

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
Policy Board – Special Meeting**

**June 24, 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. **Communications**
[Pre-Award Risk Prequalification Assessment for FY 2025](#)
- d. **Report of the Technical Advisory Committee – Matthew Pisarski, Chairperson**
- e. **Chairman's Remarks**
- f. [Report of the Executive Director](#) – Jennifer Marandino
- g. **Public Comment** *limited to three (3) minutes per person*
- h. **New Business**
 1. [Resolution 2406-14](#): **Approving the SJTPO and NJDOT Selection of Projects for Funding Through Safe Routes to School (SRTS) Program**
Presenter: Jenna Monaghan, Assistant Planner
NJDOT recently released a list of projects recommended for funding through the Safe Routes to Schools (SRTS) Program. The program is jointly administered by NJDOT and the MPOs. Six (6) SRTS projects were submitted in the SJTPO region, with three (3) recommended for funding, totaling \$2.072 million, or 35 percent of the amount requested.
 2. [Resolution 2406-15](#): **Approving an MPO Boundaries and Coordination of Transportation Planning and Programming Memorandum of Understanding Between DVRPC, SJTPO, and WILMAPCO**
Presenter: Jennifer Marandino, Executive Director
The purpose of the Memorandum of Understanding (MOU) is to establish transportation planning and programming responsibilities related to portions of the neighboring urbanized areas that extend into and outside the MPO's boundary. A portion of the Philadelphia, PA-NJ-DE-MD

Urbanized Area (UA) extends into New Castle County, Delaware, Cecil County, Maryland, and Salem County, New Jersey, crossing the MPO boundaries of DVRPC, SJTPO, and WILMPACO. Similarly, a portion of the Vineland, NJ UA, extends into Gloucester County, and a portion of the Hammonton, NJ UA, extends into Camden County, crossing the MPO boundaries of DVRPC and SJTPO.

The Year 2020 Census-defined UA for Philadelphia, PA-NJ-DE-MD, Vineland, NJ, and Hammonton, NJ is delineated on the map entitled "DVRPC, SJTPO, and WILMAPCO 2020 Census Shared Urbanized Areas," which is made a part of the MOU.

3. **Resolution 2406-16: Approving a Modification to the FFY 2024-2033 Transportation Improvement Program to Add Unobligated CMAQ Funds for the Purchase of CNG Vehicles for the Atlantic City Jitney Association**

Presenter: John Peterson, Subregional Program Specialist

NJ TRANSIT requested to add unobligated FFY 2024 CMAQ funds in the amount of \$21.0M to DBNUM T120 (Small/Special Services Program) in the SJTPO region. The additional resources will be used to purchase Compressed Natural Gas (CNG) vehicles for the Atlantic City Jitney Association.

4. **Resolution 2406-17: Approving a Series of Modifications to the FFY 2024-2033 Transportation Improvement Program for NJDOT**

Presenter: John Peterson, Subregional Program Specialist

NJDOT requested approval of seven (7) actions associated with Statewide Programs. Each action changes the programmed amount of funding in FFY 2024 by more than \$15 million, thus requiring action by the Policy Board for the projects listed below:

- DBNUM X51 Pavement Preservation
- DBNUM 99327A Resurfacing, Federal
- DBNUM 13306 Mobility and Systems Engineering Program
- DBNUM 13323 Bridge Preventive Maintenance
- DBNUM 19370 Safety Programs
- DBNUM X30 Planning and Research, Federal-Aid
- DBNUM 03304 Bridge Deck/Superstructure Replacement Program

5. **Resolution 2406-18: Approving the Executive Director's Recommendation for Hiring SJTPO's Seasonal Intern**

Presenter: Jennifer Marandino, Executive Director

SJTPO is seeking to hire a Seasonal Intern to assist with developing the Regional Transportation Plan (RTP) and associated GIS mapping. The internship will be for June, July, and August, with the possibility of returning for winter break. The Executive Director recommends that the Policy Board approve the hire of Mr. Justin Roig as a Seasonal Intern.

i. **NJDOT Update**

j. **Adjournment**



State of New Jersey

DEPARTMENT OF TRANSPORTATION

P.O. Box 600

Trenton, New Jersey 08625-0600

PHILIP D. MURPHY
Governor

FRANCIS K. O'CONNOR
Acting Commissioner

TAHESHA L. WAY
Lt. Governor

May 31, 2024

Jennifer Marandino, Executive Director
817 East Landis Avenue, 2nd Floor
Vineland, New Jersey 08360

Dear Ms. Marandino:

Thank you for completing the New Jersey Department of Transportation (NJDOT) Pre-Award Risk Prequalification Assessment for FY 2025. NJDOT has reviewed your submission and conducted a detailed analysis of risk. Based on the overall assessment, NJDOT finds that the South Jersey Transportation Planning Organization (SJTPPO) has a

"Low Risk"

for non-compliance with Federal Statutes, regulations, and other terms and conditions stipulated in 2 CFR Part 200 - Uniform Administrative Requirements, Code Principles and Audit Requirements for Federal Awards. However, NJDOT has identified the following areas for improvement:

1) PERSONNEL SYSTEMS

Question 41: How many positions does your current budget accommodate and how many vacancies do you currently have?

Recommended Action: SJTPPO should fill as many vacancies as possible.

2) PROJECT MANAGEMENT & SCHEDULING

Question 46: In the last three (3) years, did your organization include a new task/project or consultant effort in an approved UPWP that was never initiated by the end of that UPWP year (June 30th).

Recommended Action: SJTPO should strive to initiate all technical studies within the initial UPWP year and ensure that planned tasks meet regional needs and realistic timeframes.

3) DOCUMENT RETENTION POLICY

Question 58: Does your organization have a records management program for planning studies, research, and other planning programs?

Recommended Action: SJTPO should consider developing a records management program. The "Record Title and Description" on SJTA's Financial Record Retention Process does not seem to be applicable to SJTPO.

A detailed description of the evaluation and scoring methodology for the SJTPO Risk Prequalification Assessment is enclosed with this letter. Questions concerning this matter should be directed to Farzana Ahmed (609) 963-1202.

Sincerely,



Farzana Ahmed
Lead, MPO Liaison Unit
Division of Statewide Planning

C: Sutapa Bandyopadhyay, FHWA
Jennifer Marandino, SJTPO
Sudhir Joshi, NJDOT
Andrew Clark, 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, 2nd Floor
Vineland, New Jersey 08360

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Jennifer Marandino, P.E.
Executive Director

John W. Risley, *Secretary/Treasurer*

EXECUTIVE DIRECTOR'S REPORT –June 24, 2024

USDOT PLANNING UPDATES

FHWA Announces \$1.3 Billion in Available Funding for Charging and Fueling Infrastructure

On May 30, 2024, the Federal Highway Administration (FHWA) published a [Notice of Funding Opportunity \(NOFO\)](#) to announce the availability of \$1.3 billion in funding through the [Charging and Fueling Infrastructure \(CFI\) Grant Program](#) and a 10 percent set-aside from the [National Electric Vehicle Infrastructure \(NEVI\) Program](#). This funding opportunity offers up to \$800 million in funding for newly submitted applications and reserves an additional \$521 million for previously received applications, making a total of \$1.3 billion available. **New applications are due by August 28, 2024**, and notices requesting reconsideration of past applications are due to FHWA by July 1, 2024. FHWA will host informational webinars on [Thursday, June 6](#) and [Tuesday, June 11](#).

USDOT Announces \$50 Million in Available Funding for SMART Grants Program

On May 13, 2024, the USDOT [announced](#) the availability of \$50 million in funding through the [Strengthening Mobility and Revolutionizing Transportation \(SMART\) Grants Program](#). The SMART Grants Program provides grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety. **The application deadline is July 12, 2024**. More information is available [here](#).

FTA Announces \$10.5 Million in Available Funding for Transit-Oriented Development Planning

On May 23, 2024, the Federal Transit Administration (FTA) [announced](#) the availability of nearly \$10.5 million through the [Pilot Program for Transit-Oriented Development Planning](#). The Pilot Program helps support FTA's mission of improving America's communities through public transportation by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. **The application deadline is July 22, 2024**. More information is available [here](#) and [here](#).

USDOT Announces \$64 Million in Awards for Safe Streets and Roads for All Program

On May 17, 2024, the USDOT [announced](#) \$64 million in awards for planning and demonstration grants from the [Safe Streets and Roads for All \(SS4A\) Grant Program](#). These planning and demonstration grants will help cities, counties, metropolitan planning organizations (MPOs), and Tribal governments better understand the safety challenges in their communities and begin to identify solutions to make streets, roads, and highways safer for all road users. More information is available [here](#).

