

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION  
Policy Board**

**Tuesday, May 28, 2024 - 10:00 A.M.  
Hybrid (In-Person/Virtual) Meeting**

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

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**AGENDA**

- a. **Flag Salute and Open Public Meetings Law Announcement**
- b. **Roll Call**
  - 1. Board members
  - 2. Other attendees in person and virtual
- c. **Approval of [Minutes: March 25, 2024](#)**
- d. **[Communications](#)**
- e. **Report of the Technical Advisory Committee – Matthew Pisarski, Chairperson**
- f. **Chairman's Remarks**
- g. **[Report of the Executive Director](#) – Jennifer Marandino**
- h. **Public Comment *limit to three (3) minutes per person***
- i. **New Business**
  - 1. **[Resolution 2405-10: Approving SJTPO's Updated Public Involvement Plan \(PIP\)](#)**  
*Presenter: Melissa Melora, Public Outreach Coordinator*  
The Public Involvement Plan (PIP) documents the rules SJTPO will follow and identifies methods that SJTPO will utilize to ensure that planning efforts include the region's public to the greatest degree reasonably possible. The PIP is evaluated annually and updated as needed.

Edits to this PIP seek to clarify SJTPO's public outreach process and reflect modifications to SJTPO's best practices for incentivizing public outreach based on updated guidance from SJTPO's federal partners. The latest PIP also identifies a change to public meeting requirements associated with the Congestion Management Process (CMP) and includes refinements to the list of libraries to which specific documents are sent. The current 2023 PIP and the Draft 2024 PIP are viewable on the SJTPO website at [www.sjtpo.org/pip](http://www.sjtpo.org/pip).

2. **Resolution 2405-11: Endorsing the Demographic Projections for the SJTPO 2050 Regional Transportation Plan Update**

*Presenter: David Heller, Program Manager*

In advance of SJTPO's Regional Transportation Plan (RTP) update, SJTPO retained a consultant to prepare demographic projections for the SJTPO region, which cover 2020 through 2060. Results of the 2020 Census have been incorporated, as well as input and feedback from TAC members. These demographic projections will serve as the "latest planning assumptions" for the update of the RTP and beyond.

3. **Resolution 2405-12: Approving the Selection of Michael Baker International, Inc. as the Consultant for the Regional Pavement Condition Data Collection Study**

*Presenter: William Schiavi, Principal Planner*

This technical study seeks consultant assistance to collect, process, and map pavement condition data on approximately 2,100 miles of roadway, including all county-owned roadways in the region and municipal roadways in Atlantic City and the City of Vineland.

An RFP was released on February 15, 2024, with the TAC-designated Consultant Selection Committee reviewing six (6) proposals and interviewing the top three (3) ranked firms. The Committee recommends selecting Michael Baker International in association with TechniQuest Corporation (SBE/DBE).

The negotiated cost proposal is \$341,032 (Task 1 Coordination and Administrative and Task 2 Pavement Collection Data Collection only) with 8.41% DBE participation by cost, whereas the DBE/ESBE goal is 9.95%. Michael Baker has noted that they will reach a 9.95% goal in subsequent tasks. Ancillary Data Collection (Task 3), Data Integration (Task 4), and the Optional Services for Pavement Management System Implementation and Analysis and Pavement Management Software Subscription for subregional partners will be further negotiated later.

This project is included in SJTPO as Task 25/402 within the FY 2025 UPWP with a budget of \$417,695 (FHWA-PL).

4. **Resolution 2405-13: Approving the Selection of Brown & Connery, LLP for SJTPO General Legal Counsel**

*Presenter: Jennifer Marandino, Executive Director*

On behalf of SJTPO, SJTA released an RFP for SJTPO soliciting proposals from qualified firms to provide General and Special Legal Counsel services. The SJTA-designated Consultant Selection Committee included SJTA department managers and SJTPO. One proposal was received and reviewed. Brown & Connery emerged as the selected firm and currently serves as General Counsel for SJTPO.

Legal services are funded through SJTPO's Operating/Direct Expenses in the FY 2025 UPWP, as Line Item 57001 Legal Services for \$15,000. Specific hourly rates were defined in the RFP document, which was agreed upon by Brown & Connery.

j. **NJDOT Update**

k. **Adjournment**

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**  
**Policy Board Reorganization Meeting**

Monday, March 25, 2024 - 10:00 AM  
817 East Landis Avenue, 2<sup>nd</sup> Floor Board Room / Virtually using GoToMeeting Platform

The meeting was called to order at 10:02 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 January 2024, to The Press of Atlantic City, The Daily Journal, and The South Jersey Times, and the Clerks of the four-member counties.

**ATTENDANCE** (*virtually unless otherwise noted*)

**Members:**

John Risley, Atlantic County  
Andrew Bulakowski, Cape May County  
Sandra Taylor, Cumberland County  
Benjamin Laury, Salem County *in-person*  
Kaleem Shabazz for Marty Small, Sr., City of Atlantic City  
P. Edward McKelvey, Alloway Township  
Leonard Desiderio, Sea Isle City  
Anthony Fanucci, City of Vineland  
Andrew Clark for Sudhir Joshi, NJDOT  
Louis Millan, NJ TRANSIT  
Stephen Mazur, SJTA *in-person*

**Also, in attendance:**

Ranae Fehr, Atlantic County  
Kathleen Hicks, City of Vineland  
David Maillet, City of Vineland  
Matthew Pisarski, Cumberland County *in-person*  
Elaina Gable, Cumberland County *in-person*  
Dan Corrigan, SJTA *in-person*  
Michael Watson, Brown & Connery, LLP  
Laura Wilton, Governor's Authorities Unit  
Jason Simmons, FHWA *in-person*  
Nancy Ridgway, resident  
Ben Stowman, resident  
Monica Butler, SJTPO *in-person*  
David Heller, SJTPO *in-person*  
Jennifer Marandino, SJTPO *in-person*

**APPROVAL OF MINUTES: January 22, 2024**

**On Motion** by Commissioner Director Risley and seconded by Commissioner Director Laury, the minutes of January 22, 2024, were approved with an abstention from Chairman Desiderio.

## **COMMUNICATIONS**

No communications were presented.

## **TECHNICAL ADVISORY COMMITTEE (TAC) REPORT**

Chairman Matthew Pisarski reported that at the March 11, 2024, Technical Advisory Committee meeting TAC recommended positive consideration for Resolutions 2403-06 through 2403-08.

## **CHAIRMAN'S REMARKS**

Chairman Desiderio welcomed everyone and summer temperatures.

## **REPORT OF THE EXECUTIVE DIRECTOR**

### **Regional TA Set-Aside**

Ms. Marandino started noting that the report includes details about various funding opportunities with the first three being through USDOT and the fourth through NJDOT concerning the Regional TA Set-Aside solicitation. She continued, sharing that the letter from NJDOT was included in the packet and was also sent to the county planners, engineers, Atlantic City, and the City of Vineland. The letter provided various details related to the funding opportunity, indicating that the project sponsors must be a county or city subregions within SJTPO, as this ensures that the local public agency is eligible to receive federal funds.

Ms. Marandino further explained that the solicitation is above and beyond the traditional bi-annual TA Set-Aside solicitation as it is for regional projects, which offer a great opportunity to advance regional trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation. She noted that SJTPO had preliminary conversations with the subregional partners about other types of projects, which are eligible for funding. She noted that the last time NJDOT offered this type of Regional TA Set-Aside solicitation was in 2016, where two projects in the SJTPO region were selected for funding including the Seashore Road Missing Link project and the Somers Point-Pleasantville Bikeway Widening project. She stated that the project must be greater than \$1.5 million with funding selected for the construction phase of the project with the opportunity of the local public agency to take advantage of NJDOT's Design Assistance Program.

### **UPWP**

Ms. Marandino reported that the first item to be considered for adoption is the FY 2025 UPWP, in which details about informational revisions to the current FY 2024 UPWP have been included in the Director's Report. She noted that all revisions are illustrated in the UPWP Tracker which is posted to the SJTPO website at [www.sjtpo.org/upwp/](http://www.sjtpo.org/upwp/). Also, Ms. Marandino shared that she will be documenting an additional Informational Modification to add a new line-item category (58090 – Promotions/Special Events), which will be used to track expenses related to incentives for public outreach activities. Expenses may include the purchase of light refreshments or small stipends, in recognition of the time and costs associated with transportation of participants to attend in-person events.

NJDOT requested that the line item be added to the FY 2025 UPWP, however, to ensure that the expenses are properly billed, it was suggested by SJTA that the new line-item category be added to the current FY 2024 UPWP. SJTPO anticipates purchasing light refreshments for the upcoming Public Involvement Plan meeting scheduled for Wednesday, April 10<sup>th</sup>. She added that this will be added to the UPWP Tracker and posted to the SJTPO website.

### **General/Special Legal Counsel RFP**

Ms. Marandino announced that SJTPO will be soliciting proposals on Thursday, March 28<sup>th</sup>, for both General and Special Legal Counsel Services with the assistance of SJTA, sharing that the RFP notice will be posted through BID Express and linked to the SJTPO website at [www.sjtpo.org/rfp](http://www.sjtpo.org/rfp).

### **Security Monitoring**

SJTPO is also working with PCS (IT consultant) to add various security subscriptions and monitoring that will help in the event of an email hack. The report provides a high-level overview of a recent event related to a fraudulent check, which was a minor incident.

### **NJ TransAction**

Ms. Marandino concluded her comments by noting that the report lists three different sessions that will feature SJTPO staff at the NJ TransAction conference on Tuesday, April 30<sup>th</sup> through Thursday, May 2<sup>nd</sup> at their new location at Harrah's Resort & Casino in Atlantic City.

### **PUBLIC COMMENT**

Executive Director Marandino stated that an email was sent to SJTPO's General Information list, in which the public was advised that the meeting was to be conducted virtually in addition to in-person participation. Members of the public were asked to submit comments on agenda items through SJTPO's General Comment Form on the SJTPO website. 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**

Commissioner Bulakowski joined the meeting.

#### 1. **Resolution 2403-06: Approving the FY 2025 Unified Planning Work Program (UPWP)**

**On Motion** by Commissioner Director Laury and seconded by Mayor Fanucci, Resolution 2403-06 was opened for discussion. Executive Director Marandino explained that the FY 2025 UPWP has undergone a 43-day public comment period beginning Thursday, December 14, 2023 through to Thursday, January 25, 2024 with no comments received from members of the public. Comments from both NJDOT and FTA were received and addressed in a point-by-point letter included in Appendix G. She stated that no formal public meeting was held which is consistent with both DVRPC and NJTPA.

Ms. Marandino explained that the current Draft FY 2025 UPWP is available for review on the SJTPO website at [www.sjtpo.org/upwp](http://www.sjtpo.org/upwp). In combination, federal, state, and regional priorities influence the work program in various activities and tasks, including SJTPO's technical studies. This UPWP continues the same Central Staff Program Areas from previous years with the addition of the Freight Planning task. As previously noted, SJTPO's work in this area is not new, however, it was separated from the Economic Development & Tourism task given the MPO's increasing work in this area.

Ms. Marandino stated that the FY 2025 UPWP contains approximately \$2.838 million in total resources, which includes \$68,640 in Local Match from the County partners for the Subregional Planning Work Program. An additional \$4,319,748 of NJDOT Continuing Task Orders, from previous fiscal years, supplements the Technical Program. She mentioned that the Central Staff

Work Program includes the budget for Salaries and Labor for all central staff employees as well as the associated Operating and Direct Expenses in the total amount of \$1.944 million. Supporting financial tables are found at the end of the text of the UPWP document as Tables 5a through 11.

Ms. Marandino explained that the item sheet provides a summary of the FY 2025 UPWP with a brief write-up of the seven sections of text in the core document. She shared that currently, SJTPO central staff is comprised of seven (7) full-time and four (4) part-time positions, with four (4) other vacancies for full-time positions. The Program Manager positions of the Capital Programming & Project Development and Safety Initiatives & Complete Streets areas and a Principal and Assistant Planner are currently vacant. She explained that filling each of those positions would ultimately expand the staff to 11 full-time and four (4) part-time positions; all of which are accounted for within the FY 2025 UPWP as well as money allocated for a seasonal worker to support Central Staff Work Program activities and tasks.

Ms. Marandino explained that the summary details the work within the Subregional Planning Work Program and how the \$343,250 will be allocated to each County. She shared that the FY 2025 Technical Program includes two technical studies for an approximate total of \$839,000 of FHWA Statewide Metropolitan Planning (PL) funds. She noted that an RFP for the Regional Pavement Condition Data Collection effort was released on Thursday, February 15<sup>th</sup> so that work can kick-off on July 1<sup>st</sup>. She noted that digital submissions were received on Thursday, March 21<sup>st</sup> and shared with the TAC-designated consultant selection committee. The second consultant-led study is the South Jersey Travel Demand Model Recalibration, which is a 2-year effort for which an RFP is anticipated to be released in December and a project kick-off in April 2025.

With no further comment, Resolution 2403-06 was unanimously approved by roll call vote.

2. **Resolution 2403-07: Approving a Memorandum of Understanding for MPO Boundaries and Coordination of Transportation Planning and Programming Between DRBA and SJTPO**

**On Motion** by Commissioner Director Laury and seconded by Mayor Fanucci, Resolution 2403-07 was opened for discussion. Executive Director Marandino explained that as part of a recent certification review conducted by the Federal Transit Administration, it was recommended that the Delaware River and Bay Authority (DRBA) establish an MOU with SJTPO. In the past DRBA has received federal grant funding to support transportation infrastructure projects at facilities under its control as they anticipate continuing to seek these and other funding opportunities.

She further explained that the MOU is intended to memorialize the relationship between DRBA and SJTPO and delineate the process by which DRBA grant-eligible projects will be included by SJTPO in the TIP. The MOU has been reviewed and approved by FTA, further reviewed by SJTPO General Counsel, and executed by DRBA. Upon approval today, the MOU will be signed and fully executed by the SJTPO Chairman. She indicated that DRBA will be emailing the MOU to Chairman Desiderio after Policy Board approval for signature.

With no further comment, Resolution 2403-07 was unanimously approved by roll call vote.

3. **Resolution 2403-08: Approving the Consultant Selection for Air Quality Technical Assistance**

**On Motion** by Commissioner Director Laury and seconded by Stephen Mazur, Resolution 2403-08 was opened for discussion. David Heller explained that the technical study seeks consultant assistance to help SJTPO conduct its regional emissions analysis for the release of the upcoming update to the RTP 2050 as well as the FFY 2024-2033 TIP. The TAC designated Consultant Selection Committee consisting of members of SJTA, City of Vineland, and SJTPO staff reviewed the one (1) proposal received and agreed that the team of AECOM Technical Services, Inc., with Sobers Consulting, LLC as the DBE can do the job satisfactorily. He noted that the submitted cost estimate of \$44,946 falls within the allocated \$45,000 budget and the project will be funded from Task 24/406 within the FY 2024 UPWP.

With no further comment, Resolution 2403-08 was unanimously approved by roll call vote.

4. **Resolution 2403-09: Supporting the Subcommittee Recommendation for Filing SJTPO's Vacant Safety Initiatives & Complete Streets Program Manager**

**On Motion** by Commissioner Director Laury and seconded by Mayor Fanucci, Resolution 2403-09 was opened for discussion. Executive Director Marandino explained that SJTPO is seeking to fill the Safety Initiatives & Complete Streets Program Manager position left vacant with the resignation of Alan Huff in mid-November 2023. The position was advertised in November along with the Capital Programming & Project Development Program Manager position. She shared that interviews for the Capital Programming & Project Development position are still pending.

Ms. Marandino explained that a Personnel Subcommittee was established at the January 23, 2023, SJTPO Policy Board meeting. The Personnel Subcommittee approves the Executive Director's recommendation of new hires and shortens the overall hiring process and timeframe by nearly 1.5 months. This allows the action to be taken at the SJTA Board of Commissioners, in advance of approval by the full SJTPO Policy Board.

