

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
Policy Board**

**Monday, July 22, 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: May 28, 2024 and June 24, 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 2407-19: Approving SJTPO's Revised Organizational Structure](#)**

Presenter: Jennifer Marandino, Executive Director

The current organizational chart, approved by the Policy Board on September 25, 2017, has undergone minor adjustments due to personnel changes, but its fundamental structure has remained consistent. The revised organizational structure includes relocating the Safety Education & Outreach work under the Safety Initiatives & Complete Streets Program and moving the Public Outreach, Title VI, and Equity efforts outside the Program Management and Transportation Planning framework.

Additionally, Jenna Monaghan has requested to shift her focus from resiliency and transit planning to safety and bicycle/pedestrian planning. As a result, the Assistant Planner will be reassigned to the Safety Initiatives & Complete Streets Program, and the Principal Planner will transition to the Regional Planning & System Performance Program.

2. **Resolution 2407-20: Approving an Amendment to SJTPO's FY 2025 Unified Planning Work Program (UPWP) to add Funds for Various Tasks within the Technical Program**

Presenter: Jennifer Marandino, Executive Director

A total of \$2.157 million will be added to SJTPO's FY 2025 UPWP, creating four new tasks within the Technical Program and increasing the budget for existing Task 25/402 South Jersey Travel Demand Model Recalibration. \$700,000 of the total funds will be given to DVRPC to add SJTPO to their existing On-Board and Household Travel Surveys effort in their FY 2025 UPWP.

The additional funds will be made available to SJTPO by the New Jersey Department of Transportation (NJDOT) from previous FHWA unobligated Planning (PL) funds \$2,075,636 total (with \$1,375,636 to SJTPO and \$700,000 to DVRPC) and \$81,363.63 of SJTPO's allocation of the FHWA Set-Aside Increasing Safe and Accessible Transportation Options Set-Aside for FY 2025.

A formal request letter has been submitted to NJDOT to modify the task order associated with the FY 2025 UPWP.

3. **Resolution 2407-21: Approving a Revised SJTPO Project Evaluation Process**

Presenter: David Heller, Program Manager

As part of the RTP 2050 update, SJTPO updated the Project Evaluation Process used to select projects for inclusion in the TIP and RTP. There are distinct differences between these two project timelines, necessitating tailored evaluation approaches. The new dual approach recognizes that near-term projects (years 1-10) can be assessed with greater accuracy and detail due to the availability of comprehensive information. In contrast, long-term projects (11+ years) are evaluated more broadly, focusing on their potential impact and alignment with strategic emphasis areas, given the limited information available.

The impetus for change is to reflect comments from Federal Certification that indicated project solicitation and selection must occur as part of the RTP instead of exclusively during the development of the TIP.

4. **Resolution 2407-22: Approving a Subcontract Agreement for No Cost Time Extension for the Countywide Local Road Safety Plan**

Presenter: Jenna Monaghan, Assistant Planner

Greenman Pedersen, Inc. (GPI), is currently under contract to develop and implement four Countywide Local Road Safety Plans for each county. The plans will address each county's unique safety needs and local jurisdictions. The original contract was fully executed, with a Notice to Proceed on September 21, 2022, for a two-year effort with an anticipated contract end date of September 15, 2024. The consultant-led effort is nearing completion, with the final deliverable of the individual county plans to be completed in August/September.

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. A No Cost Time Extension through the end of the year (December 31, 2024) is requested to allow ample time to present before each County Commissioner board and complete a presentation to the SJTPO TAC and Policy Board.

5. **Resolution 2407-23: Approving the Executive Director's Recommendation for a Salary Increase for Melissa Melora**

Presenter: Jennifer Marandino, Executive Director

Melissa Melora, Public Outreach Coordinator, also serves as the agency's Title VI Coordinator, and has been with SJTPO since June 2017. Since her hire, the position has been under the supervision of the Safety Initiatives & Complete Streets Program Manager. However, under the newly approved organizational structure, Public Outreach, Title VI, and Equity activities have been elevated as a core function within SJTPO. This expanded scope aligns with the increasing emphasis on equity in transportation planning, making Ms. Melora's contributions indispensable to SJTPO's mission and objectives.

Given her proven track record, independent work, and the strategic importance of her role, a 10% salary increase is justified and essential to recognize and retain top talent within SJTPO.

6. **Resolution 2407-24: Approving the Executive Director's Recommendation for a Salary Increase for Jenna Monaghan**

Presenter: Jennifer Marandino, Executive Director

Jenna Monaghan, Assistant Planner, was hired in August 2023 under the supervision of the Program Manager of Regional Planning & Systems Performance. However, with the resignation of SJTPO's Safety Initiatives & Public Outreach Program Manager, Ms. Monaghan stepped up to fill the void, demonstrating her flexibility and embracement of new challenges. Her contributions have exceeded expectations across multiple key areas, making a compelling case for an 8.33% salary increase from her initial starting salary.

The increase reflects Ms. Monaghan's demonstrated value to SJTPO and serves as a retention strategy to ensure the retention of top talent.

j. NJDOT Update

k. Adjournment

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
Policy Board Meeting

Tuesday, May 28, 2024 - 10:00 AM
817 East Landis Avenue, 2nd Floor Board Room / Virtually using GoToMeeting Platform

The meeting was called to order at 10:04 a.m. by Executive Director Jennifer Marandino, followed by the flag salute. Ms. Marandino then advised that the New Jersey Open Public Meetings Act requirements were met through an Annual Notice transmitted in early January 2024, to The Press of Atlantic City, The Daily Journal, The South Jersey Times, and the Clerks of the four-member counties.

ATTENDANCE (*virtually unless otherwise noted*)

Members:

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

Also, in attendance:

Matthew Pisarski, Cumberland County *in-person*
Elaina Gable, Cumberland County *in-person*
Michael Watson, Brown & Connery, LLP
Alexis Franklin, Governor's Authorities Unit, *in-person*
Jason Kelly, HDR
Michael Russo, McCormick Taylor
Lisa Avichal, NJDOS
Nancy Ridgway, resident
Monica Butler, SJTPO *in-person*
David Heller, SJTPO *in-person*
Jennifer Marandino, SJTPO *in-person*
Melissa Melora, SJTPO *in-person*
William Schiavi, SJTPO *in-person*

APPROVAL OF MINUTES: March 25, 2024

On Motion by Commissioner Bulakowski and seconded by Stephen Mazur, the minutes of March 25, 2024, were unanimously approved by Roll Call Vote.

COMMUNICATIONS

Executive Director Marandino summarized the one letter included in the packet from Robert Clark of the Federal Highway Administration to NJDOT that the New Jersey updated Urban Area Boundary Map has been approved as a result of the 2020 Census.

Additionally, Ms. Marandino asked that Policy Board members mark their calendars as SJTPO plans to hold a “Special Meeting” on June 24th, as noted in the Executive Director’s Report. She noted that a follow-up email will be sent by Ms. Butler as a reminder. Ms. Marandino shared that the meeting will discuss the slight changes to the Urban Boundaries with DVRPC and WILMAPCO, so there will be a revised Memorandum of Understanding (MOU) for the planning area, boundaries, and coordination for approval.

TECHNICAL ADVISORY COMMITTEE (TAC) REPORT

Chairman Matthew Pisarski reported that at the May 13, 2024, Technical Advisory Committee meeting TAC recommended positive consideration for Resolutions 2405-10 through 2405-12. Ms. Marandino added that Resolution 2405-13 Approving the Selection of Brown & Connery, LLP for SJTPO General Legal Counsel did not require TAC approval.

CHAIRMAN’S REMARKS

Chairman Desiderio hoped everyone had an enjoyable Memorial Day weekend and summer months.

REPORT OF THE EXECUTIVE DIRECTOR

USDOT Notice of Funding Opportunities

Ms. Marandino reported that NJDOT announced several funding opportunities which were included in the report for agencies to share with their staff.

Regional Transportation Alternative Set Aside Solicitation

Ms. Marandino reported that in mid-February NJDOT had transmitted a letter to the three MPOs announcing their solicitation of proposals for the Regional Transportation Alternatives Set Aside (RTA Set-Aside) program. She added that this competitive grant program is different from the Transportation (TA) Set-Aside being that it is regional and only available to the SJTPO subregional partners. She stated that 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, which Ms. Marandino will notify the subregions requesting that they submit their formal application request in SAGE.

FFY 2024-2033 Transportation Improvement Program (TIP) Modifications

Ms. Marandino announced that eight (8) TIP Modifications were requested by NJ TRANSIT of unobligated funding to be moved into FFY 2024, which falls within the threshold of Administrative or Informational Modifications. On May 13th, the TAC recommended an action to move two (2) actions of unobligated funds into the FFY 2024 funding year which exceeded the \$10 million threshold for an Administrative Action.

SJTPO’s New and Improved Website

Ms. Marandino noted that the SJTPO’s website is new and improved and is live. She added that Melissa Melora worked with the new consultant on recreating and providing visitors with a refreshed look and seamless user experience. Ms. Melora sent an email to the TAC and the Community Outreach and Engagement Committee (COEC) members requesting feedback on the website, which will be used

internally to continue improving the website so that visitors have the best possible experience. She stated that Ms. Butler would be reaching out to the Policy Board by email with the same information, as well as notifying the Board of a June 24, 2024 “Special” meeting.

Countywide Local Road Safety Plan

Ms. Marandino explained that 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. As part of the Plan requirements, each plan will be brought before the respective Board of Commissioners for consideration and approval in August or September. A representative from the consultant (GPI) will be reaching out to the respective Board secretary or administrator to schedule those meetings and will be presented to the Board for support.

Ms. Marandino shared that the plan essentially identifies hot spot locations where crashes are happening and locations where crashes may happen, to develop a list of locations that the county can advance for safety improvements both using safety dollars as well as their own county or municipal aide funds. The Plan will be eligible to be a Safety Action Plan for the Safe Streets and Roads for All Program which is a USDOT Discretionary Grant, and the Plan will serve as an action plan requirement. She ended that if anyone should have any questions, please reach out to Ms. Marandino or Jenna Monaghan.

Current Staff Vacancies

Ms. Marandino updated the Policy Board on the current staff vacancies mentioning that the new Program Manager of Safety Initiatives & Complete Streets is anticipated to start on Monday, June 10th, as he is currently relocating from Montana. Once he arrives, he will then complete his background and physical checks through SJTA, which he will then be cleared to start. She noted that there are still vacancies including 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.

Distribution of Unobligated Funds

Ms. Marandino explained that earlier this year, NJDOT made the MPO’s 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 the FY 2025 UPWP can be completed. This would be done through consultant-led staff augmentation. Ms. Marandino submitted an email May 17, 2024, pertaining to the use of funds for the augmentation which would provide support for the current vacancies.

Ms. Marandino noted that there are several other proposals that she included in the Board packet regarding the use of PL funds which will be brought to the TAC and the Policy Board for approval since it will require a modification to the current FY 2025 UPWP which is effective July 1, 2024.

Merit Increases – FY 2024 and 2025

Ms. Marandino stated that she anticipates submitting a request for merit increased 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 June 19th.

June 24, 2024 Policy Board Meeting

Ms. Marandino explained that a “Special” meeting will be held in June for a modification to the TIP that NJ TRANSIT will be requesting which will bring additional funding to the SJTPO region, along with the TIP amendments mentioned earlier, and the Memorandum of Understanding (MOU). The “Special”

meeting will be held at the SJTPO office in the smaller Conference Room, since the larger room is being utilized by the law firm.

Promoting Subregional Projects

Ms. Marandino concluded her comments by stating if there are any projects that anyone would like to be highlighted in the next SJTPO On the GO newsletter, please submit them. She then congratulated and announced that Cape May County received an award (Marty Epstein Advocacy Award) at the New Jersey Bike Walk Summit which recognizes outstanding achievements in achieving and advancing the goals of the bike walk coalition. They received recognition for the great work in the regional trail work they are doing in Cape May County.

PUBLIC COMMENT

Nancy Ridgway commented that the updated SJTPO website is impressive.

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

NEW BUSINESS

1. **Resolution 2405-10: Approving SJTPO's Updated Public Involvement Plan (PIP)**

On Motion by Commissioner Bulakowski and seconded by Stephen Mazur, Resolution 2405-10 was opened for discussion. Melissa Melora explained that the Public Involvement Plan (PIP) outlines SJTPO's public outreach process. Several significant revisions were made to this year's PIP including:

- Based on updated guidance from the federal partners, SJTPO can use federal funds to incentivize public outreach activities, so language was included in the PIP to make that known.
- SJTPO also evaluated the public meeting requirements for the Congestion Management Process. The minimum 30-day public comment period will still be required when changes occur, but a public meeting is not required. Essentially, SJTPO is handling the CMP similarly to the UPWP.
- SJTPO also refined the list of libraries to which specific documents are sent. Moving forward, at least one library in each county will receive specific documents for in-library viewing.

Ms. Melora reported that the comment period for the PIP was held from Tuesday, March 12th through Friday, April 26th, which meets the 45-day minimum public comment period. The public meeting was held on April 10th. The meeting was the first time light refreshments were offered for those participating in person. No members of the public attended in person, however, a couple attended virtually. No comments were received that required a response. However, SJTPO did have the public complete an online survey geared at helping understand how staff can strengthen the public outreach efforts. The survey results are included in Appendix H of the PIP.

Ms. Marandino stated that staff will be sure to consult any feedback received when public meetings are held.

With no further comment, Resolution 2405-10 was unanimously approved by Roll Call Vote.

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

On Motion by Commissioner Director Risley and seconded by Stephen Mazur, Resolution 2405-11 was opened for discussion. David Heller explained that SJTPO retained a consultant to prepare demographic projections for the SJTPO region, which cover 2020 through 2060 and are given in five-year increments. The demographic projections, which cover population, number of households, population in households, average household size, and employment projections were included in the Board packet.

Mr. Heller noted that following the endorsement of the demographic projections endorsed by the TAC at their May 13, 2024 meeting, the consultant noticed a small error in the calculation of household population and transmitted a “slightly revised” set of forecasts, which are attached. He further noted that this error did not impact the **population, number of households, or total employment projections**, which are the main demographic inputs for which staff is seeking approval. TAC members were immediately apprised of this error and had no objections.

Mr. Heller stated that 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. The year-round projections, as well as an explanatory memo, are attached.

Mr. Heller shared, in summary, the overall year-round population projections are projected to decline by approximately 6% between now (2020) and 2060, while employment is projected to increase between now (2020) and 2060 by approximately 22% regionwide. More detailed information on how these projections were prepared is included in a series of technical memoranda which can be made available should anyone be interested in reviewing them.

With no further comment, Resolution 2405-11 was unanimously approved by roll call vote.

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

On Motion by Commissioner Bulakowski and seconded by Commissioner Director Risley, Resolution 2405-12 was opened for discussion. William Schiavi explained that the 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.

He stated that an RFP was released in mid-February, and the TAC-designated Consultant Selection Committee reviewed six (6) proposals and interviewed the top three (3) ranked firms. The Committee recommends the selection of Michael Baker International in association with TechniQuest Corporation (SBE/DBE). He stated that the negotiated cost proposal is \$341,032. This included Task 1 which is the Coordination and Administrative task and Task 2, which is Pavement Data Collection.