Application Deadlines Approaching for Other USDOT Discretionary Grant Opportunities

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

- [June 10 – Low-Carbon Transportation Materials \(LCTM\) Grants Program](#),
- [June 17 – Active Transportation Infrastructure Investment Program \(ATIIP\)](#),
- [June 17 – Electric or Low-Emitting Ferry Pilot Program](#),
- [June 17 – Ferry Service for Rural Communities Program](#),
- [June 17 – Passenger Ferry Grant Program](#),
- [June 18 – Pollinator-Friendly Practices on Roadsides and Highway Rights-of-Way Program](#),
- [July 16 – Communities Taking Charge Accelerator](#), and
- [August 29 – Safe Streets and Roads for All \(SS4A\): Planning and Demonstration Grants](#).

FFY 2024-2033 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) MODIFICATIONS

➤ **Committee Action**

NJDOT has requested approval of three (3) actions, two associated with Statewide Programs, and the third a project in the SJTPO region; each is requesting to reduce/increase the programmed amount of funding in FFY 2024 by more than \$10 million, thus requiring a Committee Action. The programming levels are being changed to match the anticipated remaining FFY 2024 authorizations. The proposed actions were approved by SJTPO's Technical Advisory Committee on June 10, 2024, as documented in the attached Concurrence Memo for the following NJDOT projects:

- DBNUM X201 Guiderail Upgrade
- DBNUM 15343 Intelligent Traffic Signal Systems
- DBNUM 19369 Route 9, Chapman Blvd to Route 30 (Whitehorse Pike)

➤ **Administrative Modifications**

NJDOT has requested approval of nine (9) actions to change the programmed amount of funding in FFY 2024. In some instances, funding is delayed, and in others, funding is increased or decreased, in all instances these fall within the thresholds for Administrative Modifications. Two Concurrence Memos summarize the actions approved by me as the Executive Director, for the following NJDOT projects:

SJTPO region

- DBNUM 08371 Route 40, Atlantic County, Drainage
- DBNUM 18311 Route 9, Garden State Parkway to CR 559 (Mays Landing Road)
- DBNUM 17306 Route 55, Bridges over Route 47
- DBNUM 196A5 Route 40/322, Median Closures, Oakcrest Avenue to Spencer Avenue
- DBNUM 14428 Route 30, Bridge over Duck Thorofare

Statewide

- DBNUM X239A Sign Structure Rehabilitation/Replacement Program
- DBNUM 97008 High-Mast Light Poles
- DBNUM 17358 Bridge Maintenance Scour Countermeasures
- DBNUM X66 Traffic Monitoring Systems

➤ **Informational Modification**

NJDOT has approved an action for DBNUM X35A1 Rail-Highway Grade Crossing Program, Federal, to add HSIP funding for EC in FFY 24 in the amount of \$9.986M. Statewide Planning earmarked available HSIP funds for railroad construction projects in FFY 2024, thus necessitating the change. The Cover Page associated with the eSTIP action is included for reference.



Date: June 10, 2024

To: Jennifer Marandino, Executive Director

From: John Peterson, Subregional Program Specialist

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

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 NJDOT Project Manager. The revisions have been reviewed by SJTPO Capital Programming staff and have found that fiscal constraint is maintained.

The first two (2) actions are associated with Statewide Programs, while the third is a project in the SJTPO region, led by NJDOT. All actions are proposed to reduce/increase the programmed amount of funding in FFY 2024 by more than \$10 million. As such, the TIP actions fall within the MOU guidelines of Modification requiring **Committee Action**.

Revisions Requesting Modifications

1. DBNUM X201 Guiderail Upgrade

NJDOT is requesting to reduce NHPP funding for ERC (Design, Right of Way, and Construction) in FFY 2024 from \$24 M by \$11.584 M to \$12.416 M. Programming levels are being reduced to match anticipated remaining FFY 2024 authorizations and to provide resources to other projects and programs authorizing in FFY 2024.

This program provides funding for the design and construction of guiderail replacement, Statewide. Work performed is to systemically upgrade and replace guiderail and guiderail end treatments.

2. DBNUM 15343 Intelligent Traffic Signal Systems

NJDOT is requesting an increase to STBGP-FLEX funding for EC (Design and Construction) in FFY 2024 from \$3.5 M by \$12.802 M to \$16.302 M. The program funding is being increased in order to fund Route 23, Route 80 to CR 694 (Paterson Hamburg Turnpike), ATS C#1, located in Passaic County, which has a current CON (Construction) estimate of \$16.531 M.

This program includes technical and engineering support to maintain and operate NJDOT's intelligent traffic signal systems and the communication infrastructure that supports those systems. This program also includes annual training for the various traffic signal related software and procedures that are utilized by NJDOT staff.



Date: June 10, 2024

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

3. Route 9, Chapman Blvd to Route 30 (Whitehorse Pike)

NJDOT is requesting to increase NHPP funding for PE (Preliminary Engineering) in FFY 203 from \$6.75M by \$3.25M to \$10M. This project is a pavement reconstruction project and involves pavement, structures, Access, ROW, H & H, Bike/Ped, Safety, and Environmental issues which will need design expertise and much coordination which is labor intensive.

This project will provide the Pavement reconstruction for Route 9, Chapman Blvd to Route 30 (Whitehorse Pike), Pavement reconstruction to improve the existing condition of the pavement, ride quality, and structural capacity to carry expected future traffic load.

At the June 10, 2024, SJTPO Technical Advisory Committee (TAC) meeting, information regarding NJDOT’s request to change the amount of funding programmed for **DBNUM X201 Guiderail Upgrade, DBNUM 15343 Intelligent Traffic Signal Systems, and DBMUM 19369 Route 9, Chapman Blvd to Route 30 (Whitehorse Pike)** were presented.

On motion by Jim Rutala, Atlantic City and seconded by Andrew Clark, NJDOT, this action was unanimously approved.

Concurrence

Jennifer Marandino, SJTPO Executive Director

6/11/2024

Date



Date: May 30, 2024

To: Jennifer Marandino, Executive Director

From: John Peterson, Subregional Program Specialist

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

TIP Modification Review

In accordance with 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 NJDOT Project Manager. The revisions have been reviewed by SJTPO Capital Programming staff and it found that fiscal constraint is maintained. The TIP modifications, listed below, meet the MOU guidelines of an Administrative Modification, to be approved by the SJTPO Executive Director. In addition to these modifications, there is one (1) Informational Modifications for information only.

As such, the TIP modifications should be shared with TAC and considered as part of your Executive Director's Report for the upcoming Policy Board meeting. Project information and financial revisions are detailed in the text below.

Revisions Requesting Modifications

Administrative Modifications

1. DBNUM 08371 Route 40, Atlantic County, Drainage

NJDOT requested to delay NHPP funding for CON (Construction) for \$23.2M from FFY 2024 to FFY 2025, delay the RAISE funding for CON for \$20M from FFY 2024 to FFY 2025, and delay NHPP funding for CON for \$23.2M from FFY 2024 to FFY 2025. The proposed project has slipped from FFY 2024 to FFY 2025, resulting in the need for a change.

There are two noise wall locations with two different condo/townhouse communities (one at each end of the project). Therefore, coordination/meeting with both locations independently will be required to confirm Noise wall implantation. The grant agreement has had a first review by FHWA and those comments were addressed and sent back. We have resolved numerous comments made by FHWA and are unsure how many more months it will take to execute it.

2. DBNUM 18311 Route 9, Garden State Parkway to CR 559 (Mays Landing Road)

NJDOT requested to remove NHPP funding for DES (Design) in FFY 2024 in the amount of \$2.3M. PE (Preliminary Engineering) was STATE funded, and DES will also be STATE funded in the 2025 Capital Program, therefore the federal DES funding is no longer needed.



Date: May 30, 2024

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

This project will provide multiuse path connectivity for pedestrians and bicyclists between Route 9 and the multiuse path on the GSP Bridge over Great Egg Harbor Bay. The following federal appropriations were repurposed for this project: DEMO ID# NJ 134 & 185.

3. **DBNUM 17306 Route 55, Bridges over Route 47**

NJDOT requested to delay BFP funding for DES for \$2.5M from FFY 2024 to FFY 2025, with the project timeline slipping by six months because of delays in environmental activities.

This project will replace and widen both the Northbound and Southbound structurally deficient bridges.

4. **DBNUM 196A5 Route 40/322, Median Closures, Oakcrest Avenue to Spencer Avenue**

NJDOT requested to remove NHPP funding for DES in FFY 2024 for \$2.5M. PE was STATE funded, and DES will also be STATE funded in the 2025 Capital Program, therefore the federal DES funding is no longer needed.

This project will improve safety and traffic operations along the Route 40/322 corridor through the closure and/or modification of median openings. The project also includes installation of sidewalk and median fencing to improve pedestrian connectivity and safety.

5. **DBNUM X239A Sign Structure Rehabilitation/Replacement Program**

NJDOT requested to reduce STBGP-FLEX funding for ERC (Design, Right of Way, and Construction) in FFY 2024 from \$1M by \$0.9M to \$0.1M. The programming levels were reduced to match the anticipated remaining FFY 2024 authorizations and to provide resources to other projects and programs authorizing in FY 2024.

This program funds the rehabilitation and replacement of existing VMS (variable message signs), overhead, and cantilever sign structures located on state highways. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping, and engineering.