Ms. Marandino explained that the item sheet for this action highlights the solicitation and interview conducted which resulted in a top candidate, Jacob Cummings. She stated that Mr. Cummings is currently employed as a County Planner with Ravalli County Government in Montana, where he has worked since January 2020. He was previously employed by the City of St. Cloud in Florida as an Associate Planner. Mr. Cummings is a US Army Veteran and has his Master of Science in Urban and Regional Planning from the University of Central Florida where he also received his Bachelor of Science in Public Administration.

Universally, it was felt that Mr. Cummings was a great candidate and was thus presented a tentative offer of \$86,500 with a potential increase of \$2,000 if he receives his AICP Certification. The Personnel Subcommittee supported the recommendation at their March 13<sup>th</sup> virtual meeting which allowed the action to be added to SJTA's Schedule A and considered at their March 20<sup>th</sup> meeting. SJTA approved the action and thus began the 15-day Governor's Veto period, ending April 12<sup>th</sup>.

The hiring process is underway and the anticipated start date for Mr. Cummings is the first week of June.

With no further comment, Resolution 2403-09 was unanimously approved by roll call vote.

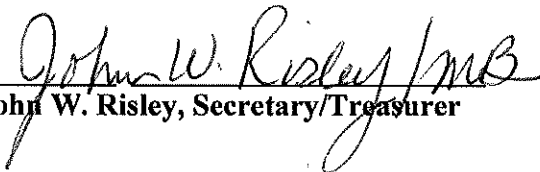
**NJDOT UPDATE – Andrew Clark**

Andrew Clark reported that the quarterly MPO Coordination Meeting is scheduled for Wednesday, March 27<sup>th</sup>.

**ADJOURNMENT**

**On Motion** by Commissioner Director Laury and seconded by Stephen Mazur, the meeting was adjourned at 10:32 a.m.

**Approved Minutes Certified Correct:**

  
**John W. Risley, Secretary/Treasurer**



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

**New Jersey Division**

May 10, 2024

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

In Reply Refer To:  
HDA-NJ

Mr. Stephen V. Choborda  
Manager, Bureau of Transportation Data and Support  
New Jersey Department of Transportation  
1035 Parkway Avenue, PO Box 600  
Trenton, New Jersey 08625

Dear Mr. Choborda:

We have completed our review and analysis of the Department's updated submittal which was received on May 1, 2024 of New Jersey's updated Urban Area Boundary maps and supportive documentation as a result of the 2020 Census. The information is consistent with the requirements contained in decennial census as described in 13 U.S.C 141 and the transportation planning processes as outlined in 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and 23 CFR 450 and is hereby approved.

We acknowledge the level of coordination between NJDOT, the three New Jersey MPOs, and FHWA. We find that the New Jersey urban boundaries update has been conducted in an appropriate manner and has addressed all the requirements. Based on the above, New Jersey's revised urban boundaries and is approved as submitted.

If you have any questions, let me know.

Sincerely yours,

Robert Clark  
Division Administrator, FHWA New Jersey

c: Sutapa Bandyopadhyay, FHWA NJ  
Steve Luxenberg, FHWA NJ  
Ariella Maron, DVRPC  
David Behrend, NJTPA  
Jennifer Marandino, SJTPO  
Eric Powers, NJDOT  
Megan Fackler, NJDOT



# 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, 2<sup>nd</sup> Floor  
Vineland, New Jersey 08360

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Jennifer Marandino, P.E.  
*Executive Director*

John W. Risley, *Secretary/Treasurer*

## **EXECUTIVE DIRECTOR'S REPORT –May 28, 2024**

### **USDOT NOTICE OF FUNDING OPPORTUNITIES**

The [USDOT Discretionary Grants Dashboard](#) provides communities with an overview of discretionary grant opportunities that can help meet their transportation infrastructure needs. Designed with all communities in mind, the dashboard identifies grant programs with rural and Tribal set-aside or match waivers available. The dashboard also includes Federal grant programs outside of USDOT that may particularly interest rural communities. The dashboard is updated weekly and linked on the SJTPO website at <https://sjtpo.org/programs/funding-programs/>.

On May 13, DOT announced that it is accepting applications for the third year of its **Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program**. The program will provide funding to conduct demonstration projects focused on advanced smart community technologies and systems that improve transportation safety and efficiency. Through this SMART [Notice of Funding Opportunity \(NOFO\)](#), USDOT will accept applications for Stage 1 Planning and Prototyping grants. During Stage 1, the SMART program will fund technology demonstrations and prototypes that solve real-world transportation problems and build data and technology capacity for State, local, and Tribal governments. Later this year, recipients of Stage 1 grants will be eligible to expand their projects through the first of several Stage 2 grant opportunities. **Applications are due July 12, 2024 at 5:00 p.m. Eastern Daylight Time.**

FHWA opened the [Transportation Access Pilot Program](#) to potential participants including States, MPOs, and regional transportation planning organizations. The program will allow FHWA to support transportation agencies as they develop accessibility data and define methods of analysis to incorporate access into the transportation planning process. FHWA is seeking a cohort of pilot participants interested in studying transportation accessibility from a variety of viewpoints, focusing on different destination types, modes of transportation, population categories, and freight commodities. **To be considered for round one of the program, a [letter of interest](#) must be submitted by June 7, 2024.** View eligibility and application [requirements](#).

The [Active Transportation Infrastructure Investment Program](#) (ATIIP) is a new competitive grant program created within the new federal legislation to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines. **Applications must be submitted electronically through [www.grants.gov](http://www.grants.gov) no later than 11:59 p.m., Eastern Daylight Time, on Monday, June 17, 2024.** Additional details about the program are available on the USDOT website. SJTPO is not involved in the solicitation or application process through USDOT but can provide a letter of support if requested.

### **REGIONAL TRANSPORTATION ALTERNATIVE SET ASIDE SOLICITATION**

In mid-February, NJDOT transmitted a letter to the three MPOs to announce their solicitation of proposals for the Regional Transportation Alternatives Set Aside (RTA Set-Aside) program. Applicants must be a designated subregion of their respective MPO. In the SJTPO region, this includes all four counties as well as Atlantic City and the City of Vineland. Eligible projects must focus on the seven categories outlined in the letter and generally

aim to enhance cultural, aesthetic, and environmental aspects of the transportation system. SJTPO received submissions from several subregional partners.

The MPOs are responsible for project intake and must provide NJDOT with a list of candidate projects. NJDOT will open the SAGE to the comprehensive list of applicants throughout the State, for project submission and formal review. Together with NJDOT, SJTPO will notify the subregions requesting that they submit their formal application request in SAGE. All project information should be submitted on or before July 2<sup>nd</sup> with the announcement of project selection to occur in the Fall.

## **FFY 2024-2033 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) MODIFICATIONS**

### ➤ **Administrative or Informational Modifications**

NJ TRANSIT has requested approval of eight (8) actions to move prior year funds to the FFY 2024 funding year, which fall within the thresholds for Administrative or Informational Modifications. The actions will be approved by the Executive Director after further discussion with the NJ TRANSIT project manager. The proposed actions will be for the following NJ TRANSIT projects:

- DBNUM T08 Bus Support Facilities and Equipment
- DBNUM T39 Preventive Maintenance-Rail
- DBNUM T53E Locomotive Overhaul
- DBNUM T112 Rail Rolling Stock Procurement
- DBNUM T120 Small/Special Services Program
- DBNUM T150 Section 5310 Program
- DBNUM T170 Cumberland County Bus Program
- DBNUM T500 Technology Improvements

### ➤ **Committee Action**

NJ TRANSIT has requested approval of two (2) actions to move prior year, unobligated funds to the FFY 2024 funding year. The proposed action exceeds the \$10 million threshold for an Administrative Action, thus requiring a Committee Action, which was approved by SJTPO's Technical Advisory Committee on May 13, 2024, as documented in the attached Concurrence Memo for the following NJ TRANSIT projects:

- DBNUM T135 Preventive Maintenance-Bus
- DBNUM T210 Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)

## **SJTPO LOCAL LEAD PROJECT STATUS CHARTS**

The FFY 2024 Local Lead Project Status Chart is attached. The chart includes the 2024 HSIP and CMAQ/CRP projects, separately displayed in two additional project charts.

## **SJTPO's NEW AND IMPROVED WEBSITE**

Our new and improved website is live! Over the last several months, staff have diligently worked with a website design and maintenance firm to provide visitors with a refreshed look and seamless user experience. The website is also more mobile-friendly. The completely redesigned website went live on Friday, April 26, 2024.

SJTPO is collecting feedback from our Community Outreach and Engagement Committee (COEC), TAC, and Policy Board members (<https://forms.gle/AAW6yc6CW6jiAN1e8>). The feedback provided will be used internally to continue improving the website, so that visitors have the best possible experience. Should there be any questions or concerns about this request, please contact Melissa Melora at [mmelora@sjtpo.org](mailto:mmelora@sjtpo.org) or (856) 794-1941.

## **TECHNICAL PROGRAM UPDATE**

SJTPO currently has eight (8) 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. The Air Quality Technical Assistance recently kicked off and consultant selection for the Regional Pavement Condition Data Collection is pending. The attached memo (dated May 14, 2024) provides information regarding the status of all technical program efforts.

## **COUNTYWIDE LOCAL ROAD SAFETY PLAN**

Through consultant support, SJTPO is developing four Local Road Safety Plans (LRSPs) for Atlantic, Cape May, Cumberland, and Salem Counties. The effort is progressing toward completion by the end of September 2024. These plans will identify infrastructure projects as well as behavioral strategies to reduce fatal and serious injury crashes on county and municipal roadways. The LRSPs will also be eligible Action Plans per the requirements of the USDOT's Safe Streets and Roads for All (SS4A) Program. Projects identified in the plan will be eligible to compete for SS4A implementation grants to support design and construction.

Since the kick-off of the project in September 2022, work has been closely coordinated with a Steering Committee in each county with periodic workshops held with county and municipal stakeholders to share information and gather input. As part of the plan requirements, each plan will be brought before the respective Board of Commissioners for consideration of approval in August or September 2024. The presentation would be after the completion of the third round of stakeholder workshops, completion of the final draft plans in coordination with each steering committee, and public meetings in each county. Details of the effort are available on the project website at [www.saferoadssouthjersey.com/](http://www.saferoadssouthjersey.com/), with county specific pages also developed.

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

SJTPO has vacancies in four (4) full-time positions, including 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.

The new Program Manager of Safety Initiatives & Complete Streets is anticipated to start on Monday, June 10<sup>th</sup>. SJTPO was not successful in hiring a Program Manager of Capital Programming & Project Development, which remains vacant. SJTPO is in discussions with NJDOT about pursuing staff augmentation through consultant support to ensure that the tasks and activities included in SJTPO's FY 2025 UPWP can be completed. Staff augmentation is anticipated for the vacant program manager position as well as the Principal and Assistant Planner positions. Additionally, SJTPO is requesting support for GIS related work.

## **DISTRIBUTION OF UNOBLIGATED FUNDS**

Earlier this year, NJDOT made the MPOs aware of unobligated Planning (PL) funds that they would like to authorize this federal fiscal year. They solicited the MPOs for use of the funds, with a consensus that SJTPO should receive funding to ensure that the activities and products in our FY 2025 UPWP can be completed. This would be done through consultant-led staff augmentation. SJTPO submitted their proposals for the use of funds in an email transmitted May 17, 2024.

Other ideas include offering a Complete Streets Technical Assistance Program, which would be modeled off NJTPA's effort, and would allow for this assistance to be offered across the state, being new to SJTPO. This work would be completed through a pass-through agreement to Sustainable New Jersey and the New Jersey Bicycle and Pedestrian Resource Center at VTC Rutgers.

DVRPC has graciously offered to add the SJTPO region to their 2025 On-Board and Household Travel Surveys (HHTS), which is included in their FY 2025 UPWP. SJTPO would contribute some of the unobligated funds to the consultant-led effort to be administered by DVRPC. SJTPO's last Household Travel Surveys were conducted in 2014 and would allow the region to have an updated survey consistent with the best practice of being updated every 10 years.

SJTPO also proposed to purchase two additional years of Signal Analytics Data (\$0.075 M) from the University of Maryland, which will help with congestion management planning efforts and complements to upcoming purchase by NJDOT for 50 traffic signals total in the State (approximately 15 in the South region). Additional resources for Task 25/402 South Jersey Travel Demand Model were also requested to supplement the initial budget of \$0.130 M in SJTPO's FY 2025 UPWP. The additional funds would allow SJTPO to update the recreational module and collect additional summer counts or other data needed to improve and calibrate the recreational module.

Ultimately, any influx of PL funds would be brought to the TAC and Policy Board for approval along with a modification to SJTPO's FY 2025 UPWP.

### **MERIT INCREASES – FY 2024 and 2025**

Annually, at the end of the state fiscal year, SJTPO employee salaries are evaluated as part of a review of performance evaluations with consideration for merit-based increases, with the final discretion made by the Executive Director. Merit increases for SJTPO staff were last completed for FY 2023 in November 2022.

Although delayed, proposed merit-based increases for FY 2024 shall be retroactive and effective July 1, 2023, with the FY 2025 increases effective July 1, 2024. Annually, through SJTPO's Unified Planning Work Program (UPWP), a 2% merit increase is contemplated as part of the Central Staff Salaries (Task 2X/101 Central Staff Salaries/Labor). The budget for salaries is included as part of the expenditures each fiscal year but does require formal action by SJTA's Board of Commissioners. All salary actions, including SJTPO's merit-based increases, must be approved by SJTA through a resolution authorizing certain personnel actions.

SJTPO anticipates submitting a request for merit increases to the Governor's Authorities Unit (GAU) in late May with the anticipation that merit-based increases for FY 2024 and 2025 will be brought to SJTA's Board of Commissioners meeting on July 17, 2024.

Additionally, consideration for changes to SJTPO's organization chart are being contemplated and will require approval of the SJTPO Policy Board and SJTA in conjunction with any related salary changes. The proposed action will also need to be submitted to the GAU before any consideration by the boards.

### **JUNE 24, 2024 POLICY BOARD MEETING**

SJTPO will need to convene a Policy Board meeting in June, deviating from our usual every other month schedule, to accelerate the progress of several important action items for NJ TRANSIT and SJTPO. While the shared boardroom is unavailable, the board meeting can utilize the SJTPO conference room, which can accommodate up to 10 attendees comfortably. Virtual participation is encouraged to ensure widespread involvement and seamless collaboration despite the room constraints.

### **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/](http://www.sjtpo.org/onthego/). If any subregions have projects, either in construction or before construction, to highlight, please share this information.



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO: **Statewide**

PROJECT: **Bus Support Facilities and Equipment**

DBNUM: T08

TRACK #: NJT-T08-1-M-2024

TYPE OF PROJECT CHANGE:

ACTION TAKEN: NJ TRANSIT is requesting an administrative modification to move prior year funds to the FY2024 funding year in the DVRPC area for Section 5307 in the amount of \$1.000M for Section 5337 in the amount of \$2.460M and for Section 5339 in the amount of \$0.280M. Prior year funds will move in the NJTPA area for CR-FLEX in the amount of \$10.494M for Section 5307 in the amount of \$2.000M for Section 5337 in the amount of \$13.676M for Section 5339 in the amount of \$4.440M for STBGP-NY/NWK in the amount of \$83.100M and for Section 5339/5307 in the amount of \$3.055M. Prior year funds will move in the SJTPO area for Section 5337 in the amount of \$1.005M and Section 5339 in the amount of \$.035M.

REASON FOR CHANGE:

Funds will support the Bus Support Facilities and Equipment project.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: Fiscal Constraint is maintained.