The DBE participation is 8.41% by cost, whereas the DBE/ESBE goal is 9.95%. However, Michael Baker has noted that they will reach the 9.95% goal in subsequent tasks, which will be

negotiated later. Those subsequent tasks are **Task 3**, Ancillary Data Collection, **Task 4**, Data Integration, and the Optional Services which are for Pavement Management System Implementation and Analysis and Pavement Management Software Subscription for subregional partners.

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

Ms. Marandino explained that the cost and scope are usually shared at the meeting, however, they will be posted on the RFP page of the website after the meeting due to the consultant having pages marked confidential in which the details have been worked out. Also, she noted that for now, the cost proposal covers Task 1 and Task 2 only, which will allow the subregional partners that were not involved in the consultant selection to provide feedback about their needs related to Task 3 and Task 4, and optional services.

With no further comment, Resolution 2405-12 was approved by Roll Call Vote with an abstention from Stephen Mazur, who noted that he must recuse himself from all matters pertaining to Michael Baker International, Inc.

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

On Motion by Stephen Mazur and seconded by Commissioner Bulakowski, Resolution 2405-13 was opened for discussion. Executive Director Marandino explained that every two years SJTPO goes through the process of advertising to retain General and Special Legal Counsel services. SJTPO coordinates with SJTA, which handles the advertising of the RFP and Notice as the administrative host.

An RFP was released on March 28, 2024, on Bid Express as well as advertised in both the Atlantic City Press and the Courier Post. One (1) proposal was received on April 18, 2024, and reviewed by the Consultant Selection Committee which recommended the selection of Brown & Connery, LLP as SJTPO's General Legal Counsel. No proposals were received for Special Legal Counsel, therefore, if in the future there is a need, SJTPO will consult with SJTA for assistance.

Ms. Marandino stated that Brown & Connery, LLP has served as SJTPO's General Legal Counsel for several years and that she and Monica both have worked closely with Michael Watson and have a great working relationship, very responsive and are satisfied with the work provided by both Michael Watson and the firm to date.

With no further comment, Resolution 2405-13 was unanimously approved by Roll Call Vote.

Michael Watson thanked everyone for the selection of the firm and stated that it is a pleasure to work with Jennifer and Monica and an honor to serve the SJTPO and the Policy Board.

NJDOT UPDATE – Sudhir Joshi

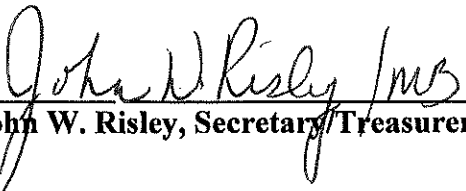
Sudhir Joshi reported that on May 8, 2024, FHWA and FTA approved the FY 2025 Unified Planning Work Program (UPWP). NJDOT has also received pre-approval from FHWA for initial authorization of the FY 2025 UPWP budget. Currently, NJDOT is in the process of receiving federal authorization for the UPWP budget. He also reported that the 2nd Quarter MPO Coordination Meeting is scheduled for Wednesday, June 12th. Lastly, NJDOT is seeking feedback on how to improve truck parking in the State.

Truck parking is included in New Jersey's 2023 Statewide Freight Plan, which open comment period is May 15, 2024, through to June 16, 2024.

ADJOURNMENT

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

Approved Minutes Certified Correct:



John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
Policy Board “Special” Meeting

Monday, June 24, 2024 - 10:00 AM
817 East Landis Avenue, 2nd Floor Conference 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 48-hour Notice submitted on June 18, 2024, to The Press of Atlantic City and The Daily Journal, 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 *not present*
Benjamin Laury, Salem County *not present*
Kaleem Shabazz, City of Atlantic City
P. Edward McKelvey, Alloway Township
Leonard Desiderio, Sea Isle City
Anthony Fanucci, City of Vineland
Andrew Clark, NJDOT
Louis Millan, NJ TRANSIT
Stephen Mazur, SJTA *in-person*

Also, in attendance:

Kathleen Hicks, City of Vineland
Matthew Pisarski, Cumberland County *in-person*
Elaina Gable, Cumberland County *in-person*
Dan Corrigan, SJTA
Michael Watson, Brown & Connery, LLP
Laura Wilton, Governor’s Authorities Unit
Brent Van Lith, DRBA
Jason Simmons, FHWA
Michael Russo, McCormick Taylor
Lisa Avichal, NJ OPA
Jack Dean, NJ TRANSIT
Jim Vari, NJ TRANSIT
Nancy Ridgway, resident
Monica Butler, SJTPO *in-person*
Jenna Monaghan, SJTPO *in-person*
Jennifer Marandino, SJTPO *in-person*
John Peterson, SJTPO *in-person*

COMMUNICATIONS

Executive Director Marandino reported that NJDOT annually conducts a Pre-Award Risk Prequalification Assessment in advance of the for State Fiscal Year Unified Planning Work Program

(FY 2025 UPWP). Based on the overall assessment, NJDOT finds that the SJTPO has a “Low-Risk” for non-compliance with Federal Statutes, regulations, etc. The letter identifies three areas for improvement, one of which noted the limited resources of staff. Ms. Marandino reported that she working with NJDOT on adding unobligated funds into SJTPO’s Work Program, which will be brought to the July Policy Board meeting for action.

TECHNICAL ADVISORY COMMITTEE (TAC) REPORT

Chairman Matthew Pisarski reported that at the June 10, 2024, Technical Advisory Committee (TAC) meeting TAC recommended positive consideration for Resolutions 2406-14 through 2406-17. Ms. Marandino added that Resolution 2406-18 Approving the Executive Director’s Recommendation for Hiring SJTPO’s Seasonal Intern did not require TAC approval.

CHAIRMAN’S REMARKS

Chairman Desiderio wished everyone a happy, enjoyable summer, and hopes that everyone could come and visit Cape May County.

REPORT OF THE EXECUTIVE DIRECTOR

Ms. Marandino reported that there are details included in the Report about various funding opportunities, as shared by FHWA-NJ. The Report also included details of several modifications to the Federal Fiscal Year (FFY) 2024-2033 Transportation Improvement Program (TIP), which includes three (3) Committee Actions, nine (9) Administrative Modifications, and one (1) Informational Modification, all of which have been approved in eSTIP. She noted that these actions will be in addition to those that will be considered for Policy Board approval through Resolution 2406-16 and 2406-17 which will be presented by John Peterson under New Business.

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

NEW BUSINESS

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

On Motion by Stephen Mazur and seconded by Mayor Fanucci, Resolution 2406-14 was opened for discussion. Jenna Monaghan explained that 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. She stated that 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. The recommended projects include:

- Atlantic County – Somers Point School Safety Project – Pedestrian Safety (\$771,000)
- Cape May County – Upper Township School District Pedestrian & Bike Safety Project – Pedestrian Safety Bikeway (\$925,000)
- Atlantic County – City of Linwood Pedestrian Improvement Project – Pedestrian Safety (\$376,000)

With no further comment, Resolution 2406-14 was unanimously approved by Roll Call Vote.

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

On Motion by Stephen Mazur and seconded by Mayor Fanucci, Resolution 2406-15 was opened for discussion. Executive Director Marandino stated that NJDOT updated the NJ Urban Area Boundary maps and supportive documentation based on the recent 2020 Census. FHWA approved the revised boundaries in a May 10th letter which was shared at the Policy Board meeting in May.

Ms. Marandino explained that the urbanized boundary is the foundation for the coordination Memorandum of Understanding (MOU), the purpose of which is to establish transportation planning and programming responsibilities related to portions of the neighboring urbanized areas that extend into and outside the MPO boundary. In 2016, an MOU was established between DVRPC, SJTPO, and WILMAPCO for the portion of Philadelphia, PA-NJ-DE-MD Urbanized Area that extends into New Castle County, Delaware, Cecil County Maryland, and Salem County, New Jersey, crossing MPO boundaries of the three MPOs.

A separate MOU was established between DVRPC and SJTPO a portion of the Vineland, NJ Urbanized Area that extends into Gloucester County, and a portion of the Hammonton, NJ Urbanized Area that extends into Camden County, crossing the MPO boundaries. Therefore, a single MOU is being considered for approval and ultimate adoption by all three MPOs.

With no further comment, Resolution 2406-15 was unanimously approved by Roll Call Vote.

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**

On Motion by Kaleem Shabazz and seconded by Mayor Fanucci, Resolution 2406-16 was opened for discussion. John Peterson explained that this action is a team effort between NJDOT, NJ TRANSIT, SJTA, and SJTPO to transfer unobligated 2024 CMAQ funds for \$21 Million for the purchase of new CNG vehicles for the Atlantic City Jitney Association. He noted that the relocation of unobligated funds needed immediate action which is one reason for the “Special” meeting. This immediate action allows the funds to be transferred in time to meet the federal requirements.

Ms. Marandino mentioned that NJ TRANSIT representatives are in attendance if there are any questions. She also advised Louis Millan that she is still waiting for the action in eSTIP. Louis Millan replied that he was aware and that it was an eSTIP issue and he would notify SJTPO once the action is ready for their approval is complete.

With no further comment, Resolution 2406-16 was unanimously approved by Roll Call Vote.

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

On Motion by Commissioner Bulakowski and seconded by Mayor Fanucci, Resolution 2406-17 was opened for discussion. John Peterson explained that the action requires Board approval since

each exceeds a funding change of more than \$15 million. NJDOT has requested approval of seven (7) actions associated with Statewide Programs including the following:

- 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

Ms. Marandino commented that after today's action, she will approve the actions in eSTIP and forward each to NJDOT.

With no further comment, Resolution 2406-17 was unanimously approved by Roll Call Vote.

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

On Motion by Kaleem Shabazz and seconded by Mayor Fanucci, Resolution 2406-18 was opened for discussion. Executive Director Marandino explained that in late May, SJTPO received an email from Justin Roig, a rising junior attending Temple University inquiring about potential internship opportunities at SJTPO based on the recommendation of his Environmental Geographic Information Systems (GIS) Professor. She shared that he is a resident of Vineland with an interest in public/multi-modal transportation and transportation policy. While SJTPO was not actively seeking an intern and did not advertise the position, the UPWP includes an annual \$10,000 budget for a seasonal worker.

Upon review of Mr. Roig's resume and GIS portfolio, it was felt that his combination of skills and experiences would be valuable to the SJTPO team, especially given that the organization is amid work and development of the next RTP (Regional Transportation Plan) update. Ms. Marandino stated that she, and David Heller, interviewed Mr. Roig, and they were impressed with his awareness of transportation infrastructure and some of its inequities along with his desire to give back to his community. She noted that he seemed very motivated and eager with a drive to succeed and was articulate during the interview.

Ms. Marandino stated that based on the direction of SJTA's Human Resources Manager, because of the short-term nature of the position, the hiring process offers greater flexibility. An email was sent to the SJTPO Policy Board Personnel Subcommittee for review and approval before the action was brought to SJTA's Board of Commissioners. The Seasonal Intern was added and approved as part of SJTA's Schedule A at their June 19th meeting. She noted that the week prior, Mr. Roig completed a drug screening and physical. She announced that he has been subsequently cleared, and today is his first day.

A copy of Mr. Roig's resume was shared as part of today's action. Based on his experience and the technical nature of the position and anticipated work, he is being brought on at an hourly rate of \$20.

With no further comment, Resolution 2406-18 was unanimously approved by Roll Call Vote.

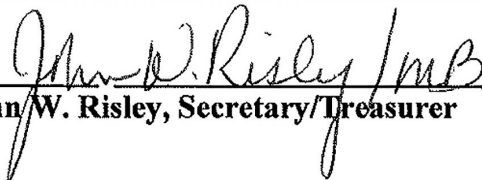
NJDOT UPDATE – Andrew Clark

Andrew Clark commented that there were no NJDOT updates to report.

ADJOURNMENT

On Motion by Stephen Mazur and seconded by Mayor Fanucci, the meeting was adjourned at 10:26 a.m.

Approved Minutes Certified Correct:


John W. Risley, Secretary/Treasurer



South Jersey Transportation Planning Organization

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

Leonard Desiderio, *Chairman*

Benjamin H. Laury, *Vice Chairman*

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

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(856) 794-1941
(856) 794-2549 (fax)

Jennifer Marandino, P.E.
Executive Director

John W. Risley, *Secretary/Treasurer*

EXECUTIVE DIRECTOR'S REPORT – July 22, 2024

USDOT PLANNING UPDATES

USDOT Issues Policy Statement on Reducing Negative Impacts of Projects on EJ Communities

On June 20, 2024, the Secretary of Transportation issued a "[Policy Statement on Reducing Negative Impacts of Transportation Projects on Communities with Environmental Justice Concerns \(Including Disadvantaged Communities and Communities with Significant Transportation Insecurities\)](#)." This policy statement confirms the commitment from the U.S. Department of Transportation (DOT) to both increase benefits and reduce harms experienced by communities with environmental justice (EJ) concerns. More information is available [here](#).

USDOT Announces \$1.8 Billion in Awards for the RAISE Program

On June 26, 2024, the U.S. DOT [announced](#) \$1.8 billion in awards for the [Rebuilding American Infrastructure with Sustainability and Equity \(RAISE\) discretionary grants program](#). The Department announced grant awards for 148 projects in urban and rural areas across the country, including historically disadvantaged areas and areas of persistent poverty. More information is available [here](#). The Borough of Carteret (in Middlesex County) received \$5.6 for the Intermodal Transportation Building Project.

USDOT Announces over \$600 million in Funds for the Reconnecting Communities Pilot (RCP) Program

On July 3rd, the USDOT released the [2024 Notice of Funding Opportunity \(NOFO\)](#) for the Reconnecting Communities Pilot (RCP) Program Fiscal Years (FY) 2024 – 2026 funding. The BIL established the [Reconnecting Communities Pilot \(RCP\) Grant Program](#) to help reconnect communities previously cut off from economic opportunities by transportation infrastructure. The goal of the program is to advance community-centered transportation connection projects that improve access to daily needs such as jobs, education, healthcare, food, nature, and recreation, and foster equitable development and restoration. Interested communities can request free technical assistance through USDOT's Reconnecting Communities Institute to explore project feasibility ([read here](#)).

This NOFO will include FY24 – 26 funding for two grant types that involve the following activities:

- Capital Construction
 - DOT will award **\$457 million** to eligible construction activities necessary to carry out a project to remove, retrofit, or mitigate an existing eligible facility or replace an existing eligible facility with a new facility that reconnects communities. BIL specifies that the minimum capital construction grant award is \$5 million. DOT anticipates that Capital Construction Grants may range from \$5 million to \$100 million. If a project is partially funded, project components executed through the RCP award must demonstrate independent utility.
- Community Planning
 - DOT will award **\$150 million** to eligible public engagement, feasibility studies, and other planning activities. BIL specifies that the maximum RCP Program Planning Grant award is \$2 million.