6. **DBNUM 97008 High-Mast Light Poles**

NJDOT requested to reduce NHPP funding for ERC in FFY 2024 from \$1M by \$1M to \$0M and reduce STBGP-FLEX funding for ERC in FFY 2024 from \$1M by \$0.9M to \$0.1M. The programming levels were reduced to match the anticipated remaining FY 2024 authorizations and to provide resources to other projects and programs authorizing in FY 2024.

This program will provide funding for upgrading or replacement of high mast light towers to meet current standards.

7. **DBNUM 17358 Bridge Maintenance Scour Countermeasures**

NJDOT requested to reduce NHPP funding for ERC in FFY 2024 from \$4.355M by \$4.355M to \$0M and reduce STBGP-FLEX funding for ERC in FFY 2024 from \$3.484M by \$3.484M to \$0M. Programming levels were reduced to match anticipated remaining FY 2024 authorizations and to provide resources to other projects and programs authorizing in FY 2024.



Date: May 30, 2024

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

This is an ongoing program to proactively install scour countermeasures on the worst scour critical bridges. Scour countermeasures will protect bridges from storms and flooding events which can undermine their substructures.

8. DBNUM X66 Traffic Monitoring Systems

NJDOT requested to increase NHPP funding for PLS (Planning Study) in FFY 2024 from \$12M by \$8.250M to \$20.250M. The TIP action increases the balance to match the remaining TMS authorizations, including the following projects:

Project Name	CON COST (Millions)
SLD	\$0.325
NJ LRS	\$0.500
AADT	\$0.400
HPMS	\$0.500
HPMS (New Contract)	\$0.300
Route Coordinator	\$0.500
TMS Data Collection Cycle Year 3	\$8.975
	\$11.500

This program provides for the collection of essential traffic and roadway inventory data including traffic counts, vehicle classifications, truck weights, roadway video, automated mapping and various other geographical information system activities. Site selection is made in accordance with federal requirements for the Traffic Monitoring Guide and the NJDOT's Traffic Monitoring System implementation plan that has been approved by the Federal Highway Administration. Funding is used for professional services to carry out the short-term traffic monitoring program, updates of the Straight Line Diagrams, annual Highway Performance Monitoring System reporting; and local road inventory database updates; for construction services for a contractor to replace in-road traffic monitoring sensors; to continue Data Warehouse Maintenance activities; to initiate/update a Roadway Digital Imaging Program; to fund data sets preparation to operate Safety Analyst software.

Informational Modification

1. DBNUM: X35A1, Rail-Highway Grade Crossing Program, Federal

NJDOT completed an action to add HSIP funding for EC in FFY 2024 in the amount of \$9.986M. Statewide Planning earmarked available HSIP funds for railroad construction projects in FY 2024, thus requiring the change.

This program will provide funding for the elimination of hazards at rail-highway grade crossings, the rehabilitation of grade crossing surfaces, and the installation of protective warning devices for roadways both on and off the federal-aid system. Funding will also be provided for the traffic control items required during the construction work and the installation of advance warning signs and pavement markings at all highway-rail grade.



Date: May 30, 2024

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

Staff Recommendation

As the Subregional Program Specialist, I recommend the approval of the eight (8) Administrative Modifications listed above and provide you with the Informational Modifications for information only.

Concurrence

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

Jennifer Marandino, SJTPO Executive Director

5/30/2024

Date



State of New Jersey

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

MPO: SJTPO

PROJECT: Route 40, Atlantic County, Drainage

DBNUM: 08371

TRACK #: S-08371-1-M-2024

TYPE OF PROJECT CHANGE: Project Phase Slippage

ACTION TAKEN: Delays NHPP funding for CON in the amount of \$23.2M from FFY 24 to FFY 25
Delays RAISE funding for CON in the amount of \$20M from FFY 24 to FFY 25

REASON FOR CHANGE:

The PM has provided a reason for the delay:

There are two noise wall locations with two different condo/townhouse communities (one at each end of the project). Therefore, coordination/meeting with both locations independently will be required to confirm Noise wall implantation.

The grant agreement has had a first review by FHWA and those comments were addressed and sent back. We have resolved numerous comments made by FHWA and unsure how many more months it will take to execute it.

Based on the VE workshop that we held late last summer, our construction staging has been modified. Additional coordination to make sure the change is acceptable has occurred and the designer is now updating the plans accordingly.

The township has requested another Public Information Center. The Township MUA has agreed to meet with my designer to agree on an adjusted location for their sanitary main. Their request to install at the centerline is not feasible due to the installation of sheeting at the centerline for the length of the project.

Atlantic Offshore Wind has submitted initial draft permit plans to the Department for review. We met with them and will be sharing portions of our plans so they can coordinate construction of their facilities. Their initial submitted plan was to install a 4'x6' conduit box roughly 3' below the roadway surface. This is not feasible - there are gravity fed utility lines that need to be in this space and therefore, Offshore Wind would need to place their facilities down deeper (around 6'). They indicated this may be problematic due to the heat that their facilities give off based on the depth.

There are significant challenges in acquiring ROW by fall 2024 with few variables that are working against us at this time.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See SJTPO FY 24-33 Chart 2

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: SJTPO

PROJECT: Route 9, Garden State Parkway to CR 559 (Mays Landing Road)

DBNUM: 18311

TRACK #: S-18311-1-M-2024

TYPE OF PROJECT CHANGE:

ACTION TAKEN: Removes NHPP funding for DES in FFY 24 in the amount of \$2.3M

REASON FOR CHANGE:

PE was STATE funded, and DES will also be STATE funded in the 25 Capital Program, therefore the federal DES funding is no longer needed.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See SJTPO FY 24-33 Chart 1

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: SJTPO

PROJECT: Route 55, Bridges over Route 47

DBNUM: 17306

TRACK #: S-17306-1-M-2024

TYPE OF PROJECT CHANGE: Project Phase Slippage

ACTION TAKEN: Delays BFP funding for DES in the amount of \$2.5M from FFY 24 to FFY 25

REASON FOR CHANGE:

Project slipped by 6 months because of delays in environmental activities

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See SJTPO FY 24-33 Chart 1

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: SJTPO

PROJECT: Route 40/322, Median Closures, Oakcrest Avenue to Spencer Avenue

DBNUM: 196A5

TRACK #: S-196A5-1-M-2024

TYPE OF PROJECT CHANGE:

ACTION TAKEN: Removes NHPP funding for DES in FFY 24 in the amount of \$2.5M

REASON FOR CHANGE:

PE was STATE funded, and DES will also be STATE funded in the 25 Capital Program, therefore the federal DES funding is no longer needed.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See SJTPO FY 24-33 Chart 1

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: Statewide

PROJECT: Sign Structure Rehabilitation/Replacement Program

DBNUM: X239A

TRACK #: SW-X239A-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost decrease

ACTION TAKEN: Reduces STBGP-FLEX funding for ERC in FFY 24 from \$1M by \$.9M to \$.1M

REASON FOR CHANGE:

Programming levels reduced to match anticipated remaining FY 24 authorizations and to provide resources to other projects and programs authorizing in FY 24.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 8

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: Statewide

PROJECT: High-Mast Light Poles

DBNUM: 97008

TRACK #: SW-97008-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost decrease

ACTION TAKEN: Reduces NHPP funding for ERC in FFY 24 from \$1M by \$1M to \$0M.
Reduces STBGP-FLEX funding for ERC in FFY 24 from \$1M by \$.9M to \$.1M

REASON FOR CHANGE:

Programming levels reduced to match anticipated remaining FY 24 authorizations and to provide resources to other projects and programs authorizing in FY 24.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 8

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: Statewide

PROJECT: Bridge Maintenance Scour Countermeasures

DBNUM: 17358

TRACK #: SW-17358-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost decrease

ACTION TAKEN: Reduces NHPP funding for ERC in FFY 24 from \$4.355M by \$4.355M to \$0M

Reduces STBGP-FLEX funding for ERC in FFY 24 from \$3.484M by \$3.484M to \$0M

REASON FOR CHANGE:

Programming levels reduced to match anticipated remaining FY 24 authorizations and to provide resources to other projects and programs authorizing in FY 24.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 8

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: Statewide

PROJECT: Traffic Monitoring Systems

DBNUM: X66

TRACK #: SW-X66-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases NHPP funding for PLS in FFY 24 from \$12M by \$8.250M to \$20.250M

REASON FOR CHANGE:

Please see attached sheet containing remaining FY 24 Traffic Monitoring Systems authorizations. TIP MOD increases balance to match remaining TMS authorizations.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 8

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: Statewide

PROJECT: Rail-Highway Grade Crossing Program, Federal

DBNUM: X35A1

TRACK #: SW-X35A1-3-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Adds HSIP funding for EC in FFY 24 in the amount of \$9.986M

REASON FOR CHANGE:

Statewide Planning earmarked available HSIP funds for railroad construction projects in FY 24

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See NJTPA FY 24-33 Chart 14

CONFORMITY:

PUBLIC INVOLVEMENT:



Date: June 6, 2024
To: Jennifer Marandino, Executive Director
From: John Peterson, Subregional Program Specialist
Re: Notice of Action Modification to the FFY 2024 – 2033 TIP

TIP Modification Review

In accordance with 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 NJDOT Project Manager. The revisions have been reviewed by SJTPO Capital Programming staff and it found that fiscal constraint is maintained. The TIP modifications, listed below, meet the MOU guidelines of an Administrative Modification, to be approved by the SJTPO Executive Director.