CONFORMITY:

PUBLIC INVOLVEMENT:



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO: **Statewide**

PROJECT: **Preventive Maintenance-Rail**

DBNUM: T39

TRACK #: NJT-T39-6-M-2024

TYPE OF PROJECT CHANGE:

ACTION TAKEN: NJ TRANSIT is requesting an administrative modification to move prior year funds to the FY2024 funding year in the DVRPC area for Section 5307 in the amount of \$9.232M for section 5337 in the amount of \$4.118M. Prior year funds will move in the NJTPA area for Section 5307 in the amount of \$179.081M for section 5337 in the amount of \$134.337M. Prior year funds will move in the SJTPO area for Section 5307 in the amount of \$5.673M for section 5337 in the amount of \$.143M.

REASON FOR CHANGE:

Funds will support the Preventive Maintenance-Rail project.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: Fiscal Constraint is maintained.

CONFORMITY:

- The current conformity determination will not be impacted. The Metropolitan Planning Organization (MPO) has determined that this project is exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127).

PUBLIC INVOLVEMENT:

- The MPO has followed their adopted public involvement procedures for this type of amendment / modification.



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO: **Statewide**

PROJECT: **Locomotive Overhaul**

DBNUM: T53E

TRACK #: NJT-T53E-1-M-2024

TYPE OF PROJECT CHANGE:

ACTION TAKEN: NJ TRANSIT is requesting an administrative modification to move prior year funds to the FY2024 funding year in the NJTPA area for Section 5307 in the amount of \$7.251M for Section 5337 in the amount of \$13.498M. Prior year funds will move in the SJTPO area for Section 5337 in the amount of \$0.447M.

REASON FOR CHANGE:

Funds will support the Locomotive Overhaul project.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: Fiscal Constraint is maintained.

CONFORMITY:

PUBLIC INVOLVEMENT:



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO: **Statewide**

PROJECT: **Rail Rolling Stock Procurement**

DBNUM: T112

TRACK #: NJT-T112-2-M-2024

TYPE OF PROJECT CHANGE:

ACTION TAKEN: NJ TRANSIT is requesting an administrative modification to move prior year funds to the FY2024 funding year in the DVRPC area for Section 5307 in the amount of \$2.898M for Section 5337 in the amount of \$4.910M. Prior year funds will move in the NJTPA area for Section 5307 in the amount of \$60.791M for Section 5337 in the amount of \$91.680 and for Section CMAQ in the amount of \$125.000M. Prior year funds will move in the SJTPO area for Section 5307 in the amount of \$0.614M and for Section 5337 in the amount of \$0.714M.

REASON FOR CHANGE:

Funds will support the Rail Rolling Stock Procurement project.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: Fiscal Constraint is maintained.

CONFORMITY:

PUBLIC INVOLVEMENT:



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO: **Statewide**

PROJECT: **Small/Special Services Program**

DBNUM: T120

TRACK #: NJT-T120-1-M-2024

TYPE OF PROJECT CHANGE:

ACTION TAKEN: NJ TRANSIT is requesting an administrative modification to move prior year funds to the FY2024 funding year in the SJTPO area for Section CMAQ/5307 in the amount of \$0.334M AND CR FLEX in the amount of \$0.128M. Prior year funds will move in the NJTPA area for CMAQ 5307 in the amount of \$11.474M.

REASON FOR CHANGE:

Funds will support the Small/Special Services Program project.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: Fiscal Constraint is maintained.

CONFORMITY:

PUBLIC INVOLVEMENT:



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO: **Statewide**

PROJECT: **Section 5310 Program**

DBNUM: T150

TRACK #: NJT-T150-1-M-2024

TYPE OF PROJECT CHANGE:

ACTION TAKEN: NJ TRANSIT is requesting an administrative modification to move prior year funds to the FY2024 funding year in the DVRPC area for Section 5310 in the amount of \$1.333M. Prior year funds will move in the NJTPA area for CRRSAA 5310 in the amount of \$1.163M and for Section 5310 in the amount \$2.836M. Prior year funds will move in the SJTPO area for Section 5310 in the amount of \$1.127M and for CMAQ/5310 in the amount of \$1.096M.

REASON FOR CHANGE:

Funds will support the Section 5310 Program project.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: Fiscal Constraint is maintained.

CONFORMITY:

PUBLIC INVOLVEMENT:



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO: **SJTPO**

PROJECT: **Cumberland County Bus Program**

DBNUM: T170

TRACK #: NJT-T170-1-M-2024

TYPE OF PROJECT CHANGE:

ACTION TAKEN: NJ TRANSIT is requesting an administrative modification to move prior year funds to the FY2024 funding year in the SJTPO area for Section 5307 in the amount of \$1.020M.

REASON FOR CHANGE:

Funds will support the Cumberland County Bus Program project.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: Fiscal Constraint is maintained.

CONFORMITY:

PUBLIC INVOLVEMENT:



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO: **Statewide**

PROJECT: **Technology Improvements**

DBNUM: T500

TRACK #: NJT-T500-1-M-2024

TYPE OF PROJECT CHANGE:

ACTION TAKEN: NJ TRANSIT is requesting an administrative modification to move prior year funds to current year FY2024 funds for the DVRPC area, this includes Section 5307 in the amount of \$0.943M. For the NJTPA area, this includes Section 5307 in the amount of \$2.870M and STP-TE in the amount of \$2.800M. For the SJTPO area, this includes Section 5307 in the amount of \$0.287M

REASON FOR CHANGE:

Funds will support Technology Improvements Projects.

MPO ACTION REQUIRED: Informational

FISCAL CONSTRAINT:

Comments: Fiscal Constraint is Maintained

CONFORMITY:

- The current conformity determination will not be impacted. The Metropolitan Planning Organization (MPO) has determined that this project is exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127).

PUBLIC INVOLVEMENT:

- The MPO has followed their adopted public involvement procedures for this type of amendment / modification.



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**Date:** May 14, 2024

**To:** Jennifer Marandino, Executive Director

**From:** John Peterson, Subregional Program Specialist

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

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### **TIP Modification Review – Committee Action Required**

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

The following modifications are necessary according to the NJ TRANSIT Project Manager. The revisions have been reviewed by SJTPO Capital Programming staff and it found that fiscal constraint is maintained. The TIP modification, as listed below, falls within the MOU guidelines of Modification requiring **Committee Action**.

#### **DBNUM T135 Preventive Maintenance-Bus**

NJ TRANSIT is requesting to move prior year, unobligated funds to the FFY 2024 funding year in the SJTPO area for Section 5307 exceeding the \$10 million allowable increase of funding to a program. The increase of \$16.620M will add to the existing \$7.372M for a total of \$23.992M in FFY 2024. All funds will support the Preventive Maintenance- Bus project.

In addition to the proposed action in the SJTPO region, prior year funds in the DVRPC area will be moved for Section 5307 for \$15.228M. Prior year funds in the NJTPA area will be moved for Section 5307 for \$24.956M.

This program provides funding for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law.

#### **DBNUM T210 Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)**

NJ TRANSIT is requesting to move prior year, unobligated funds to the FFY 2024 funding year in the SJTPO area for the following fund types:

- Section 5307 in the amount of \$7.401M
- Section 5337 in the amount of \$0.524M
- Section 5339 in the amount of \$1.964M and
- STP-TE in the amount of \$0.280M; for a grand total of \$10.169M

All funds will support the Transit Enhancements Projects. In addition to the proposed action in the SJTPO region, prior year funds in the DVRPC area will be moved for Section 5339 in the amount of \$8.725M, Section STP-TE in the amount of \$0.920M. For the NJTPA area, Section 5337 in the amount of \$15.167M, Section 5339 in the amount of \$15.354M, STP-TE in the amount of \$2.800M CR-NY/NWK in the amount of \$27.307M.

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**Date:** May 14, 2024

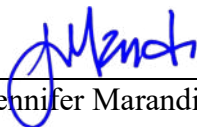
**Re:** Notice of Action Modifications to the FFY 2024 – 2033 TIP

This program provides funding for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities.

At the May 13, 2024, SJTPO Technical Advisory Committee (TAC) meeting, information regarding NJ TRANSIT’s request to move prior year funds associated with **DBNUM T135 Preventive Maintenance-Bus** and **DBNUM T210 Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)** were presented.

On motion by [George Savastano, Sea Isle City](#) and seconded by [Matthew Pisarski, Cumberland Co](#), this action was unanimously approved.

### Concurrence

  
\_\_\_\_\_  
Jennifer Marandino, SJTPO Executive Director

5/14/2024  
\_\_\_\_\_  
Date



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

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MPO: **Statewide**

PROJECT: **Preventive Maintenance-Bus**

DBNUM: T135

TRACK #: NJT-T135-1-M-2024

TYPE OF PROJECT CHANGE:

ACTION TAKEN: NJ TRANSIT is requesting an administrative modification to move prior year funds to the FY2024 funding year in the DVRPC area for Section 5307 in the amount of \$15.228M. Prior year funds will move in the NJTPA area for Section 5307 in the amount of \$24.956M. Prior year funds will move in the SJTPO area for Section 5307 in the amount of \$16.620M.

REASON FOR CHANGE:

Funds will support the Preventive Maintenance- Bus project.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: Administrative Action

CONFORMITY:

- The current conformity determination will not be impacted. The Metropolitan Planning Organization (MPO) has determined that this project is exempt from conformity analysis as per the Transportation Conformity Rule (40 CFR 93.126 and 93.127).

PUBLIC INVOLVEMENT:

- The MPO has followed their adopted public involvement procedures for this type of amendment / modification.

FY 2024-2033 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
New Jersey Department of Transportation

(AFTER)

TRACK #: NJT-T135-1-M-2024	REVISION #: 1	DATE: 2/27/24 9:59:20AM
PROJECT NAME: Preventive Maintenance-Bus		
DBNUM: T135	UPC:	MILEPOST(S):
COUNTY: Various		
MUNICIPALITY: Various		

Urbanized Area Formula Grants - 5307. This program provides funding for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

ASSET MANAGEMENT CATEGORY: Mass Transit Assets-Bus

SPONSOR: NJ TRANSIT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT):

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT: Various

STRUCTURE NO.:

<b>UNOBLIGATED PRIOR YEAR FUNDING</b>				
<i>Description</i>	<i>MPO</i>	<i>Fund</i>	<i>Year</i>	<i>Amount</i>
Preventive Maintenance-Bus	SJTPO	SECT 5307	2023	\$0.000
Preventive Maintenance-Bus	NJTPA	SECT 5307	2023	\$0.000
Preventive Maintenance-Bus	DVRPC	SECT 5307	2023	\$0.000
Preventive Maintenance-Bus	DVRPC	SECT 5337	2023	\$0.000

MPO	PHASE	FUND	Amounts in Millions of Dollars									
			FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
DVRPC	CAP	SECT 5307	39.451	26.545	40.791	45.153	63.261	65.309	67.398	69.528	71.701	73.918
NJTPA	CAP	SECT 5307	98.677	80.788	124.145	137.423	192.533	198.766	205.123	211.607	218.222	224.967
SJTPO	CAP	SECT 5307	23.992	8.079	12.415	13.742	19.253	19.877	20.512	21.161	21.822	22.497

FY 2024-2033 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
New Jersey Department of Transportation

(BEFORE)

Preventive Maintenance-Bus			
DBNUM:	T135	UPC:	MILEPOST(S):
COUNTY:	Various		
MUNICIPALITY:	Various		

Urbanized Area Formula Grants - 5307. This program provides funding for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

ASSET MANAGEMENT CATEGORY: Mass Transit Assets-Bus

SPONSOR: NJ TRANSIT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT):

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT: Various

STRUCTURE NO.:

<b>UNOBLIGATED PRIOR YEAR FUNDING</b>				
<i>Description</i>	<i>MPO</i>	<i>Fund</i>	<i>Year</i>	<i>Amount</i>
Preventive Maintenance-Bus	DVRPC	SECT 5307	2023	\$17.900
Preventive Maintenance-Bus	NJTPA	SECT 5307	2023	\$124.480
Preventive Maintenance-Bus	SJTPO	SECT 5307	2023	\$16.620
Preventive Maintenance-Bus	DVRPC	SECT 5337	2023	\$11.870

MPO	PHASE	FUND	Amounts in Millions of Dollars									
			FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
DVRPC	CAP	SECT 5307	24.222	26.545	40.791	45.153	63.261	65.309	67.398	69.528	71.701	73.918
NJTPA	CAP	SECT 5307	73.720	80.788	124.145	137.423	192.533	198.766	205.123	211.607	218.222	224.967
SJTPO	CAP	SECT 5307	7.372	8.079	12.415	13.742	19.253	19.877	20.512	21.161	21.822	22.497



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
PO Box 600  
Trenton, New Jersey 08625-0600

MPO: **Statewide**

PROJECT: **Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)**

DBNUM: T210

TRACK #: NJT-T210-1-M-2024

TYPE OF PROJECT CHANGE:

ACTION TAKEN: NJ TRANSIT is requesting an administrative modification to move prior year funds to current year FY2024 funds for the DVRPC area, this includes Section 5339 in the amount of \$8.725M Section STP-TE in the amount of \$0.920M. For the NJTPA area, Section 5337 in the amount of \$15.167M Section 5339 in the amount of \$15.354M STP-TE in the amount of \$2.800M CR-NY/NWK is the amount of \$27.307M. For the SJTPO area, this includes Section 5307 in the amount of \$7.401M Section 5337 in the amount of \$0.524M Section 5339 in the amount of \$1.964M and STP-TE in the amount of \$0.280M.

REASON FOR CHANGE:

Funds will support the Transit Enhancements Projects.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: Fiscal Constraint is Maintained

CONFORMITY:

PUBLIC INVOLVEMENT:

FY 2024-2033 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
New Jersey Department of Transportation

(AFTER)

TRACK #: NJT-T210-1-M-2024	REVISION #: 1	DATE: 2/27/24 10:09:18AM
PROJECT NAME: Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)		
DBNUM: T210	UPC:	MILEPOST(S):
COUNTY: Various		
MUNICIPALITY: Various		

Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities. Federal assistance was awarded for the U.S. Route 9 Bus Rapid Transit project in the amount of \$470,000. Funds are being funded with FHWA STP funds for the Newark Intermodal project in the amount of \$500,000.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

Per previous NJTPA Board Action, reflects the transfer of Carbon Reduction funds in the amount of \$27.306M to the Greenway and Transitway project.

In the FY24FY33 STIP, this funding will be obligated and managed as Sec 5307.

ASSET MANAGEMENT CATEGORY: Mass Transit Assets-Bus

SPONSOR: NJ TRANSIT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT):

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT: Various

STRUCTURE NO.:

<b>UNOBLIGATED PRIOR YEAR FUNDING</b>				
<i>Description</i>	<i>MPO</i>	<i>Fund</i>	<i>Year</i>	<i>Amount</i>
Transit Enhancements	DVRPC	SECT 5339	2023	\$0.000
Transit Enhancements	NJTPA	SECT 5337	2023	\$0.000
Transit Enhancements	SJTPO	SECT 5339	2023	\$0.000
Transit Enhancements	NJTPA	CR-NY/NWK	2023	\$0.000
Transit Enhancements	DVRPC	STP-TE	2023	\$0.000
Transit Enhancements	NJTPA	STP-TE	2023	\$0.000
Transit Enhancements	SJTPO	SECT 5307	2023	\$0.000
Transit Enhancements	SJTPO	STP-TE	2023	\$0.000
Transit Enhancements	NJTPA	SECT 5339	2023	\$0.000
Transit Enhancements	SJTPO	SECT 5337	2023	\$0.000
Transit Enhancements	NJTPA	CRRSAA-NY/NWK	2023	\$0.000
Transit Enhancements	DVRPC	SECT 5307	2023	\$0.000
Transit Enhancements	NJTPA	SECT 5307	2023	\$0.000



FY 2024-2033 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
New Jersey Department of Transportation

(BEFORE)

Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)				
DBNUM:	T210	UPC:	MILEPOST(S):	
COUNTY:	Various			
MUNICIPALITY:	Various			

Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities. Federal assistance was awarded for the U.S. Route 9 Bus Rapid Transit project in the amount of \$470,000. Funds are being funded with FHWA STP funds for the Newark Intermodal project in the amount of \$500,000.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

Per previous NJTPA Board Action, reflects the transfer of Carbon Reduction funds in the amount of \$27.306M to the Greenway and Transitway project.