FHWA Announces \$60 Million in Awards for Vehicle-to-Everything Technologies

On June 20, 2024, FHWA [announced](#) nearly \$60 million in awards from the [Saving Lives with Connectivity: Accelerating Vehicle to Everything \(V2X\) Deployment Program](#). The grants to recipients in Arizona, Texas, and Utah will serve as national models to advance connected and interoperable vehicle technologies and new deployments of V2X technologies. More information is available [here](#) and [here](#).

FTA Announces \$7.8 Million in Awards for Access and Mobility Pilot Program

On June 6, 2024, the Federal Transit Administration (FTA) [announced](#) \$7.8 million in awards from the [Innovative Coordinated Access and Mobility \(ICAM\) Pilot Program](#) for 17 projects in 15 States. The ICAM Pilot Program provides competitive funding to support innovative projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services. More information is available [here](#).

FHWA Announces \$227 Million in Available Funding for Wildlife Crossings Pilot Program

On June 6, 2024, FHWA published a [Notice of Funding Opportunity \(NOFO\)](#) to announce the availability of \$227 million in funding through the [Wildlife Crossings Pilot Program \(WCPP\)](#) for Fiscal Years (FY) 2024-2026. The WCPP provides grants on a competitive basis for projects that seek to achieve a reduction in the number of wildlife-vehicle collisions and improve habitat connectivity for terrestrial and aquatic species. **The application deadline for FY 2024 and FY 2025 is September 4, 2024.** The application period for FY 2026 will open May 1, 2025 and close August 1, 2025.

FHWA Announces \$196 Million in Available Funding for Culvert Aquatic Organism Passage Program

On June 25, 2024, FHWA published a [Notice of Funding Opportunity \(NOFO\)](#) to announce the availability of \$196 million in funding through the [Culvert Aquatic Organism Passage \(AOP\) Program](#). The primary objective of the Culvert AOP Program is to meaningfully improve or restore anadromous fish passage through the replacement, removal, or repair of culverts or weirs, which may include infrastructure to facilitate fish passage around or over the weir and weir improvements. **The application deadline is September 23, 2024.**

FTA Announces \$1.9 Million in Available Funding for Enhancing Mobility Innovation Program

On July 1, 2024, FTA published a [NOFO](#) to announce the availability of \$1.9 million in funding through the [Enhancing Mobility Innovation \(EMI\) Program](#). Funding is available for projects to accelerate innovations that improve mobility and enhance the rider experience with a focus on innovative service delivery models, creative financing, novel partnerships, and integrated payment solutions, and for projects to develop software solutions that facilitate the provision of integrated demand-response public transportation service that dispatches public transportation fleet vehicles through riders' mobile devices or other means. **The application deadline is August 30, 2024.**

Application Deadlines Approaching for Other U.S. DOT Discretionary Grant Opportunities

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

- [July 12 – Strengthening Mobility and Revolutionizing Transportation \(SMART\) Grants](#),
- [July 16 – Communities Taking Charge Accelerator](#),
- [July 17 – Active Transportation Infrastructure Investment Program \(ATIIP\) \(extended from June 17, 2024\)](#),
- [July 22 – Pilot Program for Transit-Oriented Development \(TOD\) Planning](#),
- [August 1 – Bridge Investment Program, Large Bridge Project Grants, FY 2025](#),
- [August 28 – Charging and Fueling Infrastructure \(CFI\) Grant Program](#),
- [August 29 – Safe Streets and Roads for All \(SS4A\): Planning and Demonstration Grants](#), and
- [October 1 – Bridge Investment Program, Planning and Bridge Project Grants \(extended from March 19, 2024\)](#).

FFY 2024-2033 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) MODIFICATIONS

➤ **Administrative Modification**

NJDOT requested approval of action for **DBNUM 19369 Route 9, Chapman Blvd to Route 30 (Whitehorse Pike)**. Preliminary Engineering (PE) funding for Route 9, Chapman Blvd to Route 30 (Whitehorse Pike) was recently increased from \$6.750 by \$3.250M to \$10M. After the TIP MOD was submitted to increase funding, a new PE process was added to this project that added Final Design phases into PE. The new request is to increase NHPP funding for PE in FFY 2024 from \$10M by \$6M to \$16M.

The Cover Page associated with the eSTIP action is included for reference.

➤ **Informational Modifications**

NJDOT has approved two (2) actions in eSTIP. The Cover Page associated with each action is included for reference.

- **DBNUM X35A1 Rail-Highway Grade Crossing Program, Federal**, the action adds STP-R/H HAZELIM funding for EC (Design and Construction) in FFY 2024 in the amount of \$0.075M. There were releases from closed projects of this fund type, which will be used on this program for authorizations.
- **DBNUM 99358 Safe Routes to School Program**, NJDOT requested to change \$0.439M of TA-FLEX funds to SRTS funds. There was a Local Aid authorization submitted and CPC wanted to use old Safe Routes to School codes from prior year releases.

REVISED DEMOGRAPHICS PROJECTIONS FOR RTP 2050 UPDATE

After the May 28, 2024, Policy Board approval of the Demographic Projections, the consultant discovered an error in the data. The error resulted in household populations being slightly larger than the total population for some municipalities. As such, slight revisions were made to the 2020 population base year, total household population, and average household size. A complete set of demographic projections including revised 2020 population numbers, population in households, and average household size were shared with TAC members. A Technical Memorandum explaining the minor error and rectification is attached. The revisions did not affect projections of population, number of households, or employment, as approved.

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.

TECHNICAL PROGRAM UPDATE

SJTPO currently has four (4) active technical studies: Countywide Local Road Safety Plans, Local Safety Program Design Assistance associated with the Cumberland County Bicycle and Pedestrian Safety Action Plan, Air Quality Technical Assistance, and the Regional Pavement Condition Data Collection are ongoing or recently kicked off. The attached memo (dated June 28, 2024) provides information regarding the status of all technical program efforts.



State of New Jersey

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

MPO: **SJTPO**

PROJECT: **Route 9, Chapman Blvd to Route 30 (Whitehorse Pike)**

DBNUM: 19369

TRACK #: S-19369-2-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases NHPP funding for PE in FFY 24 from \$10M by \$6M to \$16M

REASON FOR CHANGE:

Per the PM:

The request for 6.0 million (Consultant + Inhouse Cost) is required as the most significant factor is the addition of the new PE process in early June 2024 where several FD tasks were being moved into the PE phase. Some of the Final Design activities added are

Plan ROW Schedule and Initiate Title Search

Conduct Initial Title Search

Prepare and Submit Tideland Maps, Tideland Application, ROW Plans and Documents

Review Tideland Maps, Tideland Application, ROW Plans & Documents and Prepare and Submit PE ROW Cost Estimate

Submit Comment Resolution Summary-CRS

Update and Submit Preliminary ROW Plans & Documents

Review and Approve Updated Preliminary ROW Plans & Documents

Authorize Right of Way

Prepare & Submit Access Cut-Outs

Review Access Cut-Outs

Administer Access Alterations

Submit Access Conclusion Package

Distribute ROW Report, ROW Matrix, & ROW Impact Plans Submission

Distribute Tideland Maps, Tideland Application, ROW Plans and Documents

Prepare Detailed Hydrologic and Hydraulics (H&H) Analysis

Review Hydrologic and Hydraulics (H&H) Analysis

Please note most of the Right of Way activities involve intensive design work, making GPPMs, IPM, title search and appraisals work is now being done in PE phase along with Access tasks which might involve Revocations, Modifications or redesigning to provide any new access (if needed) this would involve many plan revisions, hearings and coordination.

In addition, the estimate for survey/mapping and other direct costs associated with ROW, Access, H& H basins anticipated, and lab testing were lower than anticipated in the amount request provided earlier.

MPO ACTION REQUIRED: Committee

FISCAL CONSTRAINT:

Comments: See SJTPO FY 24-33 Chart 5

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-X35A1-4-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Adds STP-R/H HAZELIM funding for EC in FFY 24 in the amount of \$.075M

REASON FOR CHANGE:

There were releases from closed projects of this fund type, which will be used on this program for authorizations.

MPO ACTION REQUIRED: Informational

FISCAL CONSTRAINT:

Comments: See SJTPO FY 24-33 Chart 4

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: Statewide

PROJECT: Safe Routes to School Program

DBNUM: 99358

TRACK #: SW-99358-1-M-2024

TYPE OF PROJECT CHANGE: Change of funding source

ACTION TAKEN: Changes \$.439M of TA-FLEX funding for ERC in FFY 24 to SRTS

REASON FOR CHANGE:

Recently submitted Local Aid authorization will use old Safe Routes to School codes from prior year releases.

MPO ACTION REQUIRED: Informational

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 10

CONFORMITY:

PUBLIC INVOLVEMENT:

June 18, 2024

Memorandum 8 – Household Population and Household Size Correction #2

The dashboard visualization of the data illustrated a confusing result when looking at the household population at the MCD level. Unfortunately, this occurred shortly after the approval of the projections at the May 28, 2024 Policy Board meeting. This memorandum briefly summarizes the data problem and the correction of the data.

The household population at the county level was developed using the county household headship rates by age of householder from the 2020 Census and the share of population in households by age. At the MCD level, the Census was again used to calculate the MCD share of the county population in households. This MCD share of the population in households was generally close but sometimes larger than the MCD share of the total population. Table 1 shows examples of where the share of population in households was greater than the total population share.

Table 1: Share Example

	Share of County Total Population	Share of County Total Households	Share of County Population in Households
Atlantic County			
Absecon city	0.03130	0.03387	0.03337
Atlantic City city	0.14150	0.14861	0.13985
Brigantine city	0.02850	0.03559	0.02868
Buena borough	0.01590	0.01655	0.01666
Buena Vista township	0.02350	0.02577	0.02606
Corbin City city	0.00160	0.00175	0.00175
Egg Harbor township	0.18000	0.15991	0.17712
Egg Harbor City city			
Egg Harbor City city	0.01560	0.01604	0.01624
Egg Harbor township			

The above calculation resulted in MCDs where the population in households was greater than the total population. These differences are generally small (within +/- 5% of each other), but still necessitated a revision in the method of calculating **household population** and **household size**.



In order to preserve the relationship between the MCD total population and the population in households, the 2020 Census was used to calculate the percentage of total population that lived in households for each MCD. This MCD level percentage was held constant throughout the entire projection period and applied to the projected MCD total population and results in the appropriate relationship between total population and the population in households.

A second issue was rectified by adjusting the 2020 Base Year number to match the 2020 Census of Population and Housing Characteristics file, Table P1. **The projections of population, number of households, as well as employment total and by sector remain unchanged from the demographic projections**, as approved by the SJTPO Policy Board on May 28, 2024. The revised demographic variables, of 2020 population, 2020-2060 Population in Households, and 2020-2060 Average Household Size, are depicted in the attached Technical Errata sheet. All the other demographic projections represented on the Population and Household Projections spreadsheet and the Employment spreadsheet, remain unaltered from what was presented and approved by the SJTPO Policy Board on May 28, 2024.

Federal Fiscal Year 2024 Local Lead Project Status

DBNUM	FUNDING INFO		PROJECT NAME	PHASE	COST (millions)		CED		PS&E SUBMISSION		AUTHORIZATION REQUEST	
	YEAR	SOURCE			Programmed	Authorized	Submitted	Approved	Preliminary	Final	Submitted	Approved
Atlantic City												
S1702	2022	STBGP-AC	Baltic Avenue, Maine to Missouri Avenues	PE	\$0.142	\$0.141						9/8/2022
	2023	STBGP-AC		DES	\$0.075			3/25/2024			1/1/2024	Not Authorized in FFY 2023, Anticipated Authorization FFY 2024
	2024	STBGP-AC		CON	\$1.300			3/25/2024	1/11/2024		Estimated 9/2024	Anticipated Authorization FFY 2024
	2025	STBGP-AC		CON	\$0.800			3/25/2024	1/11/2024			Anticipated Authorization FFY 2025
CED has been approved and Final Design is under progress (City is using its own funds for design phase). Funding is split between FY 2024 & 2025, and as per SJTPO, wait until August Redistribution. City may have to either put its own funds or split construction project, if not a full federally funded project. Prelim PS&E and RFP for CM/CI were reviewed. City advertising RFP for CM/CI.												
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			8/23/2023			Estimated 9/2024	Anticipated Authorization FFY 2024
CED has been approved and Final Design is under progress (City is using its own funds for design phase). Funding is split between CMAQ and RAISE. City may have to either put its own funds or split construction project, if not a full federally funded project. Prelim PS&E and RFP for CM/CI were reviewed.												
Atlantic County												
S2102	2024	STBGP-AC	California Avenue (CR 663), CR 651 to CR 585	CON	\$2.000			Estimated 6/2024	6/26/2024		Estimated 8/2024	Anticipated Authorization FFY 2024
Preliminary Plans transmitted via two emails Wed 6/26/2024 from J.Musto												
S2105	2024	STBGP-AC	Ohio Avenue (CR 630), CR 651 to CR 585	CON	\$1.000			Estimated 6/2024	6/26/2024		Estimated 8/2024	Anticipated Authorization FFY 2024
Preliminary Plans transmitted via two emails Wed 6/26/2024 from J.Musto												
99358	2019	TA-FLEX	Sooy Elementary School Area Sidewalk and ADA Ramp Improvements (Project Sponsor: Town of Hammonton)	FD	\$0.000	\$0.385	3/24/2023	7/13/2023				9/14/2023
	2018	SRTS		CON	\$0.502					Estimated 3/2025		Anticipated Authorization FFY 2025
Project selected for FY 2018 SRTS funding. Town has awarded a Design contract to GPI and construction will be submitted for authorization (anticipated in May 2025) after final PS&E and permits have been received (anticipated in March 2025). ER approval is required at time of final PS&E submission (March 2025). A Federal Project No. D00S846 and NJDOT Job No. 5513327 are assigned.												
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. Project submitted for Authorization of Preliminary Engineering Design on 06/04/2024.												
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		Estimated 11/2024	Anticipated Authorization FFY 2024
City's designer is waiting on Pinelands approvals and NJDEP permits. Final PS&E and authorization package is expected in July 2024. City's RFP for CM/CI was reviewed, and comments were provided on 11/3/2023. City's partial payment #10 was processed 6/26/2023 for design assistance (FD). An ER approval request will be submitted to BEPR after final PS&E and permits have been submitted.												
X107	2023	TA	Mays Landing Bikeway (Project Sponsor: Hamilton Township)	CON	\$1.500							
Cape May County												
S2106	2024	STBGP-L5K	East Mill Creek Road (CR 670/US 347), Phase I	CON	\$1.000			2/2/2024		4/11/2024	Estimated 6/2024	Estimated 7/2024
CED submitted to BEPR - under review. Prelim PS&E submission review completed 4/30/24 - letter sent to LPA. Eng'r's. CON cost estimate @ \$2,120,561.14. Anticipated submission of Final PS&E - June 15, 2024; Final Authorization Request (construction and CES) July 15, 2024; Advertise CES RFP May 1, 2024; Select CES firm and confirm CES final cost June 15, 2024. Estimated Authorization Request Date: 7/15/24.												
S2108	2024	STBGP-B50K200K	Seashore Road Phase 1 Resurfacing (CR 626) from Breakwater Road (CR 613) to U.S. Route 47	CON	\$2.000			5/14/2024		5/14/2024	Estimated 6/2024	Estimated 7/2024
CED submitted to BEPR - under review. Pre PS&E submitted May 14, 2024 - for review by 5/31/24. Eng'r's. CON cost estimate @ \$2,822,313.77; Submit Final PS&E June 30, 2024; Final Authorization Request (construction and CES) July 15, 2024; Advertise CES RFP May 1, 2024; Select CES firm and confirm CES final cost June 15, 2024. Estimated Authorization Request Date: 7/15/24.												
X107	2024	TA	Crook Horn Creek Nature Trail (Project Sponsor: Ocean City)	PE	\$0.580							Anticipated Authorization FFY 2025
Kick-off meeting held 10/19/2023; LPA reached out for Design Assistance funding, awaiting response/guidance from Local Aid. As of 5/15/2024 No anticipated submission dates from LPA/Eng'r. to date. Status of project DES phase appears to be on-going per latest info. from FAHP RC Candidate Anthony Savastano to date. Estimated auth. request date according to Dist. 4. (At Risk)												
X107	2024	TA	Park Boulevard and Central Avenue Pedestrian & Bicyclist Safety Improvements (Project Sponsor: West Cape May Borough)	PE								Anticipated Authorization FFY 2024
Kickoff meeting held on 03/26/2024. DA proposal to be prepared. Under DESIGN ASSISTANCE PROGRAM - GPI												