As such, the TIP modification should be shared with TAC and considered as part of your Executive Director's Report for the upcoming Policy Board meeting. Project information and financial revisions are detailed in the text below.

Revision Requesting Modifications

Administrative Modification

1. **DBNUM 14428 Route 30, Bridge over Duck Thorofare**

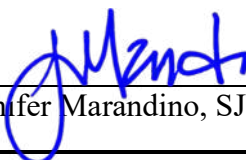
NJDOT requested to increase BFP funding for DES in FFY 2024 from \$2.2M by \$1.575M to \$3.775M.

Initiated from the Bridge Management System, the project will replace the movable bridge, built in 1946 and modified in 1989. The bridge is in Atlantic City, Atlantic County.

Staff Recommendation

As the Subregional Program Specialist, I recommend the approval of the Administrative Modification listed above and provide you with the Informational Modifications for information only.

Concurrence



Jennifer Marandino, SJTPO Executive Director

6/6/2024

Date



State of New Jersey

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

MPO: SJTPO

PROJECT: Route 30, Bridge over Duck Thorofare

DBNUM: 14428

TRACK #: S-14428-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases BFP funding for DES in FFY 24 from \$2.2M by \$1.575M to \$3.775M

REASON FOR CHANGE:

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See SJTPO FY 24-33 Chart 3

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: Statewide

PROJECT: Rail-Highway Grade Crossing Program, Federal

DBNUM: X35A1

TRACK #: SW-X35A1-3-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Adds HSIP funding for EC in FFY 24 in the amount of \$9.986M

REASON FOR CHANGE:

Statewide Planning earmarked available HSIP funds for railroad construction projects in FY 24

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See NJTPA FY 24-33 Chart 14

CONFORMITY:

PUBLIC INVOLVEMENT:

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2406-14: Approving the SJTPO and NJDOT Selection of Projects for Funding Through Safe Routes to School (SRTS) Program

PROPOSAL

At its June 10, 2024, meeting, the Technical Advisory Committee recommended that the Policy Board approve the attached project list for the Safe Routes to School (SRTS) Program.

BACKGROUND

The Safe Routes to School Program (SRTS) is a federally funded program that seeks to encourage and enable children to walk and bicycle to school. Projects must be located within two miles of a school that serves students in grades K-12 with funding available for infrastructure projects. Additionally, the Division of Local Aid & Economic Development aims to help ensure Local Public Agencies can successfully deliver a federally funded project by removing the burden of selecting qualified consultants and paying for those consultant services from the LPA. The SRTS Design Assistance Program makes consultant engineering services available to SRTS grant recipients.

New Jersey municipalities, counties, and school districts are eligible recipients of SRTS Program funding.

SJTPO was initially allocated \$1.000 million for SRTS projects in the four-county region. However, a total of three (3) SRTS projects were selected totaling \$2.072 million, well over the initial allocation. Seven (7) candidate projects were submitted, with six (6) qualifying applications, totaling \$4.729 million.

The Priority Rating for Safe Routes to School Program is attached along with a spreadsheet listing the SRTS projects submitted in the SJTPO region.

SJTPO 2024 Safe Routes to School Program Recommended Projects (Listed in Rating Order)

Local Aid District	Applicant / Grant Recipient	County	Municipality	Project Name	Type of Improvement	Project Cost	Requested Amount	Application Rating	Equity Rating	Final Rating	Recommended Amount
District 4	Somers Point City	Atlantic County	Somers Point City	Somers Point School Safety Project	Pedestrian Safety	\$ 771,045.00	\$ 771,045.00	18	2	20	\$ 771,000
District 4	Upper Township	Cape May County	Upper Township	Upper Township School District Pedestrian and Bike Safety Project	Pedestrian Safety Bikeway	\$ 925,998.04	\$ 925,998.04	16.25	0	16.25	\$ 925,000
District 4	Linwood City	Atlantic County	Linwood City	City of Linwood Pedestrian Improvement Project	Pedestrian Safety	\$ 376,175.00	\$ 376,175.00	14.75	1	15.75	\$ 376,000
							TOTAL RECOMMENDED: \$ 2,072,000				
District 4	Northfield City	Atlantic County	Northfield City	Pedestrian and Bike Path widening and safety upgrades.	Pedestrian Safety	\$ 437,710.00	\$ 437,710.00	13	2	15	\$ -
District 4	Egg Harbor Township	Atlantic County	Egg Harbor Township	SRS 2024 - Sycamore Ave & Atlas Lane Rd Pedestrian Safety Improvements	Pedestrian Safety	\$ 1,659,542.50	\$ 1,500,000.00	11	1	12	\$ -
District 4	Lawrence Township	Cumberland County	Lawrence Township	Myron L. Powell School Pedestrian Safety Improvements	Pedestrian Safety	\$ 718,003.00	\$ 718,003.00	10	1	11	\$ -
District 4	Hamilton Township	Atlantic County	Hamilton Township	SRS 2024 - Denmead Drive Pedestrian Safety & Access Improvements	Pedestrian Safety	\$ 1,180,602.50	\$ 1,180,602.50	0	0	0	\$ -
						TOTAL REQUESTED: \$ 5,909,533.54					

Priority Rating for Safe Routes to School Program

2024 APPLICATION ASSESSMENT

PROGRAM REQUIREMENTS

1. **Resolutions of Support** (Yes = Proceed, No = Disqualified)
2. **Public ROW/School Board Letters/ Resolutions of Support** (Yes = Proceed, No = Disqualified)
3. **Maintenance Commitment** (Yes = Proceed, No = Disqualified)
4. **Responsible Charge** (Yes = Proceed, No = Disqualified)
5. **Distance to School** - Proposed project within two miles of a K-12 school (Yes = Proceed, No = Disqualified)

SECTION 1 (10 Points):

1. **Equal Access (0-2 pt)**
Is the school district a Schools Development Authority district? Is the project located in an Opportunity Zone and/or listed on the Targeted Urban Municipalities (TUMS) list?
2. **Sustainability (0-1 pt)**
Has the school or district participated in the NJ SRTS program at least at the Bronze level for the past two years?
3. **Planning Process (0-2 pts)**
Is a School Travel Plan attached that was completed within the last five years and contains all required elements?
4. **Institutional Support (0-1 pt)**
Does the school or the school district have a written policy, such as a School Wellness Policy, that supports walking and bicycling to school OR does the municipality have an adopted Complete Streets policy?
5. **Statewide Concerns (0-1 pt)**
Is there a railroad crossing or a state highway ramp crossing that will be improved as part of the project?
6. **Readiness to Build or Install (0-1 pt)**
Either ROW or utility relocations needed=0 points
No ROW or utility relocations needed= 1 point
7. **Authorization Performance (0-2 pts)**
Have projects been authorized by the applicant within the allotted timeframe on any previous Transportation Enhancement, Transportation Alternatives, or Safe Routes to School grants?

SECTION 2: (15 points)

1. **Comprehensive Approach (0-1 pt)**
Does the school or municipality already conduct any activities that promote walking and/or bicycling?
2. **Demonstrated Commitment (0-1 pt)**
Has the applicant recently implemented infrastructure projects to improve conditions for bicycling and walking?
3. **Connectivity (0-2 pts)**
Does the proposed project connect to an existing local (1 pt) or regional (2 pts) bicycle or pedestrian network?
4. **Documentation (0-2 pts)**
Is the project need well documented (through crash reports, photographs, maps, survey results, health statistics, crime statistics or reports, etc.)?

5. Safety (0-3 pts)

Does the project have the potential to make walking and bicycling to school safer?

- For one point: The project repairs, replaces, or renovates infrastructure which is in place.
- For two points: The project provides new infrastructure where there had been none; for instance, a new sidewalk.
- For three points: the project is part of a set of comprehensive improvements to improve safety (sidewalk, signage, and crosswalk improvements).

6. Physical Activity (0-3 pts)

Does the project have the potential to increase the number of students walking or bicycling to school?

- For zero points: The project does not have the potential to increase the number of students walking or bicycling to school.
- For one point: The project has the potential to increase the number of students walking or bicycling to school, and the number of students expected to benefit from the project is less than 25% of the student population.
- For two points: The project has the potential to increase the number of students walking or bicycling to school, and the number of students expected to benefit from the project is 50% or more of the student population.
- For three points: The project has the potential to increase the number of students walking or bicycling to school, and the number of students expected to benefit from the project is 75% or more of the student population.