In the FY24FY33 STIP, this funding will be obligated and managed as Sec 5307.

ASSET MANAGEMENT CATEGORY: Mass Transit Assets-Bus

SPONSOR: NJ TRANSIT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT):

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT: Various

STRUCTURE NO.:

<b><i>UNOBLIGATED PRIOR YEAR FUNDING</i></b>				
<b><i>Description</i></b>	<b><i>MPO</i></b>	<b><i>Fund</i></b>	<b><i>Year</i></b>	<b><i>Amount</i></b>
Transit Enhancements	SJTPO	SECT 5337	2023	\$0.520
Transit Enhancements	SJTPO	SECT 5339	2023	\$1.960
Transit Enhancements	NJTPA	CRRSAA-NY/NWK	2023	\$19.150
Transit Enhancements	NJTPA	CR-NY/NWK	2023	\$27.310
Transit Enhancements	DVRPC	SECT 5307	2023	\$0.000
Transit Enhancements	DVRPC	STP-TE	2023	\$0.920
Transit Enhancements	NJTPA	SECT 5307	2023	\$1.110
Transit Enhancements	NJTPA	STP-TE	2023	\$2.800
Transit Enhancements	SJTPO	SECT 5307	2023	\$7.400
Transit Enhancements	SJTPO	STP-TE	2023	\$0.280
Transit Enhancements	NJTPA	SECT 5337	2023	\$15.170
Transit Enhancements	DVRPC	SECT 5339	2023	\$8.730
Transit Enhancements	NJTPA	SECT 5339	2023	\$15.870

MPO	PHASE	FUND	Amounts in Millions of Dollars									
			FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
DVRPC	ERC	SECT 5307	0.186			0.881	0.881	0.881	0.881	0.881	0.881	0.881
DVRPC	ERC	SECT 5337	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293	0.293
DVRPC	ERC	STATE				0.958	11.495	26.644	22.379	22.550	22.551	22.360
NJTPA	ERC	SECT 5307	0.566			2.681	2.681	2.681	2.681	2.681	2.681	2.681
NJTPA	ERC	SECT 5337	4.645	4.645	4.645	4.645	4.645	4.645	4.645	4.645	4.645	4.645
NJTPA	ERC	STATE				2.916	34.984	81.090	68.110	68.631	68.632	68.052
SJTPO	ERC	SECT 5307	0.057			0.268	0.268	0.268	0.268	0.268	0.268	0.268
SJTPO	ERC	SECT 5337	0.062	0.062	0.062	0.062	0.062	0.062	0.062	0.062	0.062	0.062
SJTPO	ERC	STATE				0.292	3.498	8.109	6.811	6.863	6.863	6.805

# 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
<b>Atlantic City</b>												
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 will require additional funding to complete as single project in 2024. Will await potential redistribution funds in August to see if than can be accommodated. If it cannot be the project will be split to accommodate the second phase in 2025.												
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						Estimated 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. Still awaiting RAISE grant finalization.											
<b>Atlantic County</b>												
S2102	2024	STBGP-AC	California Avenue (CR 663), CR 651 to CR 585	CON	\$2.000							Anticipated Authorization FFY 2024
S2105	2024	STBGP-AC	Ohio Avenue (CR 630), CR 651 to CR 585	CON	\$1.000							Anticipated Authorization FFY 2024
99358	2018	TA-FLEX	Sooy Elementary School Area Sidewalk and ADA Ramp Improvements (Project Sponsor: Town of Hammonton)	FD	\$0.000	\$0.385						9/14/2023
	2018	SRTS		CON	\$0.502							Anticipated Authorization FFY 2024
Project selected for FY 2018 SRTS funding.												
99358	2022	SRTS	Pleasantville School Transportation Safety Project	CON	\$1.299							Anticipated Authorization FFY 2024
Project selected for FY 2022 SRTS funding. Project in PE phase as of 10/17/2022. LPA is waiting on HQ response on Design Assistance and LPA Eligibility. Email sent to HQ for a response with status update on 1/12/23. Follow up email sent 2/21/2023, no response yet. No change as of 10/24/23 still waiting on Design Assistance decision.												
X065	2023	OTHER	Ventnor Avenue Signal Synchronization Project (Project Sponsor: City of Ventnor)	DES	\$0.290							--
	2024	CMAQ		CON	\$1.350		4/20/2023	7/13/2023	3/1/2023	7/13/2023	8/21/2023	Not Authorized in FFY 2023, Anticipated Authorization FFY 2024
Project has been authorized and preconstruction meeting to be held in May.												
X107	2023	TA-AC	Cedar Creek/Egg Harbor Lake Pedestrian Connection (Project Sponsor: Egg Harbor City)	CON	\$0.723		7/17/2020	11/30/2020	11/14/2022			Anticipated Authorization FFY 2024
	Awaiting Pineland Permit, project will not go this year, updated to move to next year, authorization by 12/2023 has moved to some time in 2024 for Pinelands permit approval. Proposed design did not meet Pinelands stormwater standards. Consultant trying to resolve the issues.											
<b>Cape May County</b>												
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
	July authorization is questionable at this time.											
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
S2319	2024	CR-VILLAS	Cape May County Microtransit Feasibility Study	PLS	\$0.200		--	--	--	--		Anticipated Authorization FFY 2024
	NJDOT Local Aid is reviewing RFP before it is released by the county, due to delay in review, project unable to go this year, RFP will be released in October 2023.											
X107	2024	TA	Crook Horn Creek Nature Trail (Project Sponsor: Ocean City)	CON	\$0.580							Anticipated Authorization FFY 2024
	Kick-off meeting held 10/19/2023; LPA reached out for Design Assistance funding, awaiting response/guidance from Local Aid											

# Federal Fiscal Year 2024 Local Lead Project Status

DBNUM	FUNDING INFO		PROJECT NAME	PHASE	COST (millions)		CED		PS&E SUBMISSION		AUTHORIZATION REQUEST	
	YEAR	SOURCE			Programmed	Authorized	Submitted	Approved	Preliminary	Final	Submitted	Approved
<b>City of Vineland</b>												
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.												
<b>Cumberland County</b>												
S1403	2024	STBGP-B5K50K	Cumberland County Federal Road Program; FFY 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		HSIP	Cumberland County Pilot Roundabout (West Park Drive)	ROW								7/27/2021
	2025	HSIP		CON	\$1.035							Anticipated Authorization FFY 2025
Consultant (Amy Green) authorized for ROW "design services" 7/27/2021 with an agreement end date 9/20/2024; requires Minor Green Acres diversion. Expected CON authorization in FY 2025												
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
CED anticipated mid-May												
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						Anticipated Auth. 2025
	2020	TA-SA		CON	\$0.900							Anticipated Auth. 2026
PE-2024, FD-2025, Con. 2026												

# 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
<b>Salem County</b>												
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							Anticipated Authorization 7/25
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); <del>Parkintown Road (CR 644)</del>	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. CED was submitted to BEPR and is under review.												
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 May 3, 2024*

**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

<b>DBNUM</b>	<b>Program Name</b>
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 &gt;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



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**Date:** May 14, 2024  
**To:** SJTPO Policy Board  
**From:** SJTPO staff  
**Re:** Technical Program Update

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### *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](http://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.

In January and February, the project team introduced elected officials in each county of the plan and solicited their support. Four Steering Committee meetings have taken place in each county. Meeting 4 was held in January and focused on selecting initial hotspot location priorities, finalizing the LRSP goals, and ensuring the project meets SS4A requirements. Two (2) Focus Group meetings were held virtually in February, focusing on infrastructure and behavioral strategies to improve safety in all five emphasis areas. Steering Committee Meeting 5 in each county took place in March. Steering Committee 6 will take place later this month. Workshop 3 has been pushed back to June, but this will not affect the initial September 15<sup>th</sup> contract deadline.

The project has been scoped for an additional year of work. The extension will provide consultant support for project implementation to selected counties and/or municipalities. The scope is awaiting approval from NJDOT/FHWA. A Subcontract Amendment will be presented to TAC and Policy Board for Task Order Modification in the new few months.



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**Date:** May 14, 2024

**Re:** Technical Program Update

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## **SJTPO Regional Freight Plan** *ongoing*; William Schiavi

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

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

The draft deliverables for the Final Report and the Executive Summary have been produced and reviewed by SJTPO. Envision conducted a March FAC/TAC workshop that presented a summary of the Freight Plan, after which they made the drafts available for review by the FAC, participating TAC members, and other stakeholders. The draft ArcGIS Online StoryMap has also been undergoing an SJTPO review process. Final adjustments continue to be incorporated into the outstanding deliverables (Final Report, Executive Summary, and StoryMap). The review process will continue through May.

As of March 30, the project was approximately 95% complete and is expected to be completed, on time, in late May 2024.

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

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

The Maurice River Corridor Study is looking for 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, laying the groundwork for the future connectivity of Cumberland County into the larger South Jersey Trails and Circuit Trail networks. 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.

The Subcontract Agreement was fully executed with a Notice to Proceed effective March 31, 2023. The technical study kicked off the initial meeting on April 26<sup>th</sup> 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 27<sup>th</sup> a second Advisory Committee meeting was held followed by the 1<sup>st</sup> public meeting on November 2<sup>nd</sup>. Additionally, in September the project team released a public survey that closed on November 19<sup>th</sup>. The survey received 250 responses that have been analyzed by the project team.



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**Date:** May 14, 2024

**Re:** Technical Program Update

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A second and final public meeting was held on May 15<sup>th</sup> in person at the Cumberland County Extension Center, followed by a fourth and final Advisory Committee meeting on May 22<sup>nd</sup>. The project is in the final editing stages and will be released for the public in June.

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

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

The Regional Vulnerability Framework Study proposes to develop resiliency through innovative solutions to aid current and future infrastructure planning, construction, and design. This technical study will complete a systematic review of the region for weaknesses in its transportation infrastructure and is initially intended to provide a comprehensive framework for a future effort that will create a detailed Regional Vulnerability Assessment. Through the effort, the final deliverable has evolved.

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 12<sup>th</sup>. 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 has been completed identifying resilience issues, vulnerable assets, and next steps.

The second interagency meeting with stakeholders was held on December 6<sup>th</sup> 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. A TAC workshop was held on February 22, 2024, to discuss final products and deliverables, which led to a change in the initial deliverable contemplated at the onset of this technical study.

The project is well on its way to completion. On April 24<sup>th</sup> a second public meeting was held, introducing the public to the project team's findings. An interagency meeting was held on May 8<sup>th</sup> to discuss final findings and garner any final feedback from the team. The project is approximately 90% 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.



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**Date:** May 14, 2024

**Re:** Technical Program Update

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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<sup>th</sup>.

On April 24, 2024, the consultant released a draft of the final report. SJTPO has provided comments which have been shared with the consultant. The project is approximately 80% 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 7<sup>th</sup>. A preliminary set of population, and employment projections by county and municipality along with accompanying technical memoranda, was sent to the TAC on February 6, 2024. Feedback and development data was received from Atlantic and Cape May Counties, which was incorporated into the projections. A revised set of projections (incorporating feedback from the TAC) was sent to the TAC on April 1<sup>st</sup>.

RLS Demographics convened a virtual workshop on April 8<sup>th</sup>, in which the methodology was described, and questions addressed. Outstanding questions and/or comments were requested by April 22<sup>nd</sup>. While there were some additional comments, they did not result in any changes to the demographic projections.

At their May 13<sup>th</sup> meeting, the Technical Advisory Committee unanimously approved the recommendation to the Policy Board for endorsement of the SJTPO Demographic Projections for the RTP 2050 update. These demographic projections will serve as the “latest planning assumptions” for the update of the RTP and beyond.

The project is approximately 60% complete.

## **Local Safety Program Design Assistance *ongoing*; ~~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)*

This technical effort will assist subregional partners in preparing construction plans, specifications, and estimates (PS&E) for safety improvement projects selected under SJTPO’s Local Safety Program. 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, including:

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



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**Date:** May 14, 2024

**Re:** Technical Program Update

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- High Street Pedestrian Safety Improvements (City of Millville)
- 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 15<sup>th</sup>. The initial task orders authorized funds for Preliminary Engineering Design services and will be modified to add funds to Final Design services upon completion of each Preliminary Engineering Design phase of work.

A SharePoint site has been established to easily share important project information and documents. A recurring monthly status meeting with the key stakeholders to keep them informed on the ongoings of the project and discuss upcoming tasks or potential issues that arise. Survey and base mapping for East Avenue has been completed which allows for preliminary engineering to commence. A field visit of the East Avenue is scheduled for May 17<sup>th</sup>.

**Air Quality Technical Assistance** *recently started*; David Heller

*AECOM Technical Services, Inc., with Sobers Consulting, LLC. (DBE)*

SJTPO soliciting proposals from qualified firms, or groups of firms, to perform a new regional emissions analysis for the SJTPO Federal Fiscal Year (FFY) 2024-2033 Transportation Improvement Program (TIP) and the forthcoming update to the Regional Transportation Plan 2050 (RTP update). The next RTP is scheduled for adoption in January 2025. This work is included as a two-year study in the SJTPO FY 2024 Unified Planning Work Program, identified as Task 24/406 with a budget of \$45,000. An RFP was released on January 23, 2024.

A Notice to Proceed was issued April 8, 2024. A kick-off meeting was held on Wednesday, May 8<sup>th</sup>.

**Regional Pavement Condition Data Collection** *consultant selection pending*;  
William Schiavi

SJTPO is soliciting proposals from qualified firms, or groups of firms, to collect, process, and map pavement condition data on 2,100 miles of roadway to minimally include all county-owned roadways in the region and municipal roadways in Atlantic City and the City of Vineland. As an additional by-product of right-of-way imagery collection, it is desirable to inventory other assets in the region, which may include roadway cross slope, guide rails, inlets, and manholes, among other point or line data. This work is included as a two-year study in the SJTPO Draft FY 2025 UPWP, identified as Task 25/401.

An RFP was released on February 15, 2024, with proposals received on March 21st. Interviews were conducted the week of April 15<sup>th</sup>. SJTPO has contacted the top-ranked firm, initiating negotiations related to revisions to the scope of work and associated cost estimate.

At their May 13<sup>th</sup> meeting, the Technical Advisory Committee unanimously approved the recommendation to the Policy Board for the selection of Micheal Baker International, Inc. in association with TechniQuest Corporation as the SBE/DBE firm. A project kick-off is anticipated to be in early July, with the start of the state fiscal year.



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**Date:** May 14, 2024

**Re:** Technical Program Update

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## ***Other Technical Program Efforts***

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

This effort will build upon these activities and advance many of the steps identified in the South Jersey Trails Communication Plan including the development of a Regional Active Transportation Committee to guide many activities and identify a visionary trails network. 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 and develop a Level of Traffic Stress on each roadway. All work would be evaluated, and recommendations developed based on equity analyses of the region and lay the groundwork for a unified bicycle and pedestrian count program.

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

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

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

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

### **Automated Traffic Signal Performance Feasibility and Deployment *ongoing;***

~~Taylor Waymire~~ Kent Schellinger/Jennifer Marandino

After 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 was utilized by SJTPO and our subregional partners to analyze traffic signal metrics at select signalized intersections within the SJTPO region. An initial purchase with access to Signal Analytics (for 88 signalized intersections) was made in 2022 (contract period 3/1/2022 to 2/2/2023) with a second-year purchase and access to the data through February 28, 2024.