Federal Fiscal Year 2024 Local Lead Project Status

DBNUM	FUNDING INFO		PROJECT NAME	PHASE	COST (millions)		CED		PS&E SUBMISSION		AUTHORIZATION REQUEST		
	YEAR	SOURCE			Programmed	Authorized	Submitted	Approved	Preliminary	Final	Submitted	Approved	
City of Vineland													
S1902	2024	STBGP-B5K200K	Park Avenue/Quigley Avenue (CR 540)	CON	\$2.050			2/26/2024	4/25/2024	4/10/2024	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
Final RFP to be completed and will be advertised soon by Vineland City. Anticipating submission of documents by 6/27/24 for authorization.													
	2024	CR-VINELAND	Landis Ave & Valley Ave Traffic Signal Upgrade	PE	\$0.112								Anticipated Authorization FFY 2024
	2025	CR-VINELAND		FD	\$0.057								
	2026	CMAQ		CON	\$0.550								
Comments received from NJDOT Traffic Engineering 6/19/2024													
S2401	2024	SS4A-VINELAND	Chestnut Avenue Safety Improvements and Rehabilitation	PE	\$0.227								Anticipated Authorization FFY 2024
	2024	SS4A-VINELAND		DES	\$0.076								Anticipated Authorization FFY 2024
	2025	SS4A-VINELAND		CON	\$24.221								Anticipated Authorization FFY 2025
	2026	SS4A-VINELAND		CON	\$0.597								Anticipated Authorization FFY 2026
FHWA to directly supervise project, PE to be started as soon as project is entered into TIP, update project information once SW send over for records, project will follow federal process as of 7/26/23. Submitted for DBNUM and followed up with NJDOT for further guidance on 8/3/23, project to be added to upcoming TIP for additional 2 week comment period pending assigned DBNUM and funding category.													
Cumberland County													
S1403	2024	STBGP-B5K50K	Cumberland County Federal Road Program; FFFY 2023	CON	\$2.300			10/25/2023	1/24/2024	12/21/2023		Estimated 7/2024	Anticipated Authorization FFY 2024
includes: CR 607 (West Avenue) from CR 607 (Greenwich Road) to NJ 49 (Broad Street) // CR 626 (Roadstown Road) from CR 618 (Bowentown Road) to CR 607 (West Avenue) // CR 650 (Dutch Neck Road) from CR 699 (Trench Road) to Cubby Hollow Road // CR 699 (Trench Road) from Cubby Hollow Road to CR 650 (Dutch Neck Road). Environmental Doc approved 1/18/24. CED approved on 1/24/24. Final PS&E expected by June 14, 2024. DBE Goals and Trainees Requirements sent to Civil Rights on 05/16/2024													
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	2025	HSIP	Cumberland County Pilot Roundabout (West Park Drive)	ROW									7/27/2021
		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
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		Anticipated Authorization FFY 2025
waiting for mark up plans for new route from Millville City as discussed in April 2024 meeting. High risk of not being authorized in FY 2024													
X107	2020	TA-FLEX	Millyard Riverfront Walk Project	DES	\$0.225	\$0.330							Anticipated Authorization FFY 2025
	2020	TA-SA		CON	\$0.900								Anticipated Authorization FFY 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
Salem County												
S9912	2022	STBGP-FLEX	Welchville Road (CR 540)	PE	\$0.080	\$0.048	--	--	--	--	8/2/2023	9/7/2022
	2023	OTHER		DES	\$0.065							Not Authorized in FFY 2023
	2026	STBGP-L5K		CON	\$0.900							Anticipated Authorization FFY 2026
S1406	2023	TTF	CR 551 (Hook Road), E. Pittsfield Street to Route 295 (Phase II)	CON	\$0.469							Anticipated Authorization 7/25
According to LPA records, this TTF funded project is programmed in FY 2024, however Salem County needs additional funding and NJDEP permits. Salem County intends to apply for additional funding under the NJDOT FY2024 Local Transportation Projects Fund (LTPF). Authorization in FY 2024 will depend on the status of permits and additional NJDOT funding. Need to verify project sow & limits with 2023 LAIF funding for cons't. in the amount of \$469,000.00 for milling & paving. LPA cannot complete in-house DES. No LPA docs. submission schedule provided to date.												
S1903	2022	STBGP-B5K200K	Griffith Street/ Grant Street (CR 657)	PE	\$0.060	\$0.030						9/7/2022
	2023	STBGP-B5K200K		DES	\$0.065							Not Authorized in FFY 2023
	2026	STBGP-B5K200K		CON	\$0.750							Anticipated Authorization FFY 2026
Final Design services not authorized in FFY 2023, County anticipates design improvements in-house without seeking federal funds												
S1904	2023	STBGP-L5K	Willow Grove Road (CR 639); Perkintown Road (CR 644)	PE	\$0.075	\$0.139	3/3/2021	6/29/2021	--	--	8/17/2023	9/19/2023
	2024	STBGP-L5K		DES	\$0.075				--	--		Anticipated Authorization FFY 2024
	2027	STBGP-L5K		CON	\$1.500				Estimated 5/2025	Estimated 5/2025		Anticipated Authorization FFY 2027
Received Federal Aid Agreement for the PE phase in the amount of \$81,060.01 on 11/2/23. Agreement is on the agenda for the 12/6/2023 to accept the agreement. We have a proposal from the highest ranking consultant that includes FD phase services to be authorized in FFY2024. Anticipated Required Docs: Project description, project cost estimate, project schedule, consultant FD proposal, preliminary design plans, CED.												
S1908	2023	STBGP-B5K50K	Telegraph Road (CR 540), Phase 2	PE	\$0.060	\$0.118						9/26/2023
	2023	STBGP-B5K50K		DES	\$0.055							Not Authorized in FFY 2023
	2025	STBGP-B5K50K		CON	\$1.500							Anticipated Authorization FFY 2025
Final Design services not authorized in FFY 2023, County anticipates design improvements in-house without seeking federal funds												
S2112	2024	STBGP-L5K	Quaker Neck Road (CR 657), Phase II	PE	\$0.080		--	--	--	--		Anticipated Authorization FFY 2024
	2025	STBGP-L5K		DES	\$0.150		Estimated 1/2025	Estimated 1/2025	--	--		Anticipated Authorization FFY 2025
	2028	STBGP-L5K		CON	\$1.500		Estimated 1/2025	Estimated 1/2025	Estimated 5/2028	Estimated 5/2028		Anticipated Authorization FFY 2028
Draft CED & plans submitted to BEPR on 2/26/24. Awaiting consultant selection pkg. submission. County to advertise RFP as soon as possible. LPA estimated receipt of proposals: 6/30/24. Estimated submission of Proposals to NJDOT for authorization to award the PE phase services: 7/15/24.												
99358	2022	SRTS	Pennsville Township Middle School Pedestrian Safety and Traffic Calming Project	CON	\$0.425			2/27/2024				Anticipated Authorization FFY 2024
Project selected for FY 2022 SRTS funding. CED under review by BEPR. Prelim. PS&E submission by 5/31/24. No other anticipated required docs. submission dates from LPA to date. Estimated auth. request date by Dist.4.												
04314	2023	HSIP	Six Points Roundabout	ROW	\$0.200	\$0.934						9/21/2023
	2025	HSIP		CON	\$3.145					Estimated 3/2025		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
	2024	HSIP		CON	\$2.328					Estimated 8/2024		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 June 29, 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	2023-2029			
TBD	Countywide Local Road Safety Plan Design Assistance	SJTPO	Various	Various	PE	HSIP	Programmed								\$0.000			
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									--			
Pedestrians and Bicyclists	Bridgeton Pedestrian Safety Improvements		City of Bridgeton		PE	FD	HSIP	Authorized 2023	\$0.417								\$0.417	
						CON	Placeholder			\$0.295								\$0.295
						PE	Authorized 2023	\$0.387										
Pedestrians and Bicyclists	High Street Pedestrian Safety Improvements		City of Millville		PE	FD	HSIP	Programmed				\$0.210					\$0.210	
						CON	Placeholder									\$4.000		
						FD	Authorized 2023	\$0.307										
Pedestrians and Bicyclists	East Avenue Pedestrian Safety Improvements		City of Vineland		PE	FD	HSIP	Programmed				\$0.154					\$0.154	
						CON	Placeholder						\$3.170					
						PE	Authorized 2023	\$0.387										
Pedestrians and Bicyclists	3rd Street and Wheaton Avenue Traffic Calming and Pedestrian Safety Improvements	City of Millville	PE	FD	HSIP	Programmed				\$0.210					\$0.210			
				CON	Placeholder								\$3.500					
				PE	Authorized 2023	\$0.387											\$0.387	
Intersections	Salem County Roundabout (Five Points)	SJTPO	Pittsgrove Twp	Salem	PE	HSIP	Authorized 2019								--			
Intersections		SJTPO			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	Salem County Roundabout (Six Points)	SJTPO	Pittsgrove Twp	Salem	PE	HSIP	Authorized 2019	\$0.876							--			
Intersections		SJTPO			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	

Updated June 29, 2024

SJTPO HSIP Total Programmed \$ 4.275 \$ 2.328 \$ 4.544 \$ 0.505 \$ 3.170 \$ 3.500 \$ 4.000 \$ 9.900

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				\$ 1,500.00
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					\$ 0,770.00
S2319						n/a	CR-AC		FFY 2018	\$0.154					
X065	Procurement of 5 low emission, unleaded fuel, body on chassis mini-buses	Cape May County Fare Free Transportation	Various	Cape May	SJTPO	n/a	CMAQ	Flexed to NJ TRANSIT	FFY 2018	\$0.480					\$ 0,616.00
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					\$ 0,462.00
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				
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			\$ 2,409.00
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				\$ 0,719.00
						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			\$ 0,719.00
						FD	CR-VINELAND	Programmed	FFY 2025-27			\$0,057			
						CON	CMAQ	Programmed	FFY 2025-27				\$0,550		

Updated June 29, 2024

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

Total Programmed

CMAQ	\$ 1,430	\$ 2,536	\$ 1,830	\$ 0,550	\$ 0,550
CR >200k (AC)	\$ 0,290	\$ 0,164	\$ 0,579	\$ -	\$ -
CR 50K-200K, including					
CR-VINELAND	\$ 0,128	\$ 0,112	\$ 0,169	\$ 0,057	\$ -
CR-VILLAS	\$ -	\$ -	\$ -	\$ -	\$ -

green = within budget
red = overbudget

CMAQ

Line Item	\$ 1,670	\$ 1,655	\$ 1,833	\$ 1,900	\$ 1,900
Balance	\$ 0,240	\$ (0,881)	\$ 0,003	\$ 1,350	\$ 1,350

Additional CMAQ Resources provided by NJDOT

Line Item	\$ 1,096	n/a	n/a	n/a	n/a
Balance	\$ 0,556	\$ 0,567	\$ 0,579	\$ 0,590	\$ 0,602
	\$ 0,266	\$ 0,403	\$ -	\$ 0,590	\$ 0,602

CR 50K-200K

Line Item	\$ 0,115	\$ 0,325	\$ 0,325	\$ 0,331	\$ 0,337
Balance	\$ (0,013)	\$ 0,213	\$ 0,156	\$ 0,274	\$ 0,337



Date: June 28, 2024
To: SJTPO Policy Board
From: SJTPO staff
Re: Technical Program Update

Recently Finished Technical Studies

Regional Vulnerability Framework recently finished; ~~Taylor Waymire~~ John Peterson

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

The Regional Vulnerability Framework Study was completed on June 1st. The project reviewed vulnerabilities of the transportation network in South Jersey to the impacts of extreme weather. The study area includes the four counties within SJTPO. The report uses the Federal Highway Administration's (FHWA's) Vulnerability Assessment and Adaptation Framework and incorporates existing guidance from state agencies on planning for weather-induced hazards now and into the future.

The Subcontract Agreement was fully executed with the Notice to Proceed issued on July 10, 2023. A literature review of existing studies and assessments for the region that identify current resiliency issues and coastal and inland vulnerable assets was completed. A gap analysis memo detailing additional data needs has been completed identifying resilience issues, vulnerable assets, and next steps.

The consultant team solicited feedback and located known problem areas. 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. On April 24th a second public meeting was held, introducing the public to the project team's findings. An interagency meeting was held on May 8th to discuss the final findings and garner any final feedback from the team.

The finalized project can be found in the [Document Library](#) on SJTPO's website. Additionally, each county may request GIS data related to this study for their use.

Scenario Planning for RTP 2050 recently finished; David Heller

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

As a prelude to its long-range regional transportation plan, SJTPO conducted a scenario planning effort. The study included steps common in a scenario planning process, focusing on identifying key issues or drivers, trends, and associated variables, envisioning scenarios, or plausible futures, and exploring the implications of those scenarios. Stakeholders and the public evaluated the desirability of the various scenarios using an online survey. This study did not result in a preferred scenario but will serve as the basis for selecting strategies to help guide the upcoming RTP update. 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.



Date: June 28, 2024

Re: Technical Program Update

On May 24, 2024, the consultant released the final report can be found in the [Document Library](#) on SJTPO's website. The project is now 100% complete.

FY 2023 Demographics Analysis *almost finished*; David Heller

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

This technical study created a new set of demographic forecasts for the SJTPO region incorporating 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 included 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.

RLS Demographics convened a virtual workshop on April 8th, in which the methodology to create the demographic forecasts was described, and questions addressed. At their May 13th meeting, the TAC unanimously approved the recommendation to the Policy Board for endorsement of the SJTPO Demographic Projections for the RTP 2050 update. On May 28, 2024, the SJTPO Policy Board approved the year-round demographic projections.