7. Suitability (0-2 pts)

Does the project address the problem identified?

8. Evaluation (0-1 pt)

Does the project include a way to measure success that is included in the project schedule?

SECTION 3: (3 points)

1. Equity

Applications will be reviewed for deliberate and actionable considerations of equity in underserved communities. Consideration will be given to applications that provide additional benefits to a community or communities identified in the following categories: Title VI, Environmental Justice, Limited English Proficiency, and individuals with disabilities. Census tract data for these categories will be used to determine if a project meets the equity criteria. Projects are assigned up to three points.

Demographic data sets include:

- Percent Low-Income
- Percent Minority
- Less than high school education
- Linguistic isolation
- Individuals under age 5
- Individuals over age 64
- Individuals under age 18
- Individuals with Disabilities

TIE BREAKER (if needed):

1. Local Support (0-1 pt)

Are letters of support from others in the community attached to the application?

2. Effective Taxing Capacity

In the event the tiebreaker still results in a tie, the Effective Local Taxing Capacity will be used to break the tie.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2406-14: Approving the SJTPO and NJDOT Selection of Projects for Funding Through Safe Routes to School (SRTS) Program

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

WHEREAS, the Safe Routes to School (SRTS) Program is a federally funded reimbursement program established in 2005 and continued as an eligible program under the Fixing America's Surface Transportation (FAST) Act; and

WHEREAS, the SRTS Program provides funds for projects and activities meant to enable and encourage children in grades K-12 to walk and bike safely to school; and

WHEREAS, this program is being administered by the New Jersey Department of Transportation (NJDOT), in partnership with the North Jersey Transportation Planning Authority (NJTPA), the Delaware Valley Regional Planning Commission (DVRPC), and the South Jersey Transportation Planning Organization (SJTPO); and

WHEREAS, a committee consisting of NJDOT, SJTPO, DVRPC, NJTPA, and the Federal Highway Administration (FHWA) was charged with applying the selection criteria of the program and preparing the recommended list of projects for approval by the Commissioner of Transportation; and

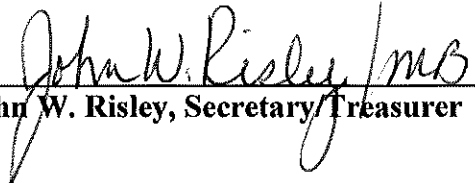
WHEREAS, three (3) projects in the SJTPO region are recommended for Safe Routes to School Program funding in the total amount of \$2,072,000; and

WHEREAS, the SJTPO Technical Advisory Committee supports the recommendation to approve the attached project list for the SRTS Program;

NOW THEREFORE BE IT RESOLVED that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the recommended list of SRTS projects for funding.

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 June 24, 2024.



John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2406-15: Approving an MPO Boundaries and Coordination of Transportation Planning and Programming Memorandum of Understanding Between DVRPC, SJTPO, and WILMAPCO

PROPOSAL

At its June 10, 2024, meeting, the Technical Advisory Committee recommended that the Policy Board approve the Memorandum of Understanding (MOU) between Delaware Valley Regional Planning Commission (DVRPC), SJTPO, and Wilmington Area Planning Council (WILMAPCO).

BACKGROUND

As a result of the 2020 Census, NJDOT updated the New Jersey Urban Area (UA) Boundary maps and supportive documentation, which resulted in revisions to the boundaries between DVRPC, SJTPO, and WILMAPCO. A portion of the Philadelphia, PA-NJ-DE-MD Urbanized Area extends into New Castle County, Delaware, Cecil County, Maryland, and Salem County, New Jersey, crossing MPO boundaries of the three MPOs. Additionally, a portion of the Vineland, NJ UA extends into Gloucester County, and a portion of the Hammonton, NJ UA extends into Camden County, crossing the MPO boundaries of DVPRC and SJTPO.

Because of these crossovers, the MPOs are required to have a written agreement in place recognizing these overlapping boundaries and coordinating transportation planning and programming duties therein.

Whereas, previously, two separate MOUs were established between DVRPC, SJTPO, and WILMAPCO, as well as between DVRPC and SJTPO, a single MOU is being advanced to reflect the changes resulting from the 2020 Census. The MOU essentially stipulates each MPO will retain planning and programming responsibility for the portion of the UA in their respective MPO area.

The Year 2020 Census-defined Urbanized Area (UA) for Philadelphia, PA-NJ-DE-MD, Vineland, NJ, and Hammonton, NJ is delineated on the map entitled "DVRPC, SJTPO, and WILMAPCO 2020 Census Shared Urbanized Areas," which is made a part of the MOU.

MEMORANDUM OF UNDERSTANDING

MPO Boundaries and Coordination of Transportation Planning and Programming Between

The Delaware Valley Regional Planning Commission (DVRPC), The South Jersey Transportation Planning Organization (SJTPO), and The Wilmington Area Planning Council (WILMAPCO)

Background and Purpose

The purpose of this Memorandum of Understanding (MOU) is to establish the Metropolitan Planning Organization (MPO) boundaries and transportation planning and programming responsibilities as they relate to the following Urban Areas (UA): the portion of the Philadelphia, PA-NJ-DE-MD UA that extends into New Castle County, Delaware, Cecil County, Maryland, and Salem County, New Jersey; the portion of the Vineland, NJ UA that extends into Gloucester County, New Jersey; and the portion of the Hammonton, NJ UA that extends into Camden County, New Jersey.

The Philadelphia PA-NJ-DE-MD UA includes portions of twelve (12) counties: Berks, Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties in Pennsylvania; Burlington, Camden, Gloucester, and Salem Counties in New Jersey; New Castle County in Delaware; and Cecil County in Maryland. The Vineland, NJ UA includes portions of Atlantic, Cumberland, and Gloucester Counties in New Jersey. The Hammonton, NJ UA includes portions of Atlantic and Camden Counties in New Jersey. DVRPC, SJTPO and WILMAPCO operate as independent MPOs within the Philadelphia, PA-NJ-DE-MD UA and DVRPC and SJTPO operate as independent MPOs in the Vineland, NJ UA and Hammonton, NJ UA. Each MPO is responsible for a specific planning area.

- The DVRPC planning area consists of Burlington, Camden, Gloucester, and Mercer Counties in New Jersey; together with Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties in Pennsylvania.
- The SJTPO planning area consists of Atlantic, Cape May, Cumberland, and Salem Counties in New Jersey.
- The WILMAPCO planning area consists of New Castle County in Delaware and Cecil County in Maryland.
- The shared DVRPC and WILMAPCO MPO boundary is now and has been coincident with the common boundaries between Delaware and Chester Counties, representing the DVRPC region; and New Castle and Cecil Counties representing the WILMAPCO region and is proposed to remain so.
- The shared WILMAPCO and SJTPO MPO boundary is now and has been coincident with the common boundary between New Castle County, representing the WILMAPCO region; and Salem County representing the SJTPO region and is proposed to remain so.
- The shared SJTPO and DVRPC MPO boundary is now and has been coincident with the common boundaries between Atlantic, Cumberland, and Salem Counties, representing the SJTPO region; and Camden and Gloucester Counties representing the

DVRPC region and is proposed to remain so.

- The Year 2020 Census-defined Urban Area for Philadelphia, PA-NJ-DE-MD, Vineland, NJ, and Hammonton, NJ is delineated on the map entitled "*DVRPC, SJTPO, and WILMAPCO 2020 Census Shared Urbanized Areas*" attached hereto and made a part of this MOU.

As required by Federal regulation pertaining to MPO boundaries, where part of a UA served by one MPO extends into an adjacent Metropolitan Planning Area, the MPOs shall, at a minimum, establish written agreements that clearly identify areas of coordination and the division of transportation planning responsibilities among and between the MPOs

With a population exceeding 200,000 in each of these planning areas, the DVRPC, SJTPO and WILMAPCO counties are MPOs designated as Transportation Management Areas (TMAs). TMA status includes additional planning requirements and Surface Transportation Block Group Program-Urban Allocation (STBGP-Urban) funding based on the UA population.

Responsibilities

- The MPO boundaries of DVRPC, SJTPO and WILMAPCO detailed above, will remain unchanged.
- DVRPC will assume planning and programming responsibility for the portion of the Philadelphia, PA-NJ-DE-MD UA in Burlington, Camden, and Gloucester Counties in New Jersey along with the portion of the Vineland, NJ UA in Gloucester County, New Jersey and Hammonton, NJ UA in Camden County, New Jersey. SJTPO will assume planning and programming responsibility for the portion of the Philadelphia, PA-NJ-DE-MD UA in Salem County, New Jersey as well as the portion of the Vineland, NJ UA in Atlantic and Cumberland Counties, New Jersey and the Hammonton, NJ UA in Atlantic County, New Jersey. WILMAPCO will assume planning and programming responsibility for the portion of the Philadelphia, PA-NJ-DE-MD UA in New Castle County, Delaware and Cecil County, Maryland. These responsibilities include but are not limited to:
 1. Unified Planning Work Program (UPWP) development and action
 2. Long-Range Transportation Plan (LRTP) development and updates
 3. Transportation Improvement Program (TIP) development and updates
 4. Traffic and Highway Performance Monitoring System (HPMS) data collection
 5. Travel demand modeling
 6. Air quality modeling and conformity determinations
 7. Special and corridor studies
 8. Congestion Management Process (CMP) planning and implementation
 9. Highway functional classification updates
 10. Transportation Performance Management target development and monitoring.

