



John W. Risley, Secretary/Treasurer



**South Jersey
Transportation
Planning Organization**

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

Leonard Desiderio, *Chairman*

Benjamin H. Laury, *Vice Chairman*

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*

RESOLUTION 2401-05: RECOGNIZING THE SERVICES OF DOUGLAS ALBRECHT

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

WHEREAS, Mr. Albrecht aptly represented Cumberland County and served on the SJTPO Policy Board throughout the calendar year 2023; and

WHEREAS, Mr. Albrecht, alternate for Cumberland County, attended all scheduled meetings throughout the year; and

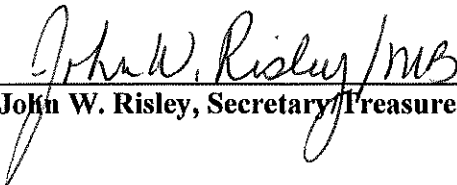
WHEREAS, Mr. Albrecht's participation supported SJTPO in its significant accomplishments, including the adoption of SJTPO's annual Unified Planning Work Program (UPWP), which describes all transportation and planning-related activities and SJTPO's Federal Fiscal Year (FFY) 2024-2033 Transportation Improvement Program (TIP), which provides funding for many key capital projects for Southern New Jersey; and

WHEREAS, the SJTPO wishes to recognize Mr. Albrecht's regional vision, ability to coordinate state and local issues, serving as an advocate for Cumberland County and the greater Southern New Jersey area; and

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization acknowledges the many contributions of Mr. Albrecht and extends its gratitude for his efforts on behalf of the Southern New Jersey region.

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 January 22, 2024.



John W. Risley, Secretary/Treasurer