However, shortly following the Policy Board's approval, the consultant noticed slight errors in the methodology which resulted in some minor revisions to household population and household size. The consultant prepared revised demographic forecasts which will be brought to the TAC at their July 8th meeting for their review and consideration. These demographic projections will serve as the "latest planning assumptions" for the update of the RTP and beyond. The consultant has also prepared seasonal projections which will be brought forward to the TAC at their July meeting.

On June 24, 2024, the consultant team also released a beta version of a Data Dashboard, which will ultimately be posted on the SJTPO website for use by SJTPO staff as well as external users once finalized.

SJTPO Regional Freight Plan *recently finished*; William Schiavi

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

The study's purpose was to provide technical support to formalize our regional freight planning process and produce a regional freight plan for our region. This effort utilized and built upon the work of the Regional Freight Plan Data Collection & Analysis Study, supplementing data collection and analyses, as it was needed. SJTPO's Regional Freight Plan identifies and prioritizes projects and technologies that address freight congestion, infrastructure deficiencies, and safety, complementing the Statewide freight planning process.

All deliverables have been provided, reviewed, and approved including the Final Report, the Executive Summary, and the ArcGIS Online StoryMap. The project was completed as expected on May 30, 2024.



Date: June 28, 2024

Re: Technical Program Update

Maurice River Corridor Study *recently finished*; ~~Taylor Waymire~~ Jenna Monaghan

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

The Maurice River Corridor Study was completed on June 1st. The project scoped 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 identified 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 26th 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.

A second and final public meeting was held on May 15th in person at the Cumberland County Extension Center, followed by a fourth and final Advisory Committee meeting on May 22nd. The project was completed and posted to the [Document Library](#) on SJTPO's website. On June 25th the completed plan was presented to the Cumberland County Board of Commissioners.

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 supports the 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.



Date: June 28, 2024

Re: Technical Program Update

A brand and website have been developed (www.SafeRoadsSouthJersey.com). County champions have been identified in each county and two Stakeholder workshops have taken place. The first round focused on introducing the LRSP approach, crash data statistics, and identifying county priorities. The second meeting focused on confirming each county's priorities, introducing the Indicators of Potential Disadvantage, and finalizing emphasis areas of concern.

In January and February, the project team introduced elected officials in each county of the plan and solicited their support. The analysis, plan development, and outreach continue with two (2) Focus Group meetings virtually held along with Steering Committee Meetings 5 and 6, with Steering Committee Meetings 6, and Workshop Meeting 3.

The project team is looking to hold another round of meetings with Local Elected Officials, County Commissioner meetings, and a public meeting, before wrapping up the project. A No Cost Time Extension is necessary to coordinate and hold the meeting. An Amendment to the Subcontract Agreement will be necessary to extend the project end date from September 15, 2024 to December 31, 2024.

Additionally, the project has been scoped for an additional 3rd 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 the Policy Board for Task Order Modification in the next few months.

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)
- 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 15th. The initial task orders authorized funds for Preliminary Engineering Design services and will be modified to add funds to Final Design services.

A SharePoint site has been established to easily share important project information and documents, with a recurring monthly status meeting to keep key stakeholders informed on the ongoings of the project. Survey and base mapping for East Avenue has been completed which allows for preliminary engineering to commence. A field visit of East Avenue was held on May 17th with a site visit of Millville forthcoming.



Date: June 28, 2024

Re: Technical Program Update

Air Quality Technical Assistance *ongoing*; David Heller

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

SJTPO solicited 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 on April 8, 2024. A kick-off meeting was held on Wednesday, May 8th. SJTPO staff is working on preparing loaded networks from the South Jersey Travel Demand Model, accounting for any new capacity-building projects. This information shall be provided to the consultant to begin air quality modeling.

Regional Pavement Condition Data Collection *kick-off scheduled*; William Schiavi

SJTPO solicited 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 15th. SJTPO has contacted the top-ranked firm, initiating negotiations related to revisions to the scope of work and associated cost estimates.

At their May 13th 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 meeting has been scheduled for Wednesday, July 10th.

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



Date: June 28, 2024

Re: Technical Program Update

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. While the position has been recently filled, a revised schedule and timeline for this effort has not yet been developed.

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. SJTPO recently executed a Second Amendment to Agreement with the University of Maryland, College Park, extending the period of performance to December 31, 2024, for no additional fee.

SJTPO has found great value in the data, specifically helping with congestion management planning efforts. As part of task order modification to SJTPO's FY 2025 UPWP, SJTPO has requested to purchase two additional years of access to Signal Analytics. The 88 signals in the SJTPO region complement the 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 2407-19: Approving SJTPO's Revised Organizational Structure

PROPOSAL

The Executive Director is recommending that the Policy Board approve the revised SJTPO organizational structure, as illustrated in the attached SJTPO Organization Chart & Responsibilities, dated May 31, 2024.

BACKGROUND

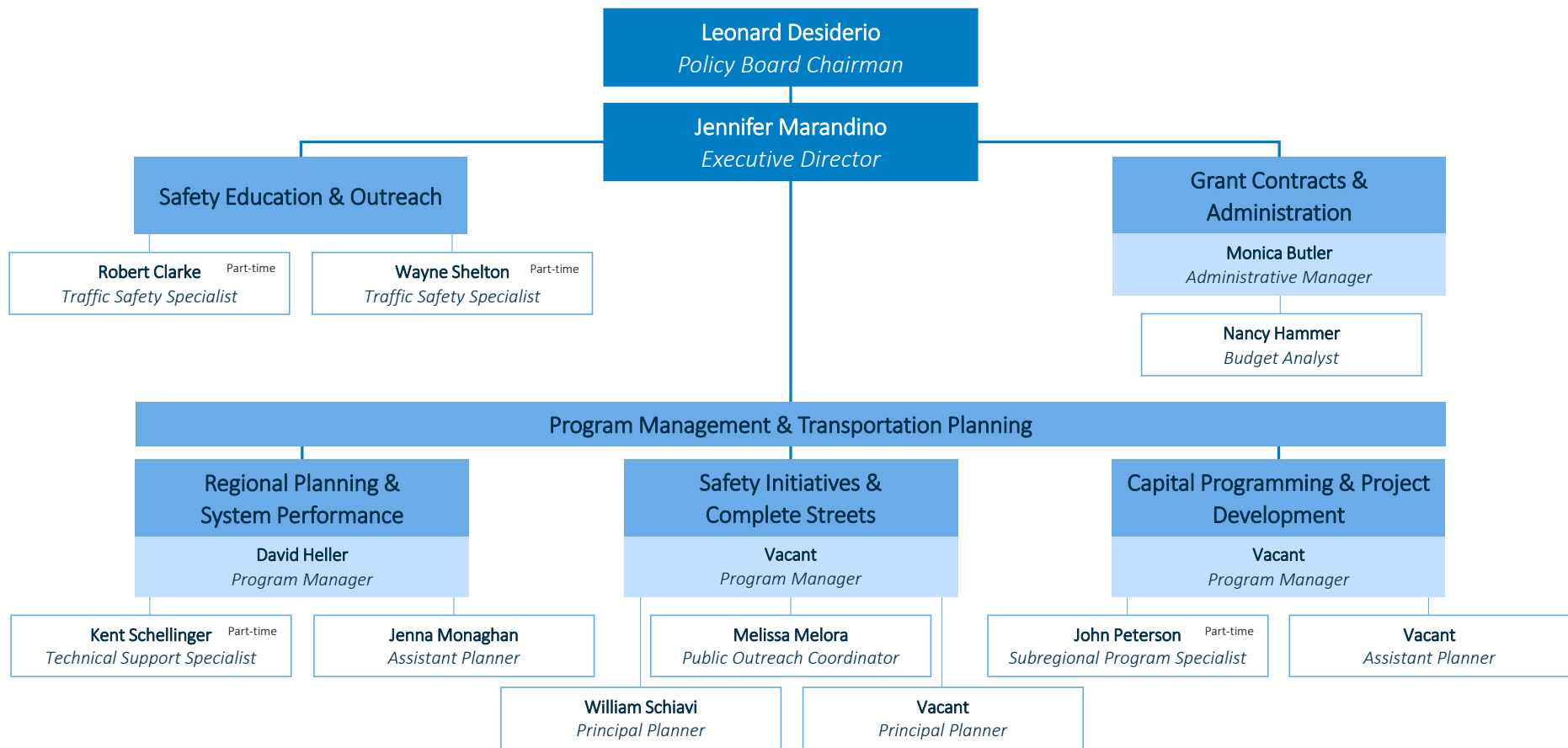
The SJTPO Organization Chart & Responsibilities, dated November 21, 2023 (existing) represents the proposed chart. The organizational structure currently consists of three distinct areas under the Program Management & Transportation Planning umbrella: Regional Planning & System Performance, Safety Initiatives & Complete Streets, and Capital Programming & Project Development. Safety Education & Outreach and Grants, Contracts & Administration are identified as additional core functions within the MPO.

The Safety Education & Outreach division of SJTPO was once an independent entity known as the South Jersey Traffic Safety Alliance. Consequently, it was initially positioned outside the Program Management and Transportation Planning framework on the organization chart. After reevaluation, it has been concluded that this work should be integrated into the Safety Initiatives & Complete Streets program, where other safety-related initiatives are concentrated. By integrating these activities, synergies can be leveraged, leading to more comprehensive safety efforts, allowing for better coordination of resources and strategies, and ultimately enhancing the impact of safety education and outreach initiatives.

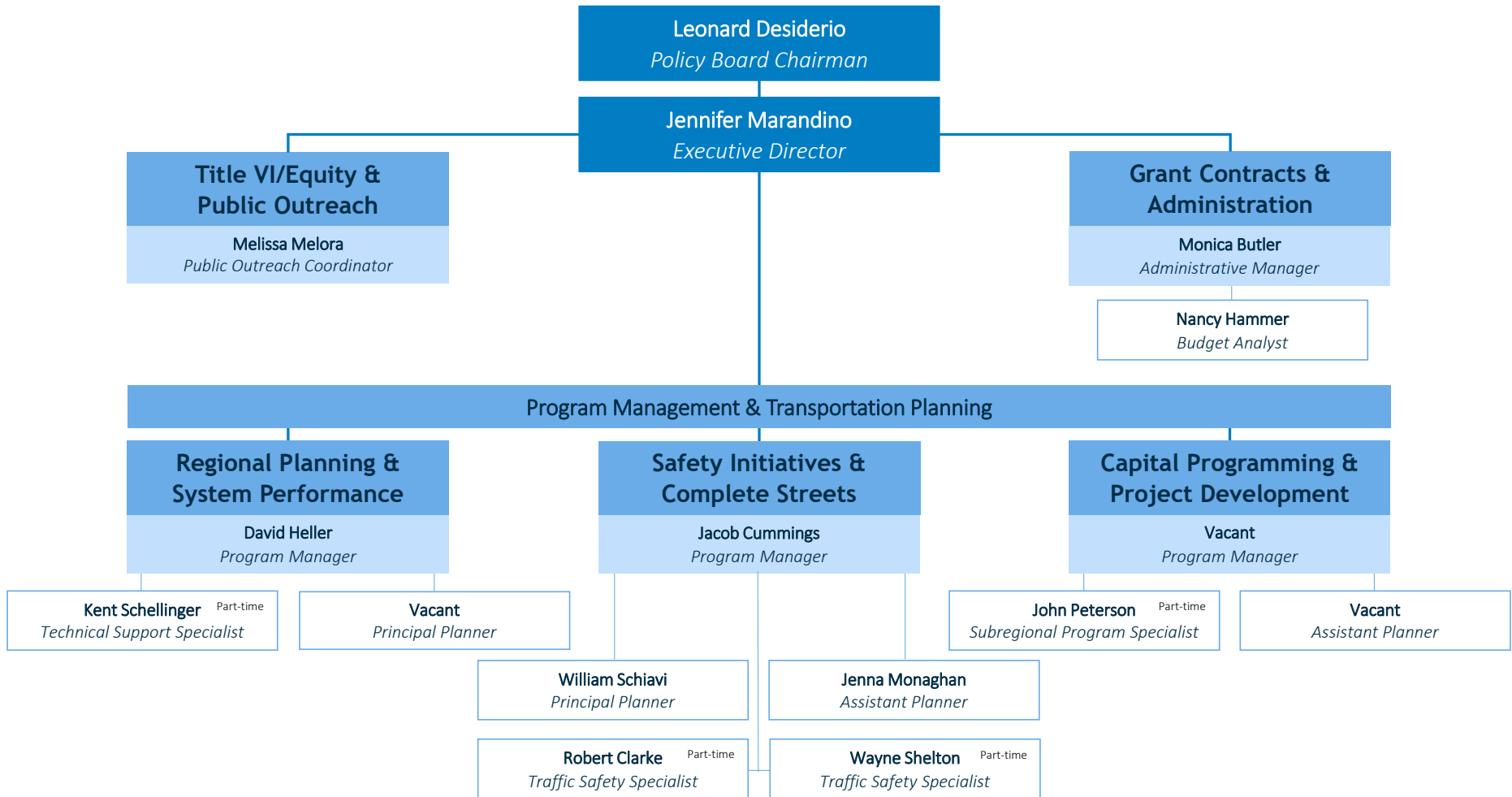
The overarching nature of Public Outreach, Title VI, and Equity efforts suggests that these responsibilities should be moved outside of the Program Management and Transportation Planning framework. Initially, Public Outreach was situated under the Program Manager of Safety Initiatives & Public Outreach due to the interests and strengths of the previous Program Manager. With the resignation of the Program Manager in November 2023, the position was renamed to the Program Manager – Safety Initiatives & Complete Streets. Moreover, relocating these responsibilities outside of the Program Management and Transportation Planning framework aligns with best practices in organizational management. Placing these overarching functions in a separate, dedicated area allows for a more holistic approach, ensuring that these critical aspects receive the attention required to fully integrate into the work done throughout the organization.

Overall, these reorganization efforts aim to improve collaboration and coordination, enhance program effectiveness, and better serve the community's safety and equity needs.

All individual salary actions (i.e. promotions) associated with this reorganization will be acted upon by the Policy Board as separate actions. Any title changes not impacting on the salary range of an employee do not require any further action. Updated position descriptions for all employees shall be forwarded to SJTA for processing in the SJTA's role as administrative host per the Basic Agreement of December 2019.