- DVRPC, SJTPO and WILMAPCO agree to abide by the methodologies and processes used to allocate federal funds, which are not affected by this MOU.
- STBGP-Urban funds will not be shared by the three MPOs and will continue to be allocated separately to each MPO.
- Each agency agrees to carry out all MPO and TMA transportation planning and programming processes in a continuing, cooperative and coordinated fashion. They agree to comply with federal planning regulations, including participating in quadrennial certification reviews by US DOT.
- Staff from the three MPOs will communicate regularly, share information, and meet as needed to foster cooperation and coordination.

Future Review

This agreement supersedes and replaces the previous MOUs between the three MPOs pertaining to the 2010 Decennial Census UA boundaries. This agreement will be revisited when one of the entities identifies the need for a review, but no later than 2033 or following the definition of 2030 UAs as a result of the year 2030 Decennial Census.

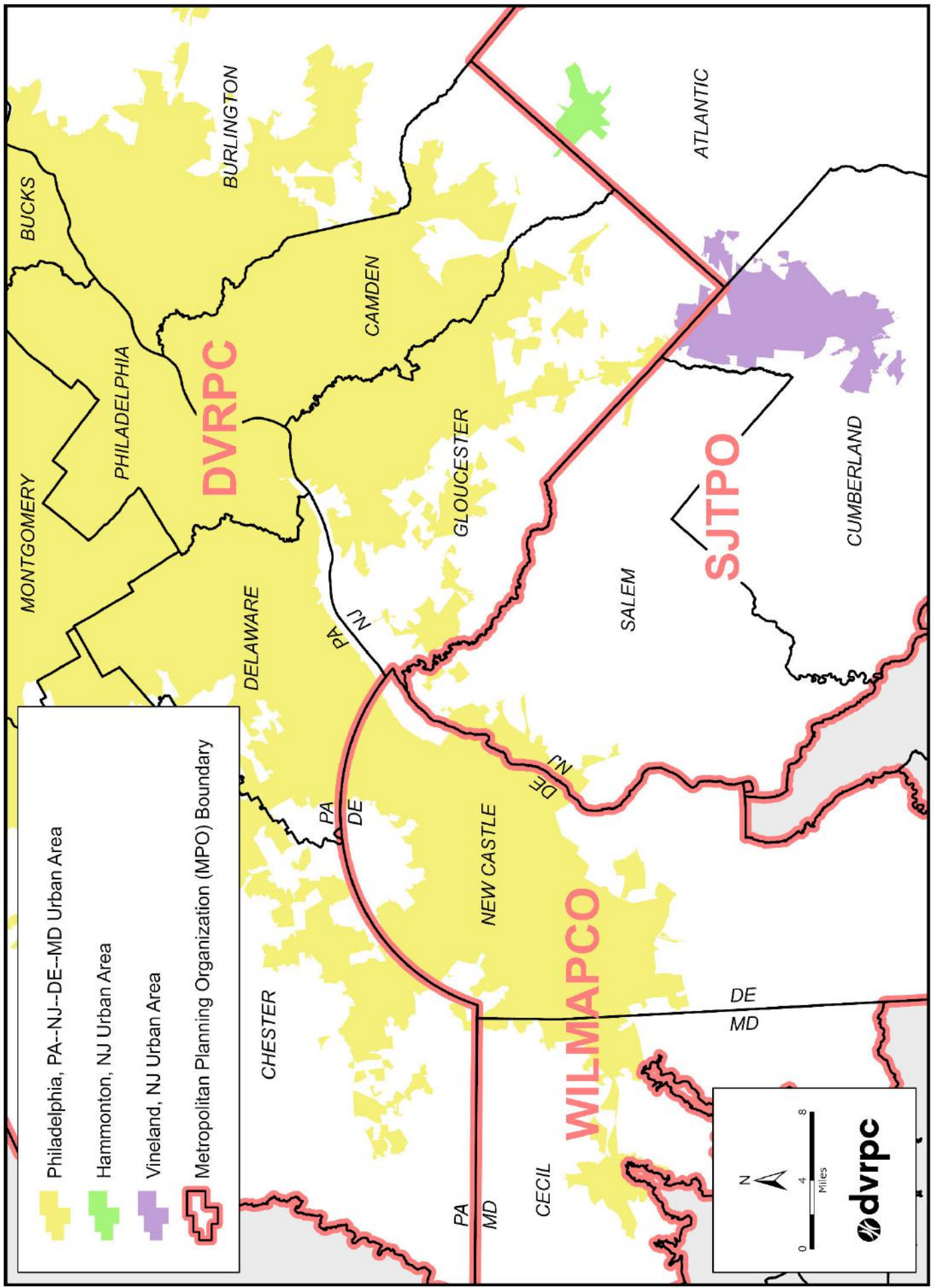
Agreed to this ____ day of _____, 2024 by:

Francis K. O'Connor
Chair, DVRPC Board

Leonard Desiderio
Chair, SJTPO Policy Board

John Sisson
Chair, WILMAPCO Council

DVRPC, SJTPO, and WILMAPCO 2020 Census Shared Urban Areas



SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2406-15: Approving an MPO Boundaries and Coordination of Transportation Planning and Programming Memorandum of Understanding Between DVRPC, SJTPO, and WILMAPCO

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 Delaware Valley Regional Planning Commission (DVRPC) is the MPO designated under Federal law for four counties including Burlington, Camden, Gloucester, and Mercer Counties in New Jersey; and

WHEREAS, the Wilmington Area Planning Council (WILMAPCO) is the MPO designated under Federal law for New Castle County in Delaware and Cecil County in Maryland; and

WHEREAS, the SJTPO, DVRPC, and WILMAPCO have negotiated a Memorandum of Understanding (MOU) to establish the MPO boundaries and transportation planning and programming responsibilities as they relate to the Philadelphia, PA-NJ-DE-MD Urbanized Area (UA) and the Vineland, NJ UA; and

WHEREAS, per 23 CFR 450.312(a), the metropolitan planning area boundary (MPA) shall, at a minimum, cover the Census-defined, UA; and

WHEREAS, a portion of the Philadelphia, PA-NJ-DE-MD UA extends into New Castle County, Delaware, Cecil County, Maryland, and Salem County, New Jersey, crossing MPO boundaries of DVRPC, SJTPO, and WILMAPCO; and

WHEREAS, a portion of the Vineland, NJ UA extends into Gloucester County, and a portion of the Hammonton, NJ UA extends into Camden County, crossing the MPO boundaries of DVRPC and SJTPO; and

WHEREAS because of the overlapping boundaries, DVRPC, SJTPO, and WILMAPCO are required to have a written agreement in place recognizing these overlapping UAs and coordinating transportation planning and programming duties therein; and

WHEREAS, DVRPC, SJTPO and WILMAPCO operate as independent MPOs within the Philadelphia and Vineland UAs, each is responsible for a specific planning area; and

WHEREAS, the MOU recognizes these overlapping UAs and calls for a coordinated transportation planning and programming process; and

WHEREAS, the boundary of each MPO will remain unchanged and each will still retain planning responsibility for the portions of the Philadelphia and Vineland UAs that fall within each respective region; and

WHEREAS, two separate MOUs were previously established between DVRPC and SJTPO for the Vineland UA and between DVRPC, SJTPO, and WIMPCO for the Philadelphia UA; and


WHEREAS a single MOU between the three MPOs will cover both the Philadelphia and Vineland UAs; and

WHEREAS, upon approval, the proposed MOU will supersede and replace the previous MOUs pertaining to the 2010 Decennial Census UA boundaries; and

NOW THEREFORE BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves this Transportation Planning and Programming Memorandum of Understanding between DVRPC, SJTPO, and WILMAPCO.

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 June 24, 2024.



John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2406-16: Approving a Modification to the FFY 2024-2033 Transportation Improvement Program to Add Unobligated CMAQ Funds for the Purchase of CNG Vehicles for the Atlantic City Jitney Association

PROPOSAL

At its June 10, 2024 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board approve a modification to the FFY 2024-2033 Transportation Improvement Program (TIP) to add unobligated CMAQ funds for the purchase of Compressed Natural Gas (CNG) vehicles for the Atlantic City Jitney Association. NJ TRANSIT will utilize unexpended CMAQ balances to fund the purchase of vehicles.

BACKGROUND

Under the joint Memorandum of Understanding (MOU) 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 TIP modification falls under the classification of a Minor Amendment and requires Policy Board approval as outlined in the MOU. The project financials have been reviewed by SJTPO Capital Programming staff and found that fiscal constraint is maintained as additional resources are being provided from prior year unobligated balances.