**Date:** May 14, 2024

**Re:** Technical Program Update

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Informally, INRIX (and the University of Maryland) have extended SJTPO's data access through the end of this calendar year. No formal extension of the contract has yet been initiated. To help with congestion management planning efforts, SJTPO staff is considering purchasing an additional two years' worth of access to the Signal Analytics data for the 88 intersections is approximately \$38,000 each year. The current proposal is to keep the total number of signals at 88, but SJTPO would be amendable to discussions on reducing the number of signals. The 88 signals in the SJTPO region complements to upcoming purchase by NJDOT for 50 traffic signals total in the State (approximately 15 in the South region).

Rowan University and NJDOT Division of Traffic Engineering have been provided access to the SJTPO data for their research and analysis.

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

### **ITEM 2405-10: Adopting the SJTPO Public Involvement Plan (PIP)**

#### **PROPOSAL**

At its May 13, 2024, meeting, the SJTPO Technical Advisory Committee (TAC) recommended that the Policy Board adopt the SJTPO Public Involvement Plan (PIP).

#### **BACKGROUND**

This Public Involvement Plan (PIP) is an update to the current PIP adopted in September 2023. The PIP outlines the federal requirements and best practices SJTPO will follow to ensure all planning documents and programs maximize the involvement of the public.

This latest PIP better clarifies SJTPO's public outreach process and reflects modifications to SJTPO's best practices for incentivizing public outreach based on updated guidance from SJTPO's federal partners. Changes to the public meeting requirements associated with the Congestion Management Process (CMP) were also identified in this 2024 version of the PIP. Additionally, the list of libraries where specific documents are sent for in-library viewing was refined to include at least one library per county.

The PIP was released for a 45-day public comment period, from Tuesday, March 12, 2024, to Friday, April 26, 2024, which meets the required minimum 45-day public comment period. A hybrid (in-person and virtual) public meeting was held on the evening of Wednesday, April 10, 2024. The recording can be found on SJTPO's [YouTube channel](#).

Given that no comments were received before or after the public meeting, SJTPO created an online survey to understand better how it could strengthen its public outreach efforts. The 11-question survey was available from Friday, April 12, 2024, through Friday, April 26, 2024. The questions and responses from participants can be found in Appendix H of the PIP.

The PIP can be found on the SJTPO website at [www.sjtpo.org/PIP](http://www.sjtpo.org/PIP). The PIP webpage also includes information on what SJTPO will do to ensure a meaningful, proactive public involvement process is met, as well as lists SJTPO's Core and Vital Documents and the Accessibility Brochure.

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

### **RESOLUTION 2405-10: Adopting the SJTPO Public Involvement Plan (PIP)**

**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, SJTPO is responsible for the development and implementation of a plan that describes its public involvement process and how it involves the public in SJTPO's various planning documents and programs; and**

**WHEREAS, SJTPO's current Public Involvement Plan was adopted on September 25, 2023; and**

**WHEREAS, the Federal Planning Regulations require that the Public Involvement Plan be reviewed periodically to ensure its effectiveness; and**

**WHEREAS, the Public Involvement Plan was updated to better clarify SJTPO's public outreach process and reflect modifications to its best practices for incentivizing public outreach based on updated guidance from federal partners; and**

**WHEREAS, the latest version of the Public Involvement Plan identifies a change to the public meeting requirements associated with the Congestion Management Process; and**

**WHEREAS, the list of libraries where specific documents are sent for in-library viewing was refined to include at least one library per county; and**

**WHEREAS, a 45-day public comment period was held from March 12, 2024, to April 26, 2024, meeting the required minimum 45-day public comment period associated with the Public Involvement Plan; and**

**WHEREAS, a hybrid (in-person and virtual) public meeting was held on April 10, 2024 with light refreshments offered to attendees participating in person in appreciation of their commitment to the transportation planning process and in recognition of the public meeting overlapping with dinner; and**

**WHEREAS, members of the public, including members of disadvantaged communities, affected public agencies, private transportation providers, and all interested parties have had the opportunity to participate and have their views considered in the development of the revisions to the SJTPO Public Involvement Plan; and**

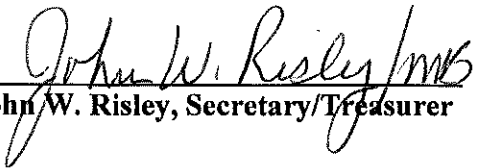
**WHEREAS, SJTPO created an online survey to understand better how it could strengthen its public outreach efforts given that no comments were received before or after the public meeting.**

**NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby adopts the SJTPO Public Involvement Plan.**

**BE IT, FURTHER RESOLVED, that the Policy Board authorizes the Executive Director to review and approve subsequent changes to the Public Involvement Plan, as needed, to adhere to federal guidance, and to implement the Public Involvement Plan accordingly.**

**Certification**

**I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting on May 28, 2024.**

  
**John W. Risley, Secretary/Treasurer**

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

### **ITEM 2405-11: Endorsing the Demographic Projections for the SJTPO 2050 Regional Transportation Plan Update**

#### **PROPOSAL**

At its May 13, 2024, meeting, the SJTPO Technical Advisory Committee (TAC) recommended that the Policy Board endorse the demographic projects, including estimates related to population, households, and employment forecasts as the official forecasts for the SJTPO region for SJTPO's Regional Transportation Plan (RTP) 2050 update.

#### **BACKGROUND**

A regional demographic forecast is needed to accurately portray existing and future population, households, and employment data. This data is necessary to maintain the South Jersey Travel Demand Model and for updating the Regional Transportation Plan.

As part of the FY 2023 Unified Planning Work Program, the SJTPO funded an analysis and report to provide population, households, and employment forecasts out to the year 2060. RLS Demographics, Inc., along with Public Signals, LLC, and Camoin Associates was the successful bidder. The consultant contract was approved by the Policy Board at its meeting of July 24, 2023.

The consultant team met with and coordinated with SJTPO staff regularly and conducted a workshop to the TAC on April 8, 2024. The final version of the 2060 demographic forecasts was transmitted to the TAC at their May 13, 2024, meeting. Following this meeting, the consultant team identified a small error in the calculation of household population and submitted a slightly revised set of demographic forecasts which are attached herein.

In summary, in the initial demographic forecast sent to the TAC, the "Population in Households" was limited to the population ages 15 and over, and as such, was slightly undercounted. The consultant rectified this error, using numbers from Census Table PCT13 as the 2020 base year, and then using the same methodology projecting forward.

These revisions did not result in a change to the population, households, or employment forecasts, which represent the fundamental components of these forecasts and main inputs into the South Jersey Travel Demand Model. The data correction ONLY affected the household population and the average household size results.



thousands	2040					2045					2050					2055					2060				
	TOTAL	Industrial	Retail	Office	Other	TOTAL	Industrial	Retail	Office	Other	TOTAL	Industrial	Retail	Office	Other	TOTAL	Industrial	Retail	Office	Other	TOTAL	Industrial	Retail	Office	Other
<b>Atlantic</b>	<b>181.4</b>	<b>22.7</b>	<b>45.1</b>	<b>92.4</b>	<b>21.2</b>	<b>183.3</b>	<b>23.4</b>	<b>43.8</b>	<b>94.3</b>	<b>21.8</b>	<b>185.1</b>	<b>24.1</b>	<b>42.4</b>	<b>96.2</b>	<b>22.4</b>	<b>187.0</b>	<b>24.8</b>	<b>41.1</b>	<b>98.1</b>	<b>23.0</b>	<b>188.9</b>	<b>25.5</b>	<b>39.7</b>	<b>100.1</b>	<b>23.6</b>
Absecon city	4.5	0.2	1.1	2.8	0.4	4.6	0.2	1.1	2.8	0.4	4.6	0.2	1.0	2.9	0.4	4.6	0.2	1.0	2.9	0.5	4.7	0.2	1.0	3.0	0.5
Atlantic City city	50.8	2.3	24.5	20.6	3.3	50.7	2.4	23.8	21.0	3.4	50.5	2.5	23.0	21.4	3.5	50.4	2.6	22.3	21.9	3.6	50.2	2.6	21.6	22.3	3.7
Brigantine city	2.2	0.2	0.6	1.1	0.3	2.2	0.2	0.6	1.1	0.3	2.3	0.2	0.6	1.2	0.3	2.3	0.2	0.6	1.2	0.3	2.3	0.2	0.5	1.2	0.3
Buena borough	1.2	0.6	0.2	0.3	0.2	1.3	0.6	0.2	0.3	0.2	1.3	0.6	0.2	0.3	0.2	1.3	0.6	0.2	0.3	0.2	1.3	0.6	0.2	0.3	0.2
Buena Vista township	3.0	1.6	0.2	0.5	0.6	3.0	1.6	0.2	0.5	0.6	3.1	1.7	0.2	0.6	0.7	3.2	1.7	0.2	0.6	0.7	3.3	1.8	0.2	0.6	0.7
Corbin City city	1.0	0.4	0.1	0.4	0.1	1.0	0.4	0.1	0.4	0.2	1.1	0.4	0.1	0.5	0.2	1.1	0.4	0.1	0.5	0.2	1.1	0.4	0.1	0.5	0.2
Egg Harbor City city	2.8	0.5	0.4	1.3	0.6	2.8	0.5	0.4	1.3	0.6	2.9	0.5	0.4	1.3	0.7	2.9	0.5	0.4	1.3	0.7	3.0	0.5	0.4	1.4	0.7
Egg Harbor township	31.7	5.5	4.8	18.2	3.2	32.2	5.7	4.6	18.6	3.3	32.7	5.9	4.5	18.9	3.4	33.2	6.0	4.3	19.3	3.5	33.7	6.2	4.2	19.7	3.6
Estell Manor city	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Folsom borough	1.8	0.9	0.1	0.6	0.1	1.8	1.0	0.1	0.6	0.1	1.9	1.0	0.1	0.6	0.1	1.9	1.0	0.1	0.6	0.1	2.0	1.1	0.1	0.6	0.2
Galloway township	20.1	2.4	2.2	13.0	2.5	20.5	2.4	2.1	13.3	2.6	20.8	2.5	2.0	13.6	2.7	21.2	2.6	2.0	13.8	2.8	21.5	2.7	1.9	14.1	2.8
Hamilton township	14.0	1.8	3.5	5.7	3.1	14.2	1.8	3.4	5.8	3.2	14.3	1.9	3.3	5.9	3.2	14.5	1.9	3.2	6.0	3.3	14.6	2.0	3.1	6.2	3.4
Hammonton town	11.8	2.4	1.8	5.1	2.4	11.9	2.5	1.8	5.2	2.4	12.1	2.6	1.7	5.3	2.5	12.3	2.6	1.7	5.5	2.6	12.5	2.7	1.6	5.6	2.6
Linwood city	4.3	0.4	0.2	3.1	0.6	4.3	0.4	0.2	3.2	0.6	4.4	0.4	0.2	3.3	0.6	4.5	0.4	0.2	3.3	0.6	4.6	0.4	0.2	3.4	0.7
Longport borough	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Margate City city	2.8	0.2	0.8	1.5	0.3	2.9	0.2	0.8	1.6	0.3	2.9	0.2	0.8	1.6	0.3	2.9	0.2	0.8	1.6	0.3	2.9	0.2	0.7	1.7	0.4
Mullica township	1.4	0.6	0.1	0.4	0.2	1.4	0.7	0.1	0.4	0.3	1.4	0.7	0.1	0.4	0.3	1.5	0.7	0.1	0.4	0.3	1.5	0.7	0.1	0.5	0.3
Northfield city	6.9	0.5	0.7	4.9	0.8	7.0	0.5	0.7	5.0	0.8	7.1	0.5	0.7	5.1	0.8	7.2	0.6	0.7	5.2	0.8	7.4	0.6	0.6	5.3	0.9
Pleasantville city	9.6	1.6	1.0	5.7	1.3	9.8	1.6	1.0	5.8	1.3	9.9	1.7	1.0	5.9	1.4	10.1	1.7	0.9	6.0	1.4	10.3	1.8	0.9	6.1	1.4
Port Republic city	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Somers Point city	9.6	0.5	2.3	6.2	0.7	9.7	0.5	2.2	6.3	0.7	9.8	0.5	2.2	6.4	0.7	9.9	0.5	2.1	6.6	0.7	10.0	0.5	2.0	6.7	0.7
Ventnor City city	2.0	0.2	0.5	0.9	0.4	2.0	0.2	0.5	1.0	0.4	2.0	0.2	0.4	1.0	0.4	2.0	0.2	0.4	1.0	0.4	2.1	0.2	0.4	1.0	0.4
Weymouth township	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

thousands	2040					2045					2050					2055					2060				
	TOTAL	Industrial	Retail	Office	Other	TOTAL	Industrial	Retail	Office	Other	TOTAL	Industrial	Retail	Office	Other	TOTAL	Industrial	Retail	Office	Other	TOTAL	Industrial	Retail	Office	Other
<b>Cape May</b>	<b>69.0</b>	<b>8.2</b>	<b>18.8</b>	<b>34.1</b>	<b>7.9</b>	<b>69.8</b>	<b>8.3</b>	<b>18.8</b>	<b>34.8</b>	<b>7.9</b>	<b>70.8</b>	<b>8.4</b>	<b>18.8</b>	<b>35.6</b>	<b>8.0</b>	<b>71.8</b>	<b>8.6</b>	<b>18.9</b>	<b>36.3</b>	<b>8.0</b>	<b>72.7</b>	<b>8.7</b>	<b>18.9</b>	<b>37.1</b>	<b>8.0</b>
Avalon borough	1.9	0.1	0.6	1.0	0.1	2.0	0.1	0.6	1.0	0.1	2.0	0.1	0.6	1.1	0.1	2.0	0.1	0.6	1.1	0.1	2.0	0.1	0.6	1.1	0.1
Cape May city	4.0	0.1	2.8	0.7	0.3	4.0	0.1	2.8	0.7	0.3	4.0	0.1	2.8	0.7	0.3	4.0	0.1	2.8	0.7	0.3	4.0	0.1	2.8	0.7	0.3
Cape May Point borough	1.3	0.2	0.7	0.2	0.2	1.3	0.2	0.7	0.2	0.2	1.3	0.2	0.7	0.2	0.2	1.3	0.2	0.7	0.2	0.2	1.3	0.2	0.7	0.2	0.2
Dennis township	3.7	1.2	0.6	1.4	0.4	3.8	1.2	0.6	1.5	0.4	3.8	1.2	0.6	1.5	0.4	3.9	1.3	0.6	1.5	0.4	3.9	1.3	0.6	1.5	0.4
Lower township	8.6	1.6	1.9	3.4	1.7	8.7	1.6	1.9	3.5	1.7	8.8	1.7	1.9	3.6	1.7	9.0	1.7	1.9	3.6	1.7	9.1	1.7	1.9	3.7	1.7
Middle township	21.8	1.8	4.1	13.8	2.0	22.1	1.9	4.1	14.1	2.0	22.4	1.9	4.1	14.4	2.1	22.8	1.9	4.1	14.7	2.1	23.1	1.9	4.1	15.0	2.1
North Wildwood city	2.0	0.1	0.7	0.8	0.3	2.0	0.1	0.7	0.9	0.3	2.0	0.1	0.7	0.9	0.3	2.0	0.1	0.7	0.9	0.3	2.1	0.1	0.7	0.9	0.3
Ocean City city	9.6	0.8	2.4	5.5	1.0	9.7	0.8	2.4	5.6	1.0	9.9	0.8	2.4	5.7	1.0	10.0	0.8	2.4	5.9	1.0	10.2	0.8	2.4	6.0	1.0
Sea Isle City city	2.1	0.3	0.6	1.0	0.1	2.1	0.3	0.6	1.0	0.1	2.1	0.3	0.6	1.0	0.1	2.1	0.3	0.6	1.1	0.1	2.2	0.4	0.6	1.1	0.1
Stone Harbor borough	1.6	0.1	0.7	0.7	0.1	1.7	0.1	0.7	0.7	0.1	1.7	0.1	0.7	0.7	0.1	1.7	0.1	0.7	0.7	0.1	1.7	0.1	0.7	0.7	0.1
Upper township	5.7	1.0	1.5	2.4	0.8	5.8	1.1	1.5	2.4	0.8	5.9	1.1	1.5	2.5	0.8	5.9	1.1	1.5	2.5	0.8	6.0	1.1	1.5	2.6	0.8
West Cape May borough	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
West Wildwood borough	2.4	0.1	0.8	1.0	0.5	2.4	0.1	0.8	1.0	0.5	2.4	0.1	0.8	1.0	0.5	2.4	0.1	0.8	1.0	0.5	2.5	0.1	0.8	1.1	0.5
Wildwood city	1.9	0.2	0.7	1.0	0.1	1.9	0.2	0.7	1.0	0.1	1.9	0.2	0.7	1.0	0.1	2.0	0.2	0.7	1.0	0.1	2.0	0.2	0.7	1.1	0.1
Wildwood Crest borough	1.2	0.1	0.2	0.7	0.2	1.2	0.1	0.2	0.7	0.2	1.2	0.1	0.2	0.7	0.2	1.2	0.1	0.2	0.7	0.2	1.2	0.1	0.2	0.7	0.2
Woodbine borough	1.3	0.4	0.3	0.6	0.1	1.3	0.4	0.3	0.6	0.1	1.3	0.4	0.3	0.6	0.1	1.4	0.4	0.3	0.6	0.1	1.4	0.4	0.3	0.6	0.1