2023 Revisions from 2017 Adopted Organizational Chart include: Program Area under David Heller changed from System Performance & Subregional Program to Regional Planning & System Performance; Program area under Vacant Program Manager changed from Safety Initiatives & Public Outreach to Safety Initiatives & Complete Streets. Other various staff changes updated as well to reflect resignations and new hires.



subject to Policy Board approval
 Consideration for Title VI/Equity & Public Outreach to be relocated from under the Program Management & Transportation Planning umbrella and Safety Initiatives (legacy and tending to the personal interest and strengths of staff). Safety Education & Outreach to be relocated under Safety Initiatives to establish better linkage to infrastructure and safety education. Relocation of Jenna Monaghan from under Regional Planning & System Performance area to Safety Initiatives & Complete Streets which would align with her growing passion for safety work and demonstrated ability to excel in managing critical safety projects.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2407-19: Approving SJTPO's Revised Organizational Structure

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, pursuant to 23 U.S.C. Sec. 104 (f) (3) et. seq. and 49 U.S.C. Sec. 1607 et. seq. MPO's are responsible for the development of a Unified Planning Work Program (UPWP) to guide the transportation planning process in the region; and

WHEREAS, the SJTPO is responsible under federal law for carrying out numerous required metropolitan planning activities as enumerated in the SJTPO UPWP; and

WHEREAS, on September 25, 2017, the SJTPO Policy Board approved the SJTPO Organization Chart & Responsibilities; and

WHEREAS, the previously approved organizational structure no longer represents the current staff due to personnel changes; and

WHEREAS, the proposed organization structure recognizes that the Safety Education & Outreach division of SJTPO should be integrated into the Safety Initiatives & Complete Streets program where other safety-related initiatives are concentrated; and

WHEREAS, the proposed organization structure recognizes that the overarching nature of Public Outreach, Title VI, and Equity efforts should be moved outside of the Program Management and Transportation Planning framework; and

WHEREAS, the proposed reorganization efforts aim to improve collaboration and coordination, enhance program effectiveness, and better serve the community's safety and equity needs; and

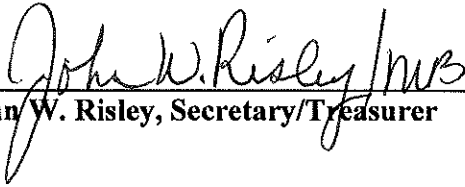
WHEREAS, the reorganization is consistent with staffing levels and salary included within the approved FY 2025 UPWP;

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the revised SJTPO organizational structure, as illustrated in the attached chart, and

BE IT FURTHER RESOLVED, that the requests that the South Jersey Transportation Authority (SJTA) execute any 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 July 22, 2024.



John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2407-20: Approving an Amendment to SJTPO's FY 2025 Unified Planning Work Program (UPWP) to add Funds for Various Tasks within the Technical Program

PROPOSAL

At its July 8, 2024 meeting, the Technical Advisory Committee recommended that the Policy Board approve an Amendment to SJTPO's FY 2025 Unified Planning Work Program (UPWP) to add previous FHWA unobligated Planning (PL) funds along with SJTPO's allocation of the FHWA Set-Aside Increasing Safe and Accessible Transportation Options Set-Aside for FY 2025 for various tasks within SJTPO's Technical Program.

BACKGROUND

SJTPO's FY 2025 UPWP was approved on March 25, 2024, and went into effect on July 1, 2024.

NJDOT has identified previous unobligated FHWA Planning (PL) funds that they have made available to the Metropolitan Planning Organizations (MPOs) to supplement funding programmed in their FY 2025 UPWPs. SJTPO has requested to add a total of \$2.157 M, of which 700,000 will be provided to DVPRC to add work within the SJTPO region to their existing On-Board and Household Travel Surveys effort in their UPWP. The additional funding will be used for four (4) new and one (1) existing task within SJTPO's Technical Program:

- Task 25/402 South Jersey Travel Demand Model Recalibration
- Task 25/403 Staff Augmentation
- Task 25/404 2025 On-Board and Household Travel Surveys
- Task 25/405 Complete Streets Technical Assistance Program Pilot
- Task 25/406 Signal Analytics Data

Task 25/402 South Jersey Travel Demand Model Recalibration (adding FHWA-PL \$20,000) The additional \$20,000 would be used to supplement the initial budget of \$130,000 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. SJTPO anticipates a Request for Proposals for the technical study will be released in September, with a January 2025 kick-off. The project is intended to be a two-year study, with an estimated end date of June 2026.

Task 25/403 Staff Augmentation (FHWA-PL \$962,000) NJDOT and FHWA have both recognized an increase in turnover rates at SJTPO leading to reduced staff capacity. SJTPO anticipates challenges in completing the proposed activities and products outlined in SJTPO's FY 2025 UPWP due to the current vacancies of several crucial positions. Consequently, SJTPO requested the utilization of unobligated PL funds for staff augmentation to bridge this gap and ensure the successful execution of the FY 2025 UPWP.

SJTPO will prepare and release an RFP for staff augmentation with consultant support for the three (3) vacant positions including a Program Manager and Assistant Planner under Capital Programming & Project Development and a Principal Planner under Regional Planning & System Performance Program. The exact scope of work is to be defined in consultation with the selected firm, with the primary objective being to ensure that the activities and products outlined in SJTPO's FY 2025 are completed as documented.

Task 25/404 2025 On-Board and Household Travel Surveys (2-year) (FHWA-PL \$700,000) DVRPC has graciously proposed to add SJTPO to their existing project in their FY 2025 UPWP. 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 would be responsible for the data collection of surveys collected in their region and the review and editing of consultant-produced reports and memos for the SJTPO region. This would complement the request for DVRPC for \$0.125 M for staff resources necessary to cover planning, design, RFP & consultant selection, contract administration, oversight, etc.

Task 25/405 Complete Streets Technical Assistance Program Pilot (2-year) (FHWA-PL \$318,636.37 / FHWA Set-Aside \$81,363.63) This effort will be modeled off NJTPA's Complete Streets Technical Assistance Program and for the first time offer support to our subregions to implement complete streets initiatives. SJTPO will pass through funds to Rutgers, Bloustein School of Planning and Public Policy who will be working in partnership with the New Jersey Bicycle and Pedestrian Resource Center at VTC Rutgers and Cross County Connection Transportation Management Association (CCCTMA).

With only 24 of the 68 municipalities in the SJTPO region having a Complete Streets Policy, there is a need to provide education and technical assistance to communities which are not familiar with the benefits. The program will also aid communities who wish to advance and implement projects that balance the needs of drivers, pedestrians, bicyclists, transit riders, emergency responders, and goods movement based on local context. A portion of the requested funds will be used to purchase items for a Complete Streets Demonstration Library. The materials will be loaned to municipal governments and other partners to implement temporary demonstration projects on and adjacent to publicly accessible roads and other transportation facilities.

A full scope of work and budget was developed which will be incorporated into the Subcontract Agreement. A Pre-Award Risk Assessment was transmitted to Rutgers last week, consistent with what we do for our Subregional Planning Work Program.

Task 25/406 Signal Analytics Data (2-year) (FHWA-PL \$75,000) 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 investing in physical equipment. Through the purchase of INRIX Signal Analytics, SJTPO, and our subregional partners can analyze traffic signal metrics at select signalized intersections within the SJTPO region. INRIX is the only supplier of purpose-built Traffic Signal Analytics under the Eastern Transportation Coalition's Traffic Data Marketplace, and they are the only current supplier in the country that has an on-demand Signal Analytics service for any signalized intersection in the United States.

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. SJTPO recently executed a Second Amendment to Agreement with the University of Maryland, College Park, extending the period of performance to December 31, 2024, for no additional fee. Two additional years of data will be purchased, with the possibility that some of the 88 signalized intersections will be changed. The 88 signals in the SJTPO region complement the upcoming purchase by NJDOT for 50 traffic signals total in the State (approximately 15 in the South region).

The FY 2025 UPWP will be updated to reflect the revisions to SJTPO's Technical Program. After Policy Board approval, the amended FY 2025 UPWP will be available on the SJTPO website (www.sjtpo.org/upwp).

SJTPO has submitted a formal request letter to NJDOT seeking the approval of FHWA. A Modification to SJTPO's Task Order (No. PL-SJ-25-01) Agreement between NJDOT and SJTA for the FY 2025 UPWP work program activities is under review to accommodate this request.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2407-20: Approving an Amendment to SJTPO's FY 2025 Unified Planning Work Program (UPWP) to add Funds for Various Tasks within the Technical 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, on March 25, 2024, the SJTPO Policy Board approved the SJTPO FY 2025 UPWP, which included a total of \$2,906,869 in Total Programmed FHWA Resources, allocating \$839,360 of FHWA-PL funds within the Technical Program for two consultant-led technical studies; and

WHEREAS, NJDOT identified previous unobligated FHWA Planning (PL) funds that they have made available to the Metropolitan Planning Organizations (MPOs) to supplement funding programmed in their FY 2025 UPWPs; and

WHEREAS, SJTPO has identified four (4) new and one (1) existing task within SJTPO's Technical Program that could utilize the available funding and provide SJTPO with crucial support and services to the four-county region; and

WHEREAS, a total of \$ \$2,157,000 is requested, of which \$2,075,636 will be from unobligated PL funds and an additional \$81,364 of SJTPO's FY 2025 allocation of the FHWA Set-Aside Increasing Safe and Accessible Transportation Options Set-Aside; and

WHEREAS \$20,000 of unobligated PL funds will be added to Task 25/402 South Jersey Travel Demand Model Recalibration, supplementing the initial budget to allow SJTPO to update the recreational module and collect additional summer counts or other data needed to improve and calibrate the recreational module; and

WHEREAS, \$962,000 of unobligated PL funds will be used for staff augmentation with consultant support for the three (3) vacant positions allowing the bridge of reduced staff capacity and ensuring the successful execution of the FY 2025 UPWP under Task 25/403 Staff Augmentation; and

WHEREAS, \$700,000 of unobligated PL funds will be provided to the Delaware Valley Regional Planning Commission (DVPRC) to add work within the SJTPO region to their existing On-Board and Household Travel Surveys, complementing the DVPRC's request of \$125,000 for staff resources necessary to cover planning, design, RFP & consultant selection, contract administration, oversight, etc.; and

WHEREAS, \$318,636.37 of unobligated PL funds and \$81,363.63 of the FHWA Set-Aside will be used to offer support to our subregions to implement complete street initiatives under Task 25/405 Complete Streets Technical Assistance Program Pilot (2-year); and

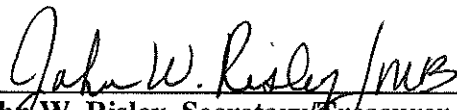
WHEREAS, \$75,000 of unobligated PL funds will be added to Task 25/406 Signal Analytics Data (2-year) to purchase two more years of Signal Analytics data for 88 signalized intersections; and

NOW, THEREFORE BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves an amendment to the SJTPO FY 2025 UPWP to add previous FHWA unobligated Planning (PL) funds along with SJTPO's allocation of the FHWA Set-Aside Increasing Safe and Accessible Transportation Options Set-Aside for FY 2025 for various tasks within SJTPO's Technical Program.

BE IT FURTHER RESOLVED that the Policy Board requests that the South Jersey Transportation Authority (SJTA) execute the appropriate contractual arrangements with consultants on behalf of the SJTPO, pending the availability of funds and pending authorization from NJDOT and FHWA.

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 July 22, 2024.



John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2407-21: Approving a Revised SJTPO Project Evaluation Process

PROPOSAL

At its July 11, 2024, meeting, the Technical Advisory Committee (TAC) recommended that the Policy Board approve revisions to SJTPO's Project Evaluation Process, which has been revised to reflect a dual approach to ensure that both near- and longer-term projects are effectively evaluated within the process.

BACKGROUND

SJTPO has a Project Evaluation Process, updated as a part of the RTP 2050 development, and approved on July 27, 2020. The evaluation process is used to score and evaluate projects that are adopted as a part of the RTP and TIP and tied to the Performance-Based Planning Process, RTP 2050 Goals or Planning Factors, and the SJTPO Planning Initiatives.

Based on a recommendation from SJTPO's Transportation Management Area Planning Certification Review in March 2023, SJTPO sought to develop a better project pipeline, "showing a project pool consistent with the RTP timeline and a clear connection to the TIP." The revised Project Evaluation Process augments the existing process and bifurcates the existing process into separate scoring processes for projects falling within Years 1 through 10 and Years 11 +. Projects anticipated to be built in years 1 through 10 of the existing RTP horizon period are referred to as "near-term" projects, with projects expected to be completed in years 11 and beyond, extending through the RTP horizon period are referred to as "long-term" projects.

The new dual approach recognizes that near-term projects (Years 1-10) can be assessed with greater accuracy and detail due to the availability of comprehensive information. In contrast, long-term projects (Years 11+) are evaluated more broadly, focusing on their potential impact and alignment with strategic emphasis areas, given the limited information available. Projects under both approaches will be evaluated with criteria that focus on the Performance-Based Planning Process, SJTPO's Regional Transportation Plan (RTP), and SJTPO planning initiatives.

Those projects in years 1-10 will first be reviewed using a Pre-Evaluation Screening Process, which evaluates projects, not simply to passively assess the quality of the project, but actively encourage improvements to projects to better align with regional, state, and federal guidance and priorities, such as safety, Complete Streets, Environmental Justice, and other priorities.

The Year 1-10 scoring process remains largely unchanged. The total possible score for Section 1: Contributions to Performance-Based Planning Targets increased with all five criteria now considered. In this section, projects can receive scores for Pavement Condition or Bridge Condition. The Environmental Justice scoring instructions were updated to reflect the fact that SJTPO now has an Environmental Justice Report, which was not previously the case in 2020 when the criteria were adopted. The Subtotal Score (Sections 1-3) now has 110 total possible points for a total maximum score of 125.

The elements of the Pre-Evaluation Screening Process as well as Performance-Based Planning and SJTPO Planning Initiatives are used in the evaluation of projects anticipated in Years 11 and beyond. In addition to a numerical score, feedback and the notation of the potential for the project to impact the various criteria will be shared. This provides the opportunity for the projects to better align with the identified priorities earlier in the project development process.

Project scoring does not assess the positive or negative impacts on the evaluation criteria. As the project scope is defined and further analysis is completed by the local public agency, these impacts should be carefully considered with the agency having a goal to mitigate any negative impacts and increase the benefits.

Projects in Year 11+ can receive a total maximum score of 20. However, projects will not be ranked relative to other projects, but instead how much potential they have to address the performance-based planning targets and various emphasis areas from SJTPO's planning initiatives. Projects that move into Year 10 will be reevaluated using the more detailed and rigorous scoring for Years 1-10, which will then assess the degree to which the project will have a positive or negative impact on the evaluation criteria and ultimately the RTP goals.

SJTPO staff held a workshop with TAC members in June 2024, incorporated substantive feedback, and fine-tuned based on further feedback received from the subregions.

The revised Project Evaluation Process will be used for project scoring and evaluation initially for the solicitation associated with SJTPO's RTP 2050 update.



SJTPO PROJECT EVALUATION PROCESS

Through the development of this iteration of the Regional Transportation Plan (RTP) 2050 update, staff worked to review and update the Project Evaluation Process, which is used to aid in the selection of projects for inclusion in the Transportation Improvement Plan (TIP) and RTP. The TIP includes projects programmed in the near term, years 1-10, whereas the RTP also encompasses projects programmed for years 11 and beyond. There are distinct differences between these two project timelines, necessitating tailored evaluation approaches. Near-term projects (1-10 years) can be assessed with greater accuracy and detail due to the availability of comprehensive information. In contrast, long-term projects (11+ years) are evaluated more broadly, focusing on their potential impact and alignment with strategic emphasis areas, despite the limited information available at this stage. This dual approach ensures that both immediate and future transportation needs are addressed effectively within the planning framework. Additionally, both approaches allow the opportunity for feedback and adjustments.