NJ TRANSIT is requesting to add \$21.0M to DBNUM T120 (Small/Special Services Program) in the SJTPO region. NJ TRANSIT will be submitting this TIP action in eSTIP. The additional resources will be used for the purchase of CNG vehicles for the Atlantic City Jitney Association.

The funding source for this TIP action will be \$21.0M of unobligated FFY 2024 CMAQ funds.

The Small/Special Services Program provides funding for efforts that initiate or promote transit solutions to reduce congestion, manage transportation demand, and improve air quality. Funding is also provided for capital acquisition/operating expenses for the Community Shuttle Program, Bike/Transit facilitation, and other activities that improve air quality and help reduce congestion.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2406-16: Approving a Modification to the FFY 2024-2033 Transportation Improvement Program to Add Unobligated CMAQ Funds for the Purchase of CNG Vehicles for the Atlantic City Jitney Association

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

WHEREAS, NJ TRANSIT is requesting to add \$21.0 M of unobligated CMAQ funds to DBNUM 7120 (Small/Special Services Program) in the SJTPO region; and

WHEREAS, the additional funds will be utilized to fund the purchase of Compressed Natural Gas (CNG) vehicles for the Atlantic City Jitney Association; and

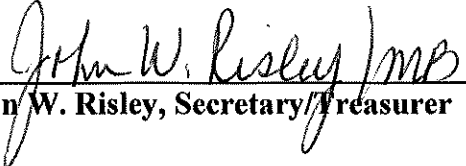
WHEREAS, the modification to the projects for federal funding will not have a negative impact on the air quality in the SJTPO region; and

WHEREAS, fiscal constraint will be maintained as the additional funds are being moved from prior year unobligated CMAQ funds; and

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the amendments and modifications to the current FFY 2024-2033 Transportation Improvement Program.

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of June 24, 2024.


John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2406-17: Approving a Series of Modifications to the FFY 2024-2033 Transportation Improvement Program for NJDOT

PROPOSAL

At its June 10, 2024, meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board approve a series of modification to the FFY 2024-2033 Transportation Improvement Program (TIP) requested by the New Jersey Department of Transportation (NJDOT). Each of the seven (7) actions will change the programmed amount of funding of the Statewide Programs in FFY 2024 by more than \$15 million, thus requiring action by the Policy Board.

BACKGROUND

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 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 seven (7) TIP modifications described below fall under the classification of a Minor Amendment and require Policy Board approval as outlined in the MOU. The project financials have been reviewed by SJTPO Capital Programming staff and found that fiscal constraint is maintained.

The seven (7) actions relate to Statewide Programs, including the following:

1. DBNUM X51 Pavement Preservation

NJDOT requests to increase and decrease the funding allocated to this Statewide Program. In the SJTPO region, this includes reducing NHPP funding for ERC (Design, Right of Way, and Construction) in FFY 2024 from \$10M by \$2.705M to \$7.295M and reducing STBGP-FLEX funding for ERC in FFY 2024 from \$6M by \$6M to \$0M.

In DVRPC, the action will increase STBGP-FLEX funding for ERC in FFY 2024 from \$6M by \$26.675M to \$32.675M and the PP balance from \$1.153M by \$26.675M to \$27.828M. STATEWIDE, the action reduces NHPP funding for ERC in FFY 2024 from \$8M by \$4.1M to \$3.9M

The TIP Modification increases the balance to match the remaining PP authorizations. There are no more remaining FFY 2024 SJTPO Pavement Preservation projects scheduled for authorization, therefore the remaining programmed funding will be redirected to other projects and programs authorizing in FFY 2024. There is one remaining FFY 2024 STATEWIDE Pavement Preservation project scheduled for authorization for \$3.9M, therefore the program was decreased to accommodate this project while providing resources to other FFY 2024 authorizations.

2. DBNUM 99327A Resurfacing, Federal

NJDOT requests to reduce NHPP funding for ERC in FFY 2024 from \$50M by \$48M to \$2M, in FFY 2025 from \$50M by \$5M to \$45M, in FFY 2026 from \$50M by \$5M to \$45M, and in FFY 2027 from \$35M by \$5M to \$30M.

The programming levels were reduced to match the anticipated remaining FFY 2024 authorizations and to provide resources to other projects and programs being authorized in FFY 2024.

3. DBNUM 13306, Mobility and Systems Engineering Program

NJDOT requests to increase NHPP funding for EC (Design and Construction) in FFY 2024 from \$13.466M by \$15.480M to \$28.946M.

The programming levels were increased to match the anticipated remaining FFY 2024 authorizations, including the following projects:

Project Name	CON COST (Millions)
FIFA 2026 Meadowlands area ITS improvements Contract 1	\$3.500
FIFA 2026 Meadowlands area ITS improvements Contract 2	\$3.500
I-280 Smart and Connected Corridor	\$3.500
	\$10.500

4. DBNUM 13323 Bridge Preventive Maintenance

NJDOT requests to increase STBGP-FLEX funding for EC in FFY 2024 from \$10M by \$44.617M to \$54.617M. The action increases the balance to match the remaining authorizations, including the following projects:

Project Name	CON COST (Millions)
Bridge Preventive Maint. Contract 2023-1	\$10.000
Bridge Preventive Maint. Contract 2023-2	\$7.500
Bridge Preventive Maint. Contract 2023-3	\$10.000
US-40 over Inside Thorofare Final Design	\$2.700
NJ-47 over Grassy Sound Final Design	\$3.000
	\$33.200

5. DBNUM 19370 Safety Programs

NJDOT requests to increase HSIP funding for ERC in FFY 2024 from \$5.584M by \$21.803M to \$27.387M. The action increases the balance to match the remaining authorizations, including the following projects:

Project Name	County	Sum of Modified HSIP (Millions)
2024 Statewide Utility Pole Relocation/Replacement	Various	\$0.15
2024 Utility Pole Relocation/Replacement (DVRPC)	Various	\$0.10
2024 Utility Pole Relocation/Replacement (NJTPA)	Various	\$0.20
2024 Utility Pole Relocation/Replacement (SJTPO)	Various	\$0.16
Passaic Ave, Ward Ave, Clifton City	Passaic	\$0.50
VRU Route 130, CR 543 (Beverly Rd) to Lagorce Blvd	Burlington	\$0.70
Rochelle Avenue	Bergen	\$0.00
Weymouth Malaga	Atlantic	\$0.50
Int. Impr. Prog. & Safety Corridor Prog. With ROW - South 2017 (Route 30 and Seagrove Ave./Central Ave. (CR 542) - Hammonton Township, Atlantic County, Route 130 and Riverton Road (CR 603) - Cinnaminson Township, Burlington County, Route 30 and Franklin Ave. (CR 692) - Berlin Borough, Camden County)	Multiple	\$2.00
VRU RT 1&9, Dennis Place to east Grand St, MP 42.79-44.52, Linden/Elizabeth, Union Co	Union	\$2.50
RT US 130 and Georges Road (CR 679) / Wheeling Road	Middlesex	\$9.80
Route NJ 34 & Allaire Road (Allenwood Circle)	Monmouth	\$1.07
Rt 1&9 (Tonnelle Avenue) at Manhattan Avenue Intersection (MP 53.92 to 55.93)	Hudson	\$0.70
		\$18.38M

6. DBNUM X30 Planning and Research, Federal-Aid

NJDOT requests to increase SPR funding for PLS in FFY 2024 from \$39.784M by \$10.683M to \$50.467M and increase STBGP-FLEX funding for PLS in FFY 2024 from \$12M by \$8.244M to \$20.244M. The action increases the balance to match the remaining authorizations.