thousands	2040					2045					2050					2055					2060				
	TOTAL	Industrial	Retail	Office	Other	TOTAL	Industrial	Retail	Office	Other	TOTAL	Industrial	Retail	Office	Other	TOTAL	Industrial	Retail	Office	Other	TOTAL	Industrial	Retail	Office	Other
<b>Cumberland</b>	<b>81.8</b>	<b>18.1</b>	<b>11.6</b>	<b>39.2</b>	<b>12.9</b>	<b>82.2</b>	<b>18.2</b>	<b>11.4</b>	<b>39.6</b>	<b>13.0</b>	<b>82.6</b>	<b>18.2</b>	<b>11.3</b>	<b>40.0</b>	<b>13.1</b>	<b>82.9</b>	<b>18.3</b>	<b>11.0</b>	<b>40.4</b>	<b>13.2</b>	<b>83.4</b>	<b>18.4</b>	<b>10.8</b>	<b>40.9</b>	<b>13.3</b>
Bridgeton city	9.8	1.6	1.2	5.7	1.3	9.9	1.6	1.2	5.8	1.3	9.9	1.6	1.2	5.8	1.3	10.0	1.7	1.1	5.9	1.3	10.0	1.7	1.1	6.0	1.3
Commercial township	0.6	0.1	0.0	0.1	0.3	0.6	0.1	0.0	0.1	0.3	0.6	0.1	0.0	0.1	0.3	0.6	0.1	0.0	0.1	0.3	0.6	0.1	0.0	0.1	0.3
Deerfield township	1.7	0.3	0.1	0.7	0.7	1.7	0.3	0.1	0.7	0.7	1.8	0.3	0.1	0.7	0.7	1.8	0.3	0.1	0.7	0.7	1.8	0.3	0.1	0.7	0.7
Downe township	0.2	0.1	0.0	0.1	0.0	0.2	0.1	0.0	0.1																

**SJT(PO, Population and Household Projections, 2020-2060**

	Population										Households (Occupied Housing Units)									
	2020	2025	2030	2035	2040	2045	2050	2055	2060	2020	2025	2030	2035	2040	2045	2050	2055	2060		
<b>Total SJTPO Region</b>	<b>588.8</b>	<b>594.6</b>	<b>602.5</b>	<b>604.9</b>	<b>601.3</b>	<b>592.8</b>	<b>580.7</b>	<b>568.0</b>	<b>557.1</b>	<b>235.5</b>	<b>243.8</b>	<b>252.7</b>	<b>257.7</b>	<b>258.3</b>	<b>254.9</b>	<b>249.7</b>	<b>244.3</b>	<b>240.2</b>		
Atlantic	274.5	279.9	285.7	288.0	286.8	283.0	277.0	270.8	266.0	108.4	113.5	118.7	121.5	121.9	120.5	117.9	115.2	113.4		
Cape May	95.3	96.1	96.7	96.2	94.7	92.3	89.5	87.0	85.1	44.1	45.3	46.4	46.7	46.1	44.6	42.9	41.4	40.5		
Cumberland	154.2	153.2	154.5	155.2	154.7	152.8	149.9	146.3	142.2	57.8	59.3	61.5	63.2	64.0	63.7	62.9	61.9	60.6		
Salem	64.8	65.4	65.6	65.5	65.0	64.7	64.3	64.0	63.7	25.2	25.7	26.1	26.3	26.2	26.2	26.0	25.8	25.7		
<i>thousands</i>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>	<b>2040</b>	<b>2045</b>	<b>2050</b>	<b>2055</b>	<b>2060</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>	<b>2040</b>	<b>2045</b>	<b>2050</b>	<b>2055</b>	<b>2060</b>		
<b>Atlantic</b>	<b>274.5</b>	<b>279.9</b>	<b>285.7</b>	<b>288.0</b>	<b>286.8</b>	<b>283.0</b>	<b>277.0</b>	<b>270.8</b>	<b>266.0</b>	<b>108.4</b>	<b>113.5</b>	<b>118.7</b>	<b>121.5</b>	<b>121.9</b>	<b>120.5</b>	<b>117.9</b>	<b>115.2</b>	<b>113.4</b>		
Absecon city	8.6	8.8	8.9	9.0	9.0	8.9	8.7	8.5	8.3	3.7	3.8	4.0	4.1	4.1	4.1	4.0	3.9	3.8		
Atlantic City city	38.8	39.6	40.4	40.8	40.6	40.0	39.2	38.3	37.6	16.1	16.9	17.6	18.1	18.1	17.9	17.5	17.1	16.9		
Brigantine city	7.8	8.0	8.1	8.2	8.2	8.1	7.9	7.7	7.6	3.9	4.0	4.2	4.3	4.3	4.3	4.2	4.1	4.0		
Buena borough	4.4	4.5	4.5	4.6	4.6	4.5	4.4	4.3	4.2	1.8	1.9	2.0	2.0	2.0	2.0	2.0	1.9	1.9		
Buena Vista township	6.5	6.6	6.7	6.8	6.7	6.7	6.5	6.4	6.3	2.8	2.9	3.1	3.1	3.1	3.1	3.0	3.0	2.9		
Corbin City city	0.4	0.4	0.5	0.5	0.5	0.5	0.4	0.4	0.4	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2		
Egg Harbor City city	49.4	50.4	51.4	51.8	51.6	50.9	49.9	48.7	47.9	17.3	18.1	19.0	19.4	19.5	19.3	18.8	18.4	18.1		
Egg Harbor township	4.3	4.4	4.5	4.5	4.5	4.4	4.3	4.2	4.2	1.7	1.8	1.9	1.9	2.0	1.9	1.9	1.8	1.8		
Estell Manor city	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.5	1.5	0.6	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7		
Folsom borough	1.7	1.7	1.8	1.8	1.8	1.8	1.7	1.7	1.6	0.7	0.7	0.7	0.8	0.8	0.8	0.7	0.7	0.7		
Galloway township	37.9	38.7	39.5	39.8	39.6	39.1	38.3	37.4	36.8	13.9	14.5	15.2	15.6	15.6	15.4	15.1	14.8	14.5		
Hamilton township	28.4	28.9	29.5	29.8	29.7	29.3	28.6	28.0	27.5	10.6	11.1	11.6	11.9	12.0	11.8	11.6	11.3	11.1		
Hammonton town	14.8	15.1	15.4	15.5	15.4	15.2	14.9	14.6	14.3	5.5	5.8	6.1	6.2	6.2	6.2	6.0	5.9	5.8		
Linwood city	6.8	7.0	7.1	7.2	7.1	7.0	6.9	6.7	6.6	2.7	2.8	2.9	3.0	3.0	3.0	2.9	2.9	2.8		
Longport borough	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		
Margate City city	5.7	5.8	5.9	5.9	5.9	5.8	5.7	5.6	5.5	2.7	2.8	2.9	3.0	3.0	3.0	2.9	2.9	2.8		
Mullica township	5.5	5.7	5.8	5.8	5.8	5.7	5.6	5.5	5.4	2.2	2.3	2.4	2.5	2.5	2.5	2.4	2.4	2.3		
Northfield city	8.5	8.6	8.8	8.9	8.8	8.7	8.5	8.3	8.2	3.2	3.3	3.5	3.5	3.6	3.5	3.4	3.4	3.3		
Pleasantville city	19.8	20.2	20.6	20.7	20.7	20.4	19.9	19.5	19.2	7.4	7.7	8.1	8.3	8.3	8.2	8.0	7.8	7.7		
Port Republic city	1.0	1.1	1.1	1.1	1.1	1.1	1.1	1.0	1.0	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.4	0.4		
Somers Point city	10.1	10.3	10.5	10.6	10.6	10.4	10.2	10.0	9.8	4.9	5.2	5.4	5.5	5.5	5.5	5.3	5.2	5.1		
Ventnor City city	9.3	9.5	9.7	9.8	9.8	9.6	9.4	9.2	9.0	4.4	4.6	4.8	4.9	4.9	4.8	4.7	4.6	4.6		
Weymouth township	2.4	2.5	2.5	2.5	2.5	2.5	2.4	2.4	2.3	1.2	1.3	1.3	1.4	1.4	1.4	1.3	1.3	1.3		
<i>thousands</i>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>	<b>2040</b>	<b>2045</b>	<b>2050</b>	<b>2055</b>	<b>2060</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>	<b>2040</b>	<b>2045</b>	<b>2050</b>	<b>2055</b>	<b>2060</b>		
<b>Cape May</b>	<b>95.3</b>	<b>96.1</b>	<b>96.7</b>	<b>96.2</b>	<b>94.7</b>	<b>92.3</b>	<b>89.5</b>	<b>87.0</b>	<b>85.1</b>	<b>44.1</b>	<b>45.3</b>	<b>46.4</b>	<b>46.7</b>	<b>46.1</b>	<b>44.6</b>	<b>42.9</b>	<b>41.4</b>	<b>40.5</b>		
Avalon borough	1.3	1.3	1.3	1.3	1.3	1.2	1.2	1.2	1.1	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.6	0.6		
Cape May city	2.7	2.7	2.7	2.7	2.7	2.6	2.5	2.4	2.4	1.5	1.5	1.6	1.6	1.6	1.5	1.4	1.4	1.4		
Cape May Point borough	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2		
Dennis township	6.3	6.3	6.4	6.3	6.2	6.1	5.9	5.7	5.6	2.5	2.6	2.7	2.7	2.7	2.6	2.5	2.4	2.3		
Lower township	21.8	22.0	22.1	22.0	21.7	21.1	20.5	19.9	19.5	10.2	10.4	10.7	10.8	10.6	10.3	9.9	9.5	9.3		
Middle township	20.5	20.7	20.8	20.7	20.4	19.8	19.3	18.7	18.3	8.7	9.0	9.2	9.2	9.1	8.8	8.5	8.2	8.0		
North Wildwood city	3.6	3.6	3.6	3.6	3.6	3.5	3.4	3.3	3.2	2.1	2.1	2.2	2.2	2.2	2.1	2.0	1.9	1.9		
Ocean City city	11.4	11.5	11.6	11.5	11.4	11.1	10.7	10.4	10.2	5.9	6.0	6.2	6.2	6.1	5.9	5.7	5.5	5.4		
Sea Isle City city	2.1	2.1	2.2	2.1	2.1	2.1	2.0	1.9	1.9	1.2	1.2	1.2	1.2	1.2	1.2	1.1	1.1	1.1		
Stone Harbor borough	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.7	0.7	0.4	0.4	0.5	0.5	0.5	0.4	0.4	0.4	0.4		
Upper township	12.5	12.6	12.7	12.7	12.5	12.2	11.8	11.5	11.2	5.2	5.3	5.4	5.5	5.4	5.2	5.0	4.9	4.8		
West Cape May borough	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.9	0.9	0.5	0.6	0.6	0.6	0.6	0.5	0.5	0.5	0.5		
West Wildwood borough	0.6	0.6	0.6	0.6	0.6	0.5	0.5	0.5	0.5	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3		
Wildwood city	5.2	5.2	5.2	5.2	5.1	5.0	4.9	4.7	4.6	2.5	2.5	2.6	2.6	2.6	2.5	2.4	2.3	2.3		
Wildwood Crest borough	3.1	3.2	3.2	3.2	3.1	3.0	3.0	2.9	2.8	1.6	1.6	1.7	1.7	1.7	1.6	1.5	1.5	1.5		
Woodbine borough	2.1	2.1	2.1	2.1	2.1	2.0	2.0	1.9	1.9	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.7	0.7		

	Population										Households (Occupied Housing Units)									
	2020	2025	2030	2035	2040	2045	2050	2055	2060	2020	2025	2030	2035	2040	2045	2050	2055	2060		
<i>thousands</i>	2020	2025	2030	2035	2040	2045	2050	2055	2060	2020	2025	2030	2035	2040	2045	2050	2055	2060		
<b>Cumberland</b>	<b>154.2</b>	<b>153.2</b>	<b>154.5</b>	<b>155.2</b>	<b>154.7</b>	<b>152.8</b>	<b>149.9</b>	<b>146.3</b>	<b>142.2</b>	<b>57.8</b>	<b>59.3</b>	<b>61.5</b>	<b>63.2</b>	<b>64.0</b>	<b>63.7</b>	<b>62.9</b>	<b>61.9</b>	<b>60.6</b>		
Bridgeton city	27.1	26.9	27.2	27.3	27.2	26.9	26.4	25.7	25.0	7.3	7.5	7.8	8.0	8.1	8.0	7.9	7.8	7.6		
Commercial township	4.4	4.4	4.4	4.5	4.4	4.4	4.3	4.2	4.1	1.9	2.0	2.1	2.1	2.2	2.1	2.1	2.1	2.0		
Deerfield township	3.1	3.1	3.1	3.1	3.1	3.1	3.0	2.9	2.9	1.2	1.2	1.3	1.3	1.3	1.3	1.3	1.3	1.3		
Downe township	1.3	1.3	1.3	1.3	1.3	1.3	1.2	1.2	1.2	0.6	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7		
Fairfield township	5.4	5.4	5.4	5.4	5.4	5.3	5.2	5.1	5.0	1.9	2.0	2.1	2.1	2.1	2.1	2.1	2.1	2.0		
Greenwich township	0.8	0.8	0.8	0.8	0.8	0.7	0.7	0.7	0.7	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4		
Hopewell township	4.3	4.3	4.3	4.3	4.3	4.3	4.2	4.1	4.0	1.8	1.9	1.9	2.0	2.0	2.0	2.0	1.9	1.9		
Lawrence township	3.0	3.0	3.0	3.0	3.0	3.0	2.9	2.9	2.8	1.2	1.2	1.2	1.3	1.3	1.3	1.3	1.3	1.2		
Maurice River township	5.2	5.2	5.2	5.3	5.2	5.2	5.1	5.0	4.8	1.4	1.4	1.5	1.5	1.5	1.5	1.5	1.5	1.4		
Millville city	27.7	27.6	27.8	27.9	27.8	27.5	27.0	26.3	25.6	11.8	12.1	12.6	12.9	13.1	13.0	12.9	12.7	12.4		
Shiloh borough	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2		
Stow Creek township	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.1	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6		
Upper Deerfield township	7.8	7.7	7.8	7.8	7.8	7.7	7.6	7.4	7.2	3.1	3.2	3.3	3.4	3.5	3.4	3.4	3.3	3.3		
Vineland city	62.4	62.0	62.6	62.8	62.7	61.9	60.7	59.2	57.6	24.3	25.0	25.9	26.6	27.0	26.8	26.5	26.1	25.5		
<i>thousands</i>	2020	2025	2030	2035	2040	2045	2050	2055	2060	2020	2025	2030	2035	2040	2045	2050	2055	2060		
<b>Salem</b>	<b>64.8</b>	<b>65.4</b>	<b>65.6</b>	<b>65.5</b>	<b>65.0</b>	<b>64.7</b>	<b>64.3</b>	<b>64.0</b>	<b>63.7</b>	<b>25.2</b>	<b>25.7</b>	<b>26.1</b>	<b>26.3</b>	<b>26.2</b>	<b>26.2</b>	<b>26.0</b>	<b>25.8</b>	<b>25.7</b>		
Alloway township	3.3	3.3	3.4	3.3	3.3	3.3	3.3	3.3	3.3	1.2	1.2	1.3	1.3	1.3	1.3	1.3	1.3	1.2		
Carneys Point township	8.6	8.7	8.7	8.7	8.7	8.6	8.6	8.5	8.5	3.4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.4		
Elmer borough	1.3	1.4	1.4	1.4	1.3	1.3	1.3	1.3	1.3	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		
Elsinboro township	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		
Lower Alloways Creek township	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7		
Mannington township	1.3	1.4	1.4	1.4	1.3	1.3	1.3	1.3	1.3	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		
Oldmans township	2.0	2.0	2.0	2.0	2.0	1.9	1.9	1.9	1.9	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7		
Penns Grove borough	4.7	4.7	4.8	4.7	4.7	4.7	4.7	4.6	4.6	1.7	1.7	1.7	1.8	1.7	1.7	1.7	1.7	1.7		
Pennsville township	12.7	12.9	12.9	12.9	12.8	12.7	12.6	12.6	12.5	5.3	5.4	5.5	5.5	5.5	5.5	5.4	5.4	5.4		
Pilesgrove township	4.2	4.2	4.3	4.2	4.2	4.2	4.2	4.2	4.1	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6		
Pittsgrove township	8.8	8.9	8.9	8.9	8.8	8.8	8.7	8.7	8.7	3.2	3.3	3.3	3.4	3.3	3.3	3.3	3.3	3.3		
Quinton township	2.6	2.6	2.6	2.6	2.6	2.6	2.5	2.5	2.5	1.0	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1		
Salem city	5.3	5.3	5.4	5.3	5.3	5.3	5.3	5.2	5.2	2.1	2.1	2.2	2.2	2.2	2.2	2.2	2.1	2.1		
Upper Pittsgrove township	3.4	3.5	3.5	3.5	3.4	3.4	3.4	3.4	3.4	1.3	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4		
Woodstown borough	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.7	3.7	1.5	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6		