As part of both approaches, projects are evaluated with criteria that focus on the Performance-Based Planning Process, RTP Goals (Planning Factors), and SJTPO Planning Initiatives. Those projects in years 1-10 will first be reviewed using a Pre-Evaluation Screening Process, which evaluates projects, not simply to passively assess the quality of the project, but actively encourage improvements to projects to better align with regional, state, and federal guidance and priorities, such as safety, Complete Streets, Environmental Justice, and other priorities. The elements of the Pre-Evaluation Screening Process as well as Performance-Based Planning and SJTPO Planning Initiatives will be used in the evaluation of projects anticipated in Years 11 and beyond. In addition to a numerical score, feedback and the notation of the potential for the project to impact the various criteria will be shared. This provides the opportunity for the projects to better align with the identified priorities earlier in the project development process.



Project Evaluation Submissions Process

Sponsors of proposed projects for consideration in the SJTPO TIP and RTP are asked to submit the information below. The submission items include basic project information that focuses on an expanded project description narrative, as appropriate to the project, to assist in the planning-level evaluation of potential projects. For projects anticipated in years 11 and beyond some of the more detailed information may not be applicable. Specific information, based on the anticipated project year is noted below:

Projects Anticipated in Years 1-10

1. Project Name
2. County, Municipality
3. SRI, Route, Roadway Name
4. Structure # (if applicable)
5. Milepost of beginning and end points of every segment or intersection
6. General project narrative: describe existing conditions, issues, and project description with as much detail as possible. Things to consider when writing a narrative include:
 - Impact on congestion, if any
 - Impact to non-vehicular modes and users without vehicular access
 - Was the impact to disadvantaged users considered and addressed? If so, how?
 - Impact on tourism, if any. Factors may include, but are not limited to promotion of regional trails, byways, and access to shore areas or other tourism amenities in the region
 - Impact on freight movement, if any
 - Safety issues present and considerations given to targeted or systemic safety solutions, including rumble strips, Safety Edge, upgrades to ADA ramps or other amenities
 - Bridge condition (i.e. Structurally Deficient, Functionally Obsolete, or Scour Critical), if applicable
7. Phases of work requested with Project Cost Estimate for each and fiscal year of request
8. AADTs for the project corridor or intersection and year of AADTs
9. Any relevant truck counts, traffic counts, traffic projections, travel time studies, HCS capacity analyses, SYNCHRO studies, if available
10. Number (and width) of lanes and shoulders – (Existing and Proposed), if applicable
11. Year of completion and/or Open to Traffic
12. NJDOT projects should also include scores from Pavement Management System, Safety Management System, Congestion Management System, and other system scores, as relevant to the project

Projects Anticipated in Years 11+

1. Project Name
2. County, Municipality
3. SRI, Route, Roadway Name
4. Structure # (if applicable)
5. Milepost of beginning and end points of every segment or intersection
6. Purpose and Need for the Project
7. Phases of work requested with Project Cost Estimate for each and fiscal year of request
8. Year of completion and/or Open to Traffic
9. NJDOT projects should also include scores from Pavement Management System, Safety Management System, Congestion Management System, and other system scores, as relevant to the project
10. Has the project been subject to previous studies?
11. Has the project been referenced in a County/Municipal Master Plan?



The Project Pre-Evaluation and Evaluation Processes will be conducted by SJTPO staff and will be coordinated with the project sponsor, the SJTPO Technical Advisory Committee (TAC), and Policy Board, as described below. The Project Pre-Evaluation shall only be conducted for projects anticipated in Years 1-10.

1. SJTPO staff will pre-scan materials received to ensure necessary items have been included and will follow up with project sponsors, if needed
2. SJTPO staff will review the proposed year of completion and/or Open to Traffic to determine which scoring criteria are appropriate (Years 1-10 or Years 11+)
3. SJTPO staff will conduct a site visit of the project location, as required or appropriate given the proposed year of completion
4. SJTPO staff will conduct Pre-Evaluation Screening of proposed projects and will reach out to sponsors with any clarifications or to discuss recommendations for improvements; applicable to projects in Years 1-10 only
5. SJTPO staff will divide scoring based on areas of expertise and conduct initial Project Evaluation Scoring
6. SJTPO staff will meet to discuss results of initial Project Evaluation Scoring and finalize Draft Scoring
7. SJTPO Executive Director will conduct an overall final internal review of Draft Scoring
8. SJTPO staff will send Draft Scoring of projects to their sponsors for review and comment, offering clarification, and provide additional information, if necessary
9. SJTPO staff will make edits to Scoring, if needed, based on information from sponsors and finalize Draft Scoring Recommendations
9. SJTPO staff will submit Draft Scoring Recommendations to the TAC for review, comment, and final recommendation to the Policy Board. If the final TAC recommendation deviates from the written Evaluation Criteria and Scoring, supporting documentation (explanation) will be included.
10. SJTPO staff will submit TAC Final Scoring Recommendations to the Policy Board for approval

Projects Anticipated in Years 1-10

For projects planned within the next 1-10 years, the emphasis areas are of paramount importance to SJTPO's planning efforts. Unlike long-term projects, those within this shorter timeframe can be assessed more accurately regarding their impacts on these emphasis areas. Detailed project information is typically available, allowing for a thorough evaluation of the various criteria.

Project Pre-Evaluation Screening *applicable only for projects anticipated in Years 1-10*

Before a project is advanced for prioritization using the project evaluation process, SJTPO will assess projects for the following items to address opportunities to enhance projects to better meet federal, state, and regional guidance, targets, and priorities. Additionally, this feedback is intended to help local public agencies adjust and enhancements to ensure their projects, and the scope of work, align closely with the identified planning priorities. In addition to a desk review, this assessment will include a site visit by SJTPO staff to the project location to better understand the context of the project.

A. Substantive safety considerations are incorporated, as appropriate

All projects will be evaluated for their ability to improve safety for all users. Safety design elements should be incorporated into all projects, as are relevant to their context, including roadway characteristics, crash history, and constraints. SJTPO will aid applicants to ensure appropriate safety countermeasures are considered in all projects.



The New Jersey Department of Transportation (NJDOT) developed Network Screening Lists for each county in the SJTPO region. Five different high crash location lists were developed for Roadway Corridors, Pedestrian/Bicycle Corridors, Intersections, High-Risk Rural Roads, and Pedestrian/Bicycle Intersections.

SJTPO engaged consultant support to develop Countywide Local Road Safety Plans for each county. The plans included a comprehensive approach to safety, focusing on the mitigation of past crashes (Hot Spot Approach) and the mitigation of crash risk (Systemic Approach). This dual approach to reducing and ultimately eliminating roadway deaths allows for the creation of a Candidate Project Location and Systemic Intersection and Corridor Lists.

Projects which appear on the Top 50 of the Network Screening Lists or on any of the lists developed as part of the Countywide Local Road Safety Plans will be evaluated with greater scrutiny to ensure that the safety issues that contribute to their crash performance are addressed in any MPO-funded projects.

B. Context-appropriate design is included, as dictated by the project location

All projects will be evaluated to ensure that they adhere to context-sensitive Complete Streets design principles. The [New Jersey Complete Streets Design Guide](#) will assist in this effort. The emphasis in this evaluation will be on context-appropriate design, which will likely require more accommodation in urban contexts and less in rural contexts. Any accommodation shall align with Environmental Justice considerations and will also need to reflect realistic constraints, such as environmental and permitting issues, right-of-way, and property conflicts.

Projects located within a Complete Streets Priority Area will be evaluated with greater scrutiny to ensure that the context of the location, land use, and needs of users are addressed in any MPO-funded projects.

C. Environmental Justice

All projects will be evaluated to ensure that they adhere to federal requirements for Environmental Justice, which dictate that projects may not create burdens on any Environmental Justice population greater than burdens on Non-Environmental Justice populations. It similarly requires that any Environmental Justice populations must receive benefits equal to those of Non-Environmental Justice populations. Benefits and burdens may include, but are not limited to safety, inclusion of non-vehicular modes, environmental impacts, and impacts to quality of life. If any project does not adhere to these Environmental Justice principles, then mitigation or accommodation will need to be included to ensure that benefits are at least shared equally with these populations and that project burdens do not fall disproportionately on these populations. SJTPO will also need to evaluate the pool of projects in their totality to ensure that project improvements are not disproportionately concentrated in areas that do not benefit Environmental Justice populations.

D. Freight Considerations

All projects will be evaluated on their potential impact on freight activity, with the objective being to align the project with the goals and recommendations in SJTPO's Regional Freight Plan, as appropriate. Consideration will include if the project is in or near one (or more) Recommended Regional Actions, as referenced in the 2024 Regional Freight Plan, or if the project is in the vicinity of a high concentration of freight activity, or if the project is on or near roadways with high truck volumes (i.e., truck volumes exceeding 10% of total traffic volume), or located in the vicinity of non-truck related freight facilities

E. Requested projects align with available funding

All project requests will be evaluated against available funds, by year and by Urbanized Area funding pool (200K+, 50-200K, 5-50K, and <5K).



F. Air Quality Assessment

If the project is determined to be “Regionally Significant” and thus not exempt from SJTPO air quality conformity, as defined by the SJTPO Interagency Group, SJTPO shall ensure that all necessary data has been collected and assessment of air quality impact has been evaluated.

Project Evaluation Criteria and Scoring

The following tables provide a description of the planning level evaluation criteria to be used by the professional judgment of SJTPO staff to develop a score that reflects the adherence of projects to federal, state, and SJTPO planning priorities and mandates. Sections 1 and 2 reflect the degree to which projects support performance-based planning targets and SJTPO planning initiatives. In addition, Sections 1 and 2 align with the RTP planning goals, which are noted under each criterion. Section 3 measures the potential impact of the project, while section 4 measures the cost-effectiveness of the project. Criteria where no data are provided and are not available to SJTPO will receive zero points.

These criteria and scoring apply only for projects anticipated in Years 1-10.

Except for Pavement Condition and Bridge Condition, all criteria will be scored based on a professional qualitative assessment of the degree to which the proposed projects, as described, will advance the criteria below. A project shall be scored using Pavement Condition or Bridge Condition criteria. If the project improvement is for a bridge, the Pavement Condition score for the project shall receive 0 points and conversely, if the project includes repaving, the Bridge Condition score for the project shall receive 0 points.

Table with 3 columns: Evaluation Criteria, Points, and Scoring Instructions. Row 1: Traffic Congestion (RTP Goal 2: Mitigate Traffic Congestion and promote efficient system operation), 0-15 points. Row 2: Pavement Condition (RTP Goal 3: Restore, Preserve, and Maintain the existing transportation system), 0-15 points. Includes a list of scoring criteria for SDI and IRI, and an OR condition. Includes a note about NJ IRI Guidelines scoring.



Bridge Condition <i>(RTP Goal 3: Restore, Preserve, and Maintain the existing transportation system)</i>	0,5,10,15	For roadways that have an SJTPO SDI score, those numbers will serve as the primary indicator of condition. Bridge projects will be scored as follows: <ul style="list-style-type: none"> • Bridges deemed “Structurally Deficient” will receive 15 points • Bridges deemed “Functionally Obsolete” or “Scour Critical” will receive 10 points • Projects that preserve or restore all other bridges will receive 5 points • All other projects will receive 0 points
Freight Movement <i>(RTP Goal 4: Support the Regional Economy)</i>	0-15	To what degree will the project improve the movement of freight on the regional network?
Fatalities and Serious Injuries <i>(RTP Goal 7: Improve Transportation Safety)</i>	0-15	To what degree will the project improve safety for drivers, bicyclists, and pedestrians through the advancement of substantive safety improvements? Projects that only improve driver safety can receive no more than 10 points.
On-Road Mobile Source Emissions <i>(RTP Goal 9: Protect and enhance the Environment and complement land use planning)</i>	0-15	To what degree will the project reduce or mitigate on-road mobile source emissions?
SECTION 1 TOTAL	0-75	Sum of scores for all five Evaluation Criteria in this category.

2. Advances Emphasis Areas from SJTPO Planning Initiatives 25 Points

<i>Evaluation Criteria</i>	<i>Points</i>	<i>Scoring Instructions</i>
<p>Environmental Justice <i>(RTP Goal 1: Promote Accessibility and Mobility for the Movement of People and Goods)</i></p> <p><i>Environmental Justice (EJ) Areas are defined as a block group that meets the following criteria: the number of Minorities is greater or equal to 45%, AND the number of Low-Income residents is greater than or equal to 22%.</i></p> <p><i>Transportation Justice (TJ) Areas included additional criteria including the number of residents aged 75 or over, Households with no vehicle available, and households with a disabled resident, whose values are greater than 0.5 standard deviations over the regional average.</i></p>	0-5	<p>As described in Section C of the Project Pre-Evaluation Screening, all projects must mitigate or eliminate any disproportionate burdens imposed by a project and must provide equal benefits to Environmental Justice populations to advance.</p> <p>Using the SJTPO Environmental Justice (EJ) Report, Approved November 27, 2023, projects are evaluated based on them being in an EJ Area and using criteria used to define TJ Areas. Projects are evaluated based on the degree to which the project benefits these populations.</p> <ul style="list-style-type: none"> • 0-5 points: The project is in an EJ Area and is in a TJ area • 0-3 points: The project is in an EJ Area or TJ area



Flood Zones <i>(RTP Goal 5: Improve the Resiliency and Reliability of the transportation infrastructure, particularly along the Atlantic and Delaware Bay shorelines)</i>	0-5	<p>Projects within the most recent FEMA 1 Percent (100-year) floodplain will be evaluated for their ability to improve the performance of that facility in flood conditions and receive a score of 0-5 points.</p> <p>Projects within the most recent FEMA 0.2 Percent (500-year) floodplain will be similarly evaluated and receive a score of 0-2 points.</p> <p>More information about these floodplains is available at www.fema.gov/flood-zones.</p>
Tourism <i>(RTP Goal 6: Increase and enhance opportunities for Travel and Tourism)</i>	0-5	<p>Projects will be evaluated for their ability to enhance tourism in the region and will receive a score of 0-5 points. Factors may include, but are not limited to promotion of regional trails, byways, and access to shore areas or other tourism amenities in the region.</p>
Complete Streets / Context Appropriate Design <i>(RTP Goal 8: Enhance the Integration and Connectivity of the transportation system)</i>	0-5	<p>Projects located within a Complete Streets Priority Area will be evaluated for their meaningful incorporation of Complete Streets elements and will receive a score of 0-5 points.</p> <p>Projects not in these areas will be similarly evaluated and receive a score of 0-3 points.</p>
Evacuation Routes <i>(RTP Goal 10: Improve Security)</i>	0-5	<p>Projects on roadways designated as Evacuation Routes will be evaluated for their ability to improve evacuation and receive a score of 0-5 points.</p> <p>Projects on roadways designated as Secondary Evacuation Routes will be evaluated for their ability to improve evacuation and receive a score of 0-3 points.</p>
SECTION 2 TOTAL	0-25	Sum of scores for all five Evaluation Criteria in this category.