7. DBNUM 03304 Bridge Deck/Superstructure Replacement Program

NJDOT requests to increase STBGP-FLEX funding for ERC in FFY 2024 from \$18.886M by \$27.753M to \$46.639M. The action increases the balance to match the remaining authorizations, including the following projects:

UPC	Project Name	CON COST (Millions)	County
173130	Route 280 EB, Bridges over Passaic River	\$12.000	Morris
153160	Perkintown Road (CR 644), Bridge over Route 295	\$13.235	Salem
173150	North Munn Avenue, Bridge over Route 280	\$22.800	Essex
		\$48.035	

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2406-17: Approving a Series of Modifications to the FFY 2024-2033 Transportation Improvement Program for NJDOT

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

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

WHEREAS, the NJDOT has requested to make a series changes to the FFY 2024-2033 TIP related to seven separate Statewide Programs; and

WHEREAS, NJDOT will change federal funds allocated to the Statewide Program by more than \$15 million and thus require consideration by the SJTPO Policy Board; and

WHEREAS, the change in federal funds allocated is requested to match remaining authorizations associated with the Statewide Program and to provide resources to other projects and programs being authorized in FFY 2024; and

WHEREAS, funding for DBNUM X51 Pavement Preservation includes changes in funding to DVRPC and the Statewide line items, in addition to the reduction of NHPP funding for Design, Right of Way, and Construction (ERC) in FFY 2024 by \$2.705M and reduction of STBGP-FLEX funding for ERC in FFY 2024 by \$6M; and

WHEREAS, NHPP funding for DBNUM 99327A Resurfacing, Federal will be reduced by \$48 million in FFY 2024, in FFY 2025 by \$5M, in FFY 2026 by \$5M, and in FFY 2027 \$5M; and

WHEREAS, NHPP funding for DBNUM 13306, Mobility and Systems Engineering Program will be increase in FFY 2024 for EC (Design and Construction) by \$15.480M; and

WHEREAS, STBGP-FLEX funding for DBNUM 13323 Bridge Preventive Maintenance will be increased for EC in FFY 2024 by \$44.617M; and

WHEREAS, HSIP funding for DBNUM 19370 Safety Programs for ERC in FFY 2024 by \$21.803M; and

WHEREAS, SPR funding for PLS in FFY 2024 by \$10.683M and STBGP-FLEX funding for PLS in FFY 2024 by \$8.244M will be increased for DBNUM X30 Planning and Research, Federal-Aid; and

WHEREAS, STBGP-FLEX funding for ERC in FFY 2024 will be increased by \$27.753M for DBNUM 03304 Bridge Deck/Superstructure Replacement Program; and

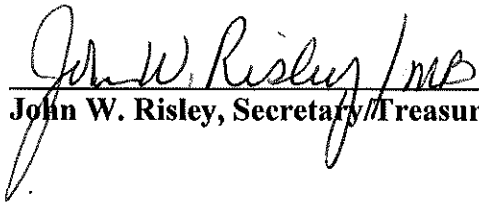
WHEREAS, the modifications to the projects for federal funding will not have a negative impact on the air quality in the SJTPO region; and

WHEREAS, fiscal constraint will be maintained; and

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves modifications to the current FFY 2024-2033 Transportation Improvement Program.

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of June 24, 2024.


John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2406-18: Approving the Executive Director's Recommendation for Hiring SJTPO's Seasonal Intern

PROPOSAL

The Executive Director is recommending Policy Board approval of the hire of Mr. Justin Roig as a Seasonal Intern. Concurrence was sought by the SJTPO Personnel Subcommittee Meeting, consisting of Sea Isle City Mayor Desiderio, City of Vineland Mayor Fanucci and Stephen Mazur, via email on June 7, 2024. SJTA Human Resources has begun the processing of the employee.

BACKGROUND

In late May, Justin Roig emailed SJTPO inquiring about potential internship opportunities at SJTPO based on the recommendation of his Environmental Geographic Information Systems (GIS) Professor. He is a resident of Vineland who is interested in public/multi-modal transportation and transportation policy, with skills in GIS.

While SJTPO was not actively seeking any interns and did not advertise the position, the UPWP includes an annual \$10,000 budget for a seasonal worker. Based on a review of Mr. Roig's resume and GIS portfolio, it was felt that his combination of skills and experiences would be valuable to our team at SJTPO, especially given the fact that the organization is amid work and related development of the next RTP (Regional Transportation Plan) update.

During the interview, the candidate demonstrated a keen awareness of transportation infrastructure and its inequities and his desire to give back to the community. He appeared highly motivated and eager, with a strong drive for success. He was articulate and highlighted his experience in organizing and his interest in creating positive change, mentioning his attendance at the Chestnut Avenue project meetings.

It was agreed that hiring this candidate as a Seasonal Intern for the summer would be mutually beneficial. Mr. Roig is pursuing his Bachelor of Science in Geography and Urban Studies at Temple University, where he completed his sophomore year.

Mr. Roig's resume is attached for additional reference.

Justin Roig

Education

Bachelor of Arts: Geography And Urban Studies - Temple University, Philadelphia, PA

May 2026

Skills

- Geographic Information Systems
- Writing and Editing
- Voter canvassing
- Publication deadlines
- Media Relations
- Phone and Text bank
- Microsoft Office Tools
- Google Suite

Awards

- KYW News Studies Best Use of Sound Award
- Acción Social Puertorriqueña (Puerto Rican Social Action Committee) Elviro Ocasio Sr. Scholarship
- The Italian Cultural Foundation of South Jersey Scholarship
- Sam Bzozowski Memorial Scholarship

Experience

Volunteer August 2022 - Current
Roosevelt Boulevard Subway, Philadelphia, Pennsylvania

- Advocated for the Roosevelt Boulevard Subway expansion to the Broad Street Line in Northeast Philadelphia
- Being a Vocal proponent and attending community meetings to give speeches in advocacy of the Subway
- As a result of the advocacy of the Boulevard Subway Advocates, the extension has now gone from an if to a maybe, gaining the support of community groups as well as state and federal officials

Project 26 Youth Fellow October 2023 - November 2023
Project 26, Philadelphia, PA

- Canvassed dorms and off-campus apartments across Temple University's campus raising awareness for the Supreme Court election in Pennsylvania
- Assisted students in making plans to vote including what time of day and alerting them as to where their polling locations were
- Text-banked students to work out plans to vote and leafleted election information around campus.

Youth Activist Fellow March 2023 - May 2023
Andres Celin for City Council Campaign, Philadelphia, PA

- Took a leading role in canvassing across the 7th city council district for the campaign in wards with the lowest voter turnout in English and Spanish knocking over 500 doors, often in areas which had not been previously canvassed
- Phone banked for advertising of campaign meet and greet events in neighborhoods across the 7th city council district
- Served as a poll stander and poll watcher on the May 16th Philadelphia Democratic Primary for the 7th ward.

Website Manager and Member February 2023 - August 2023
Ricky's Pride PAC, Lansdale, Pennsylvania

- Experience in WordPress
- Assisted the organization in making political endorsements

Assistant News Editor
The Temple News, Philadelphia, Pennsylvania

October 2022 - February 2023

- Interviewed sources and developed relationships with informants to obtain vital information for stories
- Sought out stories by researching issues affecting the Temple University and North Philadelphia community and other news
- Interviewed leading political figures like Josh Shapiro and Sharif Street
- Covered issues such as organized labor, the 2022 Pennsylvania Elections, and gun and traffic violence amongst other serious issues.

Political Affairs Director
Voters Of Tomorrow, New Jersey

March 2022 - July 2022

- In creating processes and protocols for candidates seeking Endorsements.
- Sought policy focuses for VOTNJ by National VOT Guidelines

Community Service

- Used Campaign position to advocate for mass transit and regional rail expansion in South Jersey making it a key part of the campaign agenda and writing an article entitled "South Jersey Is a Transit Desert".
- Used KYW Newsradio internship to advocate for the East Point Lighthouse and its fight against sea level rise in the Delaware bay and systemic neglect.
- Advocated for the road dieting of Chesnut Avenue in Vineland with local community members and business leaders which led to the release of a road dieting plan including protected bike lanes in the following months.

Professional References

Andrés Celin

- Community Activist
- Former Candidate For Philadelphia District Council 7
- [REDACTED]
- [REDACTED]

Jay Arzu

- Philadelphia Transit Advocate and founder of the Roosevelt Boulevard Subway Campaign
- [REDACTED]
- [REDACTED]

Melissa Duvelsdorf

- Operations Coordinator at Philadelphia Green Capital Corp.
- [REDACTED]
- [REDACTED]

James Cersonsky

- Campaign Manager, Organizer, and Trainer
- [REDACTED]
- [REDACTED]

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2406-18: Approving the Executive Director's Recommendation for Hiring SJTPO's Seasonal Intern

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 SJTPO is responsible under federal law for carrying out numerous required metropolitan planning activities as enumerated in the SJTPO Unified Planning Work Program (UPWP); and

WHEREAS, all SJTPO staff activities are fully funded by Federal Highway Administration funding; and

WHEREAS, SJTPO's Unified Planning Work Program annually includes the budget for a Seasonal Worker; and

WHEREAS, SJTPO did not advertise for a seasonal internship position, however, the candidate reached out to SJTPO inquiring about potential internship opportunities; and

WHEREAS, a Seasonal Intern would be mutually beneficial and will be valuable to our team amid work and related development of the next RTP (Regional Transportation Plan) update; and

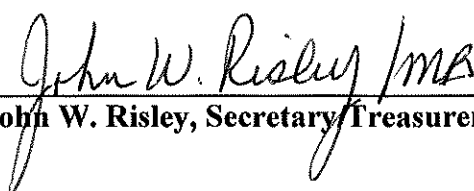
WHEREAS, the candidate is interested in public/multi-modal transportation, and transportation policy, and is pursuing a degree in Geography and Urban Studies; and

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby accepts the Executive Director's June 24, 2024, recommendation of Justin Roig for this position; and

BE IT FURTHER RESOLVED, that the SJTPO requests that the South Jersey Transportation Authority execute the appropriate documents and process this action, in accordance with the Basic Agreement of December 17, 2019, among the State of New Jersey Department of Transportation, SJTA, and 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 June 24, 2024.



John W. Risley, Secretary/Treasurer