	Population in Households										Average HH Size								
	2020	2025	2030	2035	2040	2045	2050	2055	2060	2020	2025	2030	2035	2040	2045	2050	2055	2060	
<b>Total SJTPO Region</b>	<b>570.1</b>	<b>575.9</b>	<b>583.6</b>	<b>585.7</b>	<b>582.0</b>	<b>573.7</b>	<b>562.0</b>	<b>550.0</b>	<b>539.5</b>	2.42	2.36	2.31	2.27	2.25	2.25	2.25	2.25	2.25	
Atlantic	268.9	274.1	279.6	281.8	280.6	276.6	270.7	264.7	260.1	2.48	2.42	2.36	2.32	2.30	2.30	2.30	2.30	2.29	
Cape May	93.8	94.6	95.1	94.6	93.0	90.6	87.9	85.5	83.7	2.13	2.09	2.05	2.03	2.02	2.03	2.05	2.06	2.07	
Cumberland	143.4	142.8	144.2	144.8	144.4	142.7	140.1	136.8	132.9	2.48	2.41	2.34	2.29	2.26	2.24	2.23	2.21	2.19	
Salem	64.0	64.5	64.7	64.5	64.0	63.7	63.4	63.0	62.8	2.54	2.51	2.48	2.45	2.44	2.44	2.44	2.44	2.44	
<i>thousands</i>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>	<b>2040</b>	<b>2045</b>	<b>2050</b>	<b>2055</b>	<b>2060</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>	<b>2040</b>	<b>2045</b>	<b>2050</b>	<b>2055</b>	<b>2060</b>	
<b>Atlantic</b>	<b>268.9</b>	<b>274.1</b>	<b>279.6</b>	<b>281.8</b>	<b>280.6</b>	<b>276.6</b>	<b>270.7</b>	<b>264.7</b>	<b>260.1</b>	2.48	2.42	2.36	2.32	2.30	2.30	2.30	2.30	2.29	
Absecon city	9.0	9.1	9.3	9.4	9.4	9.2	9.0	8.8	8.7	2.44	2.38	2.32	2.29	2.27	2.26	2.26	2.27	2.26	
Atlantic City city	37.6	38.3	39.1	39.4	39.2	38.7	37.9	37.0	36.4	2.33	2.27	2.22	2.18	2.17	2.16	2.16	2.16	2.16	
Brigantine city	7.7	7.9	8.0	8.1	8.0	7.9	7.8	7.6	7.5	2.00	1.95	1.90	1.87	1.85	1.85	1.85	1.85	1.85	
Buena borough	4.5	4.6	4.7	4.7	4.7	4.6	4.5	4.4	4.3	2.50	2.43	2.37	2.34	2.32	2.31	2.31	2.31	2.31	
Buena Vista township	7.0	7.1	7.3	7.3	7.3	7.2	7.1	6.9	6.8	2.51	2.44	2.38	2.35	2.33	2.32	2.32	2.32	2.32	
Corbin City city	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	2.48	2.41	2.35	2.32	2.30	2.30	2.30	2.30	2.29	
Egg Harbor City city	47.6	48.5	49.5	49.9	49.7	49.0	47.9	46.9	46.1	2.75	2.68	2.61	2.57	2.55	2.54	2.54	2.55	2.54	
Egg Harbor township	4.4	4.5	4.5	4.6	4.6	4.5	4.4	4.3	4.2	2.51	2.45	2.38	2.35	2.33	2.32	2.32	2.33	2.32	
Estell Manor city	1.6	1.7	1.7	1.7	1.7	1.7	1.7	1.6	1.6	2.57	2.51	2.44	2.41	2.39	2.38	2.38	2.38	2.38	
Folsom borough	1.8	1.8	1.9	1.9	1.9	1.8	1.8	1.8	1.7	2.61	2.54	2.48	2.44	2.42	2.42	2.42	2.42	2.42	
Galloway township	35.0	35.7	36.4	36.7	36.5	36.0	35.2	34.4	33.8	2.52	2.45	2.39	2.35	2.34	2.33	2.33	2.33	2.33	
Hamilton township	27.0	27.5	28.1	28.3	28.2	27.8	27.2	26.6	26.1	2.54	2.47	2.41	2.38	2.36	2.35	2.35	2.35	2.35	
Hammonton town	14.4	14.7	15.0	15.1	15.0	14.8	14.5	14.2	13.9	2.60	2.53	2.47	2.43	2.41	2.40	2.40	2.41	2.40	
Linwood city	6.9	7.0	7.2	7.2	7.2	7.1	6.9	6.8	6.7	2.56	2.50	2.44	2.40	2.38	2.37	2.37	2.38	2.37	
Longport borough	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	1.95	1.89	1.85	1.82	1.80	1.80	1.80	1.80	1.80	
Margate City city	5.3	5.4	5.5	5.6	5.5	5.5	5.3	5.2	5.1	1.97	1.92	1.87	1.84	1.83	1.83	1.83	1.83	1.82	
Mullica township	5.8	5.9	6.0	6.0	6.0	5.9	5.8	5.7	5.6	2.59	2.52	2.46	2.42	2.40	2.39	2.39	2.40	2.39	
Northfield city	8.3	8.4	8.6	8.7	8.6	8.5	8.3	8.1	8.0	2.62	2.55	2.48	2.45	2.43	2.42	2.42	2.42	2.42	
Pleasantville city	20.4	20.8	21.2	21.3	21.2	20.9	20.5	20.0	19.7	2.76	2.69	2.63	2.59	2.56	2.56	2.56	2.56	2.56	
Port Republic city	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	2.62	2.55	2.49	2.45	2.43	2.42	2.42	2.43	2.42	
Somers Point city	10.5	10.7	10.9	11.0	10.9	10.8	10.5	10.3	10.1	2.13	2.07	2.02	1.99	1.97	1.97	1.97	1.97	1.96	
Ventnor City city	9.2	9.4	9.6	9.7	9.6	9.5	9.3	9.1	8.9	2.11	2.06	2.00	1.97	1.96	1.95	1.95	1.96	1.95	
Weymouth township	2.6	2.6	2.7	2.7	2.7	2.7	2.6	2.6	2.5	2.12	2.06	2.01	1.98	1.97	1.96	1.96	1.96	1.96	
<i>thousands</i>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>	<b>2040</b>	<b>2045</b>	<b>2050</b>	<b>2055</b>	<b>2060</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>	<b>2040</b>	<b>2045</b>	<b>2050</b>	<b>2055</b>	<b>2060</b>	
<b>Cape May</b>	<b>93.8</b>	<b>94.6</b>	<b>95.1</b>	<b>94.6</b>	<b>93.0</b>	<b>90.6</b>	<b>87.9</b>	<b>85.5</b>	<b>83.7</b>	2.13	2.09	2.05	2.03	2.02	2.03	2.05	2.06	2.07	
Avalon borough	1.2	1.3	1.3	1.3	1.2	1.2	1.2	1.1	1.1	1.82	1.79	1.76	1.74	1.73	1.74	1.76	1.77	1.77	
Cape May city	2.7	2.7	2.7	2.7	2.6	2.6	2.5	2.4	2.4	1.79	1.76	1.73	1.71	1.70	1.71	1.73	1.74	1.74	
Cape May Point borough	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	1.85	1.82	1.79	1.77	1.76	1.77	1.78	1.80	1.80	
Dennis township	6.1	6.2	6.2	6.2	6.1	5.9	5.7	5.6	5.5	2.41	2.37	2.33	2.30	2.29	2.30	2.32	2.34	2.34	
Lower township	21.8	22.0	22.1	22.0	21.6	21.1	20.4	19.9	19.4	2.14	2.10	2.07	2.04	2.03	2.05	2.07	2.08	2.08	
Middle township	19.8	19.9	20.0	19.9	19.6	19.1	18.5	18.0	17.6	2.27	2.23	2.19	2.16	2.15	2.17	2.18	2.20	2.20	
North Wildwood city	3.6	3.7	3.7	3.7	3.6	3.5	3.4	3.3	3.2	1.75	1.72	1.69	1.67	1.66	1.67	1.69	1.70	1.70	
Ocean City city	11.2	11.3	11.3	11.3	11.1	10.8	10.5	10.2	10.0	1.90	1.87	1.84	1.81	1.81	1.82	1.83	1.85	1.85	
Sea Isle City city	2.1	2.1	2.1	2.1	2.1	2.0	2.0	1.9	1.9	1.78	1.74	1.71	1.69	1.69	1.70	1.71	1.72	1.73	
Stone Harbor borough	0.8	0.8	0.8	0.8	0.8	0.8	0.7	0.7	0.7	1.84	1.80	1.77	1.75	1.74	1.75	1.77	1.78	1.78	
Upper township	12.5	12.6	12.7	12.6	12.4	12.1	11.7	11.4	11.2	2.42	2.37	2.33	2.30	2.29	2.31	2.33	2.34	2.35	
West Cape May borough	1.0	1.0	1.0	1.0	1.0	1.0	0.9	0.9	0.9	1.88	1.84	1.81	1.79	1.78	1.79	1.81	1.82	1.82	
West Wildwood borough	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	1.92	1.88	1.85	1.83	1.82	1.83	1.85	1.86	1.86	
Wildwood city	5.1	5.2	5.2	5.2	5.1	5.0	4.8	4.7	4.6	2.09	2.06	2.02	2.00	1.99	2.00	2.02	2.03	2.03	
Wildwood Crest borough	3.1	3.1	3.1	3.1	3.1	3.0	2.9	2.8	2.8	1.96	1.92	1.89	1.86	1.86	1.87	1.88	1.90	1.90	
Woodbine borough	1.9	1.9	1.9	1.9	1.9	1.8	1.8	1.7	1.7	2.41	2.37	2.33	2.30	2.29	2.31	2.33	2.34	2.35	

	Population in Households										Average HH Size									
	2020	2025	2030	2035	2040	2045	2050	2055	2060	2020	2025	2030	2035	2040	2045	2050	2055	2060		
<i>thousands</i>	2020	2025	2030	2035	2040	2045	2050	2055	2060	2020	2025	2030	2035	2040	2045	2050	2055	2060		
<b>Cumberland</b>	<b>143.4</b>	<b>142.8</b>	<b>144.2</b>	<b>144.8</b>	<b>144.4</b>	<b>142.7</b>	<b>140.1</b>	<b>136.8</b>	<b>132.9</b>	<b>2.48</b>	<b>2.41</b>	<b>2.34</b>	<b>2.29</b>	<b>2.26</b>	<b>2.24</b>	<b>2.23</b>	<b>2.21</b>	<b>2.19</b>		
Bridgeton city	22.4	22.3	22.5	22.6	22.6	22.3	21.9	21.4	20.8	3.08	2.99	2.91	2.84	2.80	2.78	2.76	2.74	2.72		
Commercial township	4.7	4.6	4.7	4.7	4.7	4.6	4.5	4.4	4.3	2.39	2.32	2.26	2.20	2.17	2.16	2.14	2.13	2.11		
Deerfield township	3.0	3.0	3.1	3.1	3.1	3.0	3.0	2.9	2.8	2.51	2.44	2.37	2.32	2.28	2.27	2.25	2.24	2.22		
Downe township	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.3	1.3	2.18	2.11	2.05	2.01	1.98	1.96	1.95	1.94	1.92		
Fairfield township	4.5	4.5	4.5	4.5	4.5	4.5	4.4	4.3	4.2	2.32	2.25	2.19	2.14	2.11	2.10	2.08	2.07	2.05		
Greenwich township	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.7	0.7	2.24	2.18	2.12	2.07	2.04	2.03	2.01	2.00	1.98		
Hopewell township	4.2	4.2	4.2	4.2	4.2	4.2	4.1	4.0	3.9	2.32	2.25	2.19	2.14	2.11	2.09	2.08	2.06	2.05		
Lawrence township	3.0	3.0	3.0	3.1	3.1	3.0	3.0	2.9	2.8	2.59	2.51	2.44	2.39	2.35	2.33	2.32	2.30	2.29		
Maurice River township	3.2	3.2	3.2	3.2	3.2	3.2	3.1	3.0	3.0	2.31	2.24	2.18	2.13	2.10	2.08	2.07	2.05	2.04		
Millville city	27.3	27.2	27.4	27.6	27.5	27.2	26.7	26.0	25.3	2.31	2.24	2.18	2.13	2.10	2.08	2.07	2.06	2.04		
Shiloh borough	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	2.06	2.00	1.95	1.90	1.88	1.86	1.85	1.84	1.83		
Stow Creek township	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.2	1.2	2.28	2.22	2.16	2.11	2.08	2.06	2.05	2.03	2.02		
Upper Deerfield township	7.6	7.5	7.6	7.6	7.6	7.5	7.4	7.2	7.0	2.42	2.35	2.29	2.24	2.20	2.19	2.17	2.16	2.14		
Vineland city	59.7	59.4	60.0	60.2	60.1	59.4	58.3	56.9	55.3	2.45	2.38	2.32	2.26	2.23	2.21	2.20	2.18	2.17		

	Population in Households										Average HH Size									
	2020	2025	2030	2035	2040	2045	2050	2055	2060	2020	2025	2030	2035	2040	2045	2050	2055	2060		
<i>thousands</i>	2020	2025	2030	2035	2040	2045	2050	2055	2060	2020	2025	2030	2035	2040	2045	2050	2055	2060		
<b>Salem</b>	<b>64.0</b>	<b>64.5</b>	<b>64.7</b>	<b>64.5</b>	<b>64.0</b>	<b>63.7</b>	<b>63.4</b>	<b>63.0</b>	<b>62.8</b>	<b>2.54</b>	<b>2.51</b>	<b>2.48</b>	<b>2.45</b>	<b>2.44</b>	<b>2.44</b>	<b>2.44</b>	<b>2.44</b>	<b>2.44</b>		
Alloway township	3.3	3.3	3.3	3.3	3.3	3.3	3.2	3.2	3.2	2.67	2.64	2.60	2.58	2.57	2.56	2.56	2.56	2.57		
Carneys Point township	8.3	8.4	8.4	8.4	8.3	8.3	8.3	8.2	8.2	2.47	2.44	2.41	2.38	2.37	2.37	2.37	2.37	2.37		
Elmer borough	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	2.61	2.58	2.55	2.52	2.51	2.51	2.51	2.51	2.51		
Elsinboro township	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	2.17	2.15	2.12	2.10	2.09	2.09	2.09	2.09	2.09		
Lower Alloways Creek township	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	2.47	2.44	2.41	2.39	2.38	2.37	2.37	2.38	2.38		
Mannington township	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.2	2.50	2.47	2.44	2.41	2.41	2.40	2.40	2.40	2.41		
Oldmans township	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	2.69	2.66	2.63	2.60	2.59	2.59	2.59	2.59	2.59		
Penns Grove borough	4.8	4.9	4.9	4.9	4.8	4.8	4.8	4.8	4.7	2.87	2.84	2.80	2.77	2.76	2.75	2.76	2.76	2.76		
Pennsville township	12.7	12.8	12.8	12.8	12.7	12.6	12.6	12.5	12.4	2.41	2.38	2.35	2.33	2.32	2.32	2.32	2.32	2.32		
Pilesgrove township	4.1	4.1	4.2	4.1	4.1	4.1	4.1	4.0	4.0	2.62	2.59	2.55	2.53	2.52	2.51	2.51	2.51	2.52		
Pittsgrove township	8.7	8.7	8.8	8.7	8.7	8.6	8.6	8.5	8.5	2.69	2.66	2.63	2.60	2.59	2.58	2.59	2.59	2.59		
Quinton township	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.5	2.5	2.47	2.44	2.41	2.39	2.38	2.37	2.37	2.38	2.38		
Salem city	5.3	5.3	5.3	5.3	5.3	5.3	5.2	5.2	5.2	2.52	2.49	2.46	2.44	2.43	2.42	2.42	2.43	2.43		
Upper Pittsgrove township	3.4	3.4	3.4	3.4	3.4	3.3	3.3	3.3	3.3	2.52	2.49	2.46	2.44	2.43	2.42	2.42	2.43	2.43		
Woodstown borough	3.7	3.7	3.7	3.7	3.7	3.7	3.6	3.6	3.6	2.40	2.37	2.34	2.32	2.31	2.30	2.30	2.31	2.31		

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2405-11: Endorsing the Demographic Projections for the SJTPO 2050 Regional Transportation Plan Update**

**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, SJTPO Policy Board approved a consultant contract at its July 24, 2023 meeting to commission a demographic forecasting study; and**

**WHEREAS, the study will be an important component in updating the South Jersey Travel Demand Model, and the updated Regional Transportation Plan; and**

**WHEREAS, the SJTPO Technical Advisory Committee (TAC) received and reviewed the final demographic forecasts, and was given an opportunity to provide input to the demographic consultant as they were being developed; and**

**WHEREAS, at its May 2024 meeting the TAC recommended the Policy Board accept the forecasts for the purpose of the 2050 Regional Transportation Plan update; and**

**WHEREAS, following the May 13, 2024, TAC meeting, the consultant identified a small error in the calculations which resulted in a slight revision to the demographic forecasts; and**

**WHEREAS, the data correction only affected the household population and the average household size, and did not impact the projects of population, households, and total employment forecasts or employment by sector; and**

**WHEREAS, these slightly revised forecasts along with an explanatory memo were transmitted to the TAC via email on May 16, 2024, providing members with an opportunity to review and provide comment; and**

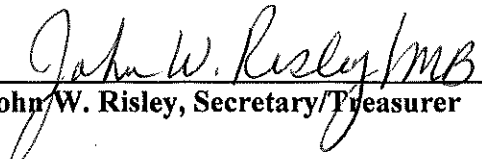
**WHEREAS, no comments or concerns were communicated to SJTPO; and**

**NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby endorse the Demographic Projections as the official transportation planning forecasts for the SJTPO region; and**

**BE IT FURTHER RESOLVED, the forecasts will be used by SJTPO and other agencies to plan future transportation projects and programs.**

**Certification**

**I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of May 28, 2024.**

  
**John W. Risley, Secretary/Treasurer**

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

### **ITEM 2405-12: Approving the Selection of Michael Baker International, Inc. as the Consultant for the Regional Pavement Condition Data Collection Study**

#### **PROPOSAL**

At its May 13, 2024, meeting, the Technical Advisory Committee (TAC) recommended that the Policy Board approve the selection of Michael Baker International, Inc., in association with TechniQuest Corporation (SBE/DBE), for the Regional Pavement Condition Data Collection Study.

#### **BACKGROUND**

The Regional Pavement Condition Data Collection Study will collect, process, and map pavement condition data on approximately 2,100 miles of roadway, including all county-owned roadways in the region and municipal roadways in Atlantic City and the City of Vineland.

On Thursday, February 15, 2024, SJTPO released a Request for Proposal (RFP) seeking qualified firm(s) to complete the Regional Pavement Condition Data Collection study. The Notice of Availability was sent to the 315 subscribers on the Requests for Proposals (RFPs) mailing list.

Six (6) proposals were received through the open and competitive process. The TAC-designated Consultant Selection Committee, consisting of representatives from SJTPO, the City of Vineland, and Atlantic and Cumberland Counties, reviewed the proposals and interviewed the top three (3) ranked firms. The Consultant Selection Committee selected Michael Baker International, in association with TechniQuest Corporation (SBE/DBE), to advance the technical study.

In addition to the work scoped as part of their RFP response, the Michael Baker International, Inc. team proposed optional services including a Pavement Management System Implementation and Analysis and Pavement Management Software Subscription for each county partner. The total cost of the full scope of work, including the optional services, was \$471,880. Members of the selection committee were interested in exploring the option to include the Pavement Management System and Software. To allow for appropriate coordination with SJTPO subregional partners, it was determined that the consultant subcontract agreement would initially only be executed to include Task 1 Coordination and Administrative as well as Task 2 Pavement Data Collection.

SJTPO initiated negotiations of the scope and cost of services to include only (Task 1) Coordination and Administrative and (Task 2) Pavement Collection Data Collection. The Ancillary Data Collection (Task 3), Data Integration (Task 4), and the optional services for the Pavement Management System Implementation and Analysis and Pavement Management Software Subscription for subregional partners will be further negotiated later.

Michael Baker International Inc.'s revised proposal for the project coordination and pavement data collection portions of the scope is \$341,032 with 8.41% DBE participation by cost. Michael Baker International, Inc. has noted that they will reach the DBE/ESBE goal of 9.95% with the addition of subsequent tasks.

The consultant-led technical effort is included in SJTPO's FY 2025 UPWP as Task 25/401 Regional Pavement Condition Data Collection with a budget of \$417,695 (FHWA-PL).

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2405-12: Approving the Selection of Michael Baker International, Inc. as the Consultant for the Regional Pavement Condition Data Collection 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, the Fiscal Year 2025 SJTPO Unified Planning Work Program includes Federal Highway Administration planning funds for this project as Task 25/401 Regional Pavement Condition Data Collection; and**

**WHEREAS, the Notice of Availability of Requests was sent to approximately 315 subscribers on the Requests for Proposals (RFPs) mailing list on February 15, 2024; and**

**WHEREAS, the Request for Proposal (RFP) announcement and supplementary materials were also posted on the publicly accessible SJTPO website and the State of New Jersey Business Opportunities website; and**

**WHEREAS, six (6) proposals were received; and**

**WHEREAS, the SJTPO Technical Advisory Committee (TAC) at their January 8, 2024 meeting, vested consultant selection authority in a committee consisting of Cumberland County, Atlantic County, the City of Vineland, and SJTPO staff; which reviewed the proposals and evaluated them according to SJTPO's published criteria; and**

**WHEREAS, the top three firms were interviewed; and**

**WHEREAS, the Consultant Selection Committee recommends Michael Baker International, Inc., in association with TechniQuest Corporation (SBE/DBE); and**

**WHEREAS, the SJTPO TAC, at their May 13, 2024 meeting, endorsed the recommendation of the Consultant Selection Committee and the selection of Michael Baker International, Inc. as the Consultant for the Regional Pavement Condition Data Collection Study at a total project cost of \$341,032; and**

**WHEREAS, the initial selection and subsequent agreement will include only (Task 1) Coordination and Administrative and (Task 2) Pavement Collection Data Collection; and**

**WHEREAS, additional tasks and optional services included in the initial RFP response will be further negotiated to allow for appropriate coordination with SJTPO subregional partners.**

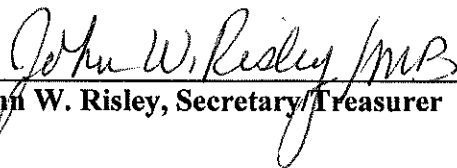
**NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the above selection for the Regional Pavement Condition Data Collection Study, with a maximum fee of \$341,032 and 8.41% DBE participation; and**

**BE IT FURTHER RESOLVED** that the Policy Board authorizes the Executive Director to execute scope of work and cost modifications to the original contract amount, provided that funding is available and such modifications have been approved by the NJDOT and the SJTPO.

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

**Certification**

**I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of May 28, 2024.**

  
\_\_\_\_\_  
**John W. Risley, Secretary/Treasurer**

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

### **ITEM 2405-13: Approving the Selection of Brown & Connery, LLP for SJTPO General Legal Counsel**

#### **PROPOSAL**

At its meeting on May 7, 2024, the Consultant Selection Committee consisting of SJTPO and SJTA staff unanimously recommended the firm of Brown & Connery, LLP, as SJTPO General Legal Counsel.

#### **BACKGROUND**

To enable SJTPO to retain General Legal Counsel, the South Jersey Transportation Authority (SJTA), acting in its capacity as the Administrative Host for SJTPO, released a Request for Proposals for Legal Services on March 28, 2024, using SJTA procurement guidelines. The Notice of Availability of Requests was advertised in Bid Express, in The Press of Atlantic City, and in The Courier Post.

One (1) proposal was received on April 18, 2024, and reviewed by the designated Consultant Selection Committee. At their May 7, 2024, meeting, the Consultant Selection Committee unanimously recommended the firm of Brown & Connery, LLP to serve as the SJTPO General Legal Counsel. A memo regarding the recommendation to the Consultant Selection Committee is attached for reference.

With only one proposal received, no selection for SJTPO Special Legal Counsel will be made.

Brown & Connery, LLP is a full-service, multi-disciplined law firm; specific related areas of practice include commercial and general litigation, representing public and governmental entities, real estate law, and land use development and zoning law. Collectively members of the law firm have 96 years of experience with public and government clients. The firm has a total of fifty-six (56) attorneys with offices in Westmont, Woodbury, and Haddonfield, New Jersey.

Legal fees for General Legal Counsel will be paid from SJTPO's Operating/Direct Expenses in the FY 2025 UPWP, as Line Item 57001 Legal Services for \$15,000. Invoices are created for services rendered only, with no retainer fee.



# South Jersey Transportation Planning Organization

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

Leonard Desiderio, *Chairman*

Benjamin H. Laury, *Vice Chairman*


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Jennifer Marandino, P.E.  
*Executive Director*

John W. Risley, *Secretary/Treasurer*

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**To:** Consultant Selection Committee  
**From:** Monica Butler, Administrative Manager, SJTPO   
**Date:** May 9, 2024  
**Re:** Recommendation for SJTPO General Legal Counsel

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The members of the Consultant Selection Committee consisting of: Colleen Hackett, Jim Hartman, Kevin Steet, Steve Mazur, Doris McClinton, and myself met virtually (Teams Meeting) on Tuesday, May 7, 2024 at 9:00 a.m. to evaluate the proposal received for SJTPO's General and Special Legal Counsel services. One proposal was received on April 18, 2024, from the following firm:

- Brown & Connery, LLP

The proposal was evaluated on the following criteria: Knowledge and Experience of Attorneys in the Practice Area; Experience of the Firm in the Practice Area; Resources of the Firm; Approach to Communication with SJTPO; and Past Experience of the SJTPO and/or other Authorities/Agencies with the Firm and/or Attorneys.

Based on the Consultant Selection Committee evaluation, I recommend that the firm of Brown & Connery, LLC be submitted to the SJTPO Policy Board and SJTA Board of Commissioners for approval to provide SJTPO General Legal Counsel.

It was also noted that McManimon, Scotland & Baumann, LLC, SJTPO's current Special Legal Counsel, had difficulties uploading their proposal on BID Express on April 18<sup>th</sup>, unfortunately, the time to submit a proposal had ended when SJTA was reached, therefore, McManimon was told that SJTA cannot accept a late proposal submission.

This recommendation will be brought before the SJTPO Policy Board at their May 28, 2024 meeting, and I ask that you include this recommendation for action by the SJTA Commissioners at their June 19<sup>th</sup>, 2024 Board Meeting.

Thank you.

c: Paul Heck, Chief Administrative Officer, SJTA  
Caroline Roseboro, Administrative Manager, SJTA  
SJTA Purchasing  
Jennifer Marandino, Executive Director

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2405-13: Approving the Selection of Brown & Connery, LLP for SJTPO General Legal Counsel**

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

**WHEREAS, the Fiscal Year 2025 SJTPO Unified Planning Work Program (UPWP) includes Federal Highway Administration planning funds for Legal Services; and**

**WHEREAS, services of General Legal Counsel do not constitute Engineering or Architectural Services pursuant to PL 92-582 of 1972, known as the “Brooks Act”; and**

**WHEREAS, acting in the capacity of Administrative Host, SJTA solicited proposals, on behalf of SJTPO, from qualified firms to provide General Legal Counsel services, using the procurement procedures of the South Jersey Transportation Authority; and**

**WHEREAS, the Notice of Availability of Requests was advertised on Bid Express, in The Press of Atlantic City, and The Courier Post; and**

**WHEREAS, the Request for Proposal (RFP) announcement was also posted on the publicly accessible SJTPO website; and**

**WHEREAS, one (1) proposal was received; and**

**WHEREAS, the Consultant Selection Committee consisting of SJTA and SJTPO staff at their May 7, 2024, meeting unanimously recommended the firm of Brown & Connery, LLP of Westmont, New Jersey to serve as the SJTPO General Legal Counsel; and**

**WHEREAS, SJTPO desires to enter into an Agreement with Brown & Connery, LLP of Westmont, New Jersey for the provision of General Legal Counsel services for a term of one (1) year with a mutually agreeable one-year extension in accordance with the fee schedules set forth in the RFP; and**

**WHEREAS, Legal fees for General Legal Counsel will be paid from SJTPO’s Operating/Direct Expenses in the FY 2025 UPWP, as Line Item 57001 Legal Services for \$15,000; and**


**NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the selection of Brown & Connery, LLP of Westmont, New Jersey to provide General Legal Counsel services; and**

**BE IT FURTHER RESOLVED, that the Policy Board authorizes the Executive Director to execute the scope of work and cost modifications to the original contract amount, provided that funding is available and such modifications have been approved by the NJDOT, SJTA, and the SJTPO.**

**BE IT FURTHER RESOLVED, that the Policy Board requests that the South Jersey Transportation Authority execute the appropriate contractual arrangements with the law firm 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 May 28, 2024.**

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**John W. Risley, Secretary/Treasurer**