3. Impact of Project 10 Points

<i>Evaluation Criteria</i>	<i>Points</i>	<i>Scoring Instructions</i>
Weighted Length of Project	1-5	<p>The weighted length of project will be calculated using the following formula:</p> $\left(\frac{\text{Number of lanes}}{2} + \frac{\text{Number of shoulders}}{4} \times \right) \text{centerline miles} = \text{weighted length of project}$ <p>Shoulder for the purposes of assessing project length will only include shoulder of 5 feet in width or greater as such a facility has the potential to serve as a bicycle facility.</p> <p>The weighted length of project will be scored as follows:</p> <ul style="list-style-type: none"> • Weighted project length of greater than 4 miles will receive 5 points • Weighted project length of between 0.5 and 4 miles will receive 3 points • Weighted project length of less than 0.5 miles will receive 1 point



- Intersection projects will receive 2 points for one intersection and receive 1 additional point for each intersection, up to 5 points

Volume of Corridor	1-5	<p>Bi-directional Average Annual Daily Traffic (AADT) volumes of the project corridor will be scored as follows:</p> <ul style="list-style-type: none"> • Corridor AADT of greater than 8,000 vehicles per day will receive 5 points • Corridor AADT between 5,000 and 7,999 vehicles per day will receive 4 points • Corridor AADT between 2,000 and 4,999 vehicles per day will receive 3 points • Corridor AADT between 500 and 1,999 vehicles per day will receive 2 points • Corridor AADT of less than 500 vehicles per day will receive 1 point <p>If a project corridor has multiple traffic volumes associated with different segment, SJTPO will work to create an average volume for the corridor.</p>
SECTION 3 TOTAL	0-10	Sum of scores for both Evaluation Criteria in this category.

SUBTOTAL SCORE (SECTIONS 1-3) 110 Points

<i>Evaluation Criteria</i>	<i>Points</i>	<i>Scoring Instructions</i>
SUBTOTAL SCORE	0-110	Sum of Scores from Sections 1-3.

4. Cost effectiveness 15 Points

<i>Evaluation Criteria</i>	<i>Points</i>	<i>Scoring Instructions</i>
SECTION 4 TOTAL	0-15	<p><u>A benefit/cost ratio will be calculated, as follows:</u></p> $\frac{\text{Subtotal Score (Sections 1-3)}}{\text{Cost of Project (in \$100Ks)}}$ <p>The benefit/cost ratio will be translated to a score by assigning 15 points to the highest ratio, 0 points to the lowest, and proportionately assigning all other scores on that scale, to the nearest whole number.</p>

TOTAL SCORE 125 Points

<i>Evaluation Criteria</i>	<i>Points</i>	<i>Scoring Instructions</i>
TOTAL SCORE	0-125	Sum of Scores from Sections 1-4.

Projects Anticipated in Years 11+

For projects anticipated to be implemented in 11 or more years, performance-based planning targets and various emphasis areas from SJTPO planning initiatives are of utmost importance. Given the long-term nature and developmental stages of these projects, it is challenging to determine their specific impacts on these areas at this stage. Nevertheless, it is crucial to acknowledge projects that align with these emphasis areas and ensure that these considerations are integrated into their planning. With limited information available beyond the project location, projects will be evaluated based on their potential to influence the various evaluation criteria. In addition to receiving a numerical score, reviewers will provide feedback to assist local public agencies in refining their project scopes as their projects advance in the project delivery process. The project scoring for Years 11 and beyond does not currently assess the positive or negative impacts on the evaluation criteria. As the project scope is defined and further analysis is completed by the local public agency, these impacts should be carefully considered. The agency should work to mitigate any negative impacts and increase the benefits. The scores, alone, shall not be used to assess whether the project shall advance from Years 11+ to Years 1-10.

Projects in Year 11+ shall not be ranked relative to other projects, but instead how much potential they have to address the performance-based planning targets and various emphasis areas from SJTPO’s planning initiatives. Projects that move into Year 10 will be reevaluated using the more detailed and rigorous scoring for Years 1-10, which will then assess the degree to which the project will have a positive or negative impact on the evaluation criteria and ultimately the RTP goals.

Project Evaluation Criteria and Scoring

The following tables provide a description of the planning level evaluation criteria to be used by SJTPO staff to develop a score that reflects the adherence of projects to federal, state, and SJTPO planning priorities and mandates. Sections 1 and 2 reflect the degree to which projects support performance-based planning targets and SJTPO planning initiatives. In addition, Sections 1 and 2 align with the RTP 2050 planning goals, which are noted under each criterion.

These criteria and scoring apply only for projects anticipated in Years 11 and beyond.

All criteria will be scored based on the quantitative assessment of the degree to which the proposed projects, as described, will advance the criteria below. A project shall be scored using Pavement Condition or Bridge Condition criteria. If the project improvement is for a bridge, the Pavement Condition score for the project shall receive 0 points and conversely if the project includes repaving, the Bridge Condition score for the project shall receive 0 points.

1. Performance-Based Planning Targets (Categories adapted from performance measures established under federal legislation)			12 Points
<i>Evaluation Criteria</i>	<i>Points</i>	<i>Scoring Instructions</i>	
Mobility Impact	0-3	To what extent will the project improve mobility? Is the project located in an identified area of congestion, measured by the Total Logarithmic Delay from the SJTPO Bottleneck Location List? <ul style="list-style-type: none"> The project is in an area with a total logarithmic delay > 5.5 = 3 points The project is in an area with a total logarithmic delay of 4.5-5.5 = 2 points The project is in an area with a total logarithmic delay of 2.1-4.4 = 1 point All other projects will receive 0 points 	



Current Conditions - Pavement	0-3	To what extent can the project improve the current pavement conditions of the roadway? What is the Surface Distress Index (SDI) from the SJTPO Pavement Management System or International Roughness Index (IRI) based on the NJDOT IRI Guidelines?
OR		<ul style="list-style-type: none"> • SJTPO SDI 0–2 (Very Poor/Poor) or NJ IRI Deficient/Fair = 3 points • SJTPO SDI > 2–3 (Fair) = 2 points • SJTPO SDI > 3–4 (Good) or NJ IRI Good = 1 point • SJTPO SDI > 4–5 (Very Good) or NJ IRI Excellent or no data = 0 points <p>The NJ IRI Guidelines are scored as Excellent, Good, Fair, and Deficient based on both IRI score as well as three categories of roadways, including: 1.) Interstate Freeways NHS Highways, 2.) Non-NHS Highways, and 3.) Other County Highways. For roadways that have an SJTPO SDI score, those numbers will serve as the primary indicator of condition.</p>
Current Conditions - Bridge	0-3	<p>To what extent will the project improve the current bridge conditions? What is the current condition of the bridge from the NJDOT Bridge Inspection Report:</p> <ul style="list-style-type: none"> • The bridge is deemed “Structurally Deficient” = 3 points • The bridge is deemed “Functionally Obsolete” or “Scour Critical” = 2 points • The project will preserve or restore all other bridges = 1 point • All other projects will receive 0 points
Freight Movement Impact	0-3	<p>To what extent can the project impact the movement of freight throughout the SJTPO region?</p> <ul style="list-style-type: none"> • The project is identified within the Prioritized List of Regional Actions as part of the SJTPO 2024 Regional Freight Plan? = 3 points • The project has a high concentration of freight activity; truck volumes exceeding 10%; trip origins or destinations for trucks; and/or located in the vicinity of non-truck related freight facilities? = 2 points • Does the project serve or provide access to the existing National or State Freight Networks? = 1 point • All other projects will receive 0 points
Safety Impact	0-3	<p>To what extent will the project help reduce and eliminate fatal and serious injury crashes?</p> <ul style="list-style-type: none"> • The project is identified as a Candidate Project Location within the SJTPO Countywide Local Road Safety Plans = 3 points • The project location is ranked in the Top 50 on the Network Screening Lists = 2 points • The project location is identified as a Systemic Intersection or Corridor = 1 point

Network Screening Lists have been developed for each county, ranking high crash locations Roadway Corridors, Pedestrian/Bicycle Corridors, Intersections, High-Risk Rural Roads, and Pedestrian/Bicycle Intersections



Systemic Intersection and Corridor Lists have been developed as part of the SJTPO Countywide Local Road Safety Plans

- All other projects will receive 0 points

SECTION 1 TOTAL

0-12

Sum of scores for **all four** Evaluation Criteria in this category.

2. Emphasis Areas from SJTPO Planning Initiatives

8 Points

Evaluation Criteria

Points

Scoring Instructions

Environmental Justice Impact

0-2

To what extent does the project have the potential to address Environmental Justice Areas?

- The project is located within an identified EJ Area or Moderate TJ Area from the SJTPO Environmental Justice Report = 2 points
- All other projects will receive 0 points

Flood Zones Impact

0-2

To what extent does the project have the potential to address flooding?

- The project is located within the most recent FEMA 1 Percent (100-year) floodplain or 0.2 Percent (500-year) floodplain = 2 points
- All other projects will receive 0 points

Complete Streets Impact

0-2

To what extent does the project have the potential to advance the safety, mobility, and accessibility needs of users of all ages and abilities?

- The project is located within a Complete Streets Priority Area = 2 points
- All other projects will receive 0 points

Evacuation Routes Impact

0-2

To what extent does the project have the potential to impact designated Evacuation Routes?

- The proposed project is located on a Primary or Secondary Evacuation Route = 2 points
- All other projects will receive 0 points

SECTION 2 TOTAL

0-8

Sum of scores for **all four** Evaluation Criteria in this category.

TOTAL SCORE (SECTIONS 1-2)

20 Points

Evaluation Criteria

Points

Scoring Instructions

TOTAL SCORE

0-20

Sum of Scores from Sections 1 and 2.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2407-21: Approving a Revised SJTPO Project Evaluation Process

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 for adhering to all federal regulations associated with the development of the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP); and

WHEREAS, projects selected for inclusion in the RTP and TIP must be identified through a documented process; and

WHEREAS, in recognition that the full scope of the long-term projects (projects programmed in Years 11+ of the RTP horizon period) are still in development and are only likely project location information a dual approach to score and evaluate projects was developed; and

WHEREAS, projects programmed in the near term (projects programmed in Years 1-10 of the RTP) can be assessed with greater accuracy and detail due to the availability of comprehensive information; and

WHEREAS, projects under both approaches will be evaluated with criteria that focus on the Performance-Based Planning Process, SJTPO's Regional Transportation Plan (RTP), and SJTPO planning initiatives; and

WHEREAS, the scoring process for the Years 1-10 projects is largely unchanged with projects first reviewed using a Pre-Evaluation Screening Process; and

WHEREAS, scoring instructions for Environmental Justice were updated to reflect the specific areas identified within SJTPO's Environmental Justice Report adopted in November 2023; and

WHEREAS, the Subtotal Score for Sections 1-3 was revised to consider scores for all five criteria with a total possible score of 110, leading to a total maximum score of 125 for near-term projects in Years 1-10; and

WHEREAS, projects in Years 11+ are evaluated more broadly, focusing on their potential impact and alignment with strategic emphasis areas, despite the limited information available at this stage; and

WHEREAS, projects in Years 11+ can receive a total maximum score of 20, local public agencies will receive feedback as to the potential for the project to impact the various criteria; and

WHEREAS, the scoring process continues to incorporate federal planning targets, planning priorities, and regulations, State priorities, as well as local needs and priorities; and

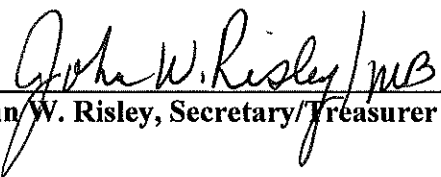
WHEREAS, the Project Evaluation Process has been redeveloped with input from the Technical Advisory Committee as a part of the 2024 update to the Regional Transportation Plan; and

WHEREAS, the SJTPO Technical Advisory Committee recommends Policy Board approval of this Revised SJTPO Project Evaluation Process;

NOW THEREFORE BE IT RESOLVED that the Policy Board of the South Jersey Transportation Planning Organization hereby adopts the above-referenced Revised Project Evaluation Process.

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 July 22, 2024.



John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2407-22: Approving a Subcontract Agreement for No Cost Time Extension for the Countywide Local Road Safety Plan

PROPOSAL

At its July 8, 2024, meeting, the Technical Advisory Committee (TAC) recommended that the Policy Board approve a subcontract amendment for a No Cost Time Extension related to the SJTPO Countywide Local Road Safety Plan technical study. The amendment to the Subcontract Agreement would extend the length of the contract from September 15, 2024 to December 31, 2024.

BACKGROUND

Greenman-Pedersen, Inc. (GPI) is currently under contract to develop and implement four Countywide Local Road Safety Plans for each county. The plans will address each county's unique safety needs and local jurisdiction.

Approved through Resolution 2205-14 (Approving the Selection of Greenman-Pedersen, Inc. (GPI) as the Consultant for the Countywide Local Road Safety Plans), on May 23, 2022, the Policy Board approved the selection of GPI, with subconsultants Jacobs Engineering, Urban Engineering Inc., FHI Studios and Technquest, for the two-year Countywide Local Road Safety Plan technical study with a maximum fee of 3,059,451.77.

The original contract was fully executed, with a Notice to Proceed on September 21, 2022, for a two-year effort with an anticipated contract end date of September 15, 2024. As part of the plan requirements, each plan will be brought before the respective Board of Commissioners for consideration of approval in August and September 2024. To provide ample time to present to present before each County Commissioner board and complete a presentation to the SJTPO TAC and Policy Board, a time extension of the September 15th deadline is required.

Staff is recommending an amendment to the contract, which would extend the length of the contract with a new end date of December 31, 2024. The total contract cost of \$3,059,451.7 will not be affected by the Amendment to the Subcontract Agreement.

The end date for the Period of Performance associated with the Task Order providing federal funds is September 19, 2025. As such no action is necessary by NJDOT or FHWA currently.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2407-22: Approving a Subcontract Agreement for No Cost Time Extension for the Countywide Local Road Safety Plan

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 2023 SJTPO Unified Planning Work Program contemplated Federal Highway Administration Highway Safety Improvement Program (HSIP) funds for this project; and

WHEREAS, NJDOT Bureau of Bicycle, Pedestrian, and Safety Program authorized HSIP funds following a review of the winning consultant's technical scope and cost, and executed a separate Task Order for this technical study; and

WHEREAS, at their May 23, 2022 meeting the Policy Board approved Greenman-Pedersen Inc. for the technical study with a maximum fee of 3,059,451.77; and

WHEREAS, a Subcontract Agreement between the Greenman-Pedersen and the South Jersey Transportation Authority was fully executed on September 21, 2022 with a contract end date of September 15, 2024; and

WHEREAS, additional time is needed to present before the respective County Board of Commissioners for consideration of approval per the plan and contract requirements; and

WHEREAS, an Amendment to the Subcontract Agreement for No Cost Time Extension is needed, extending the contract end date to December 31, 2024; and

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

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

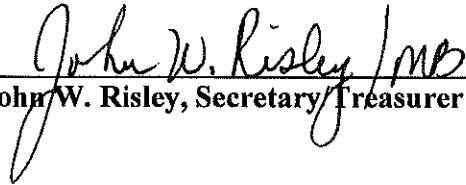
NOW THEREFORE BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the No Cost Time Extension for the Countywide Local Road Safety Plan; and

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.

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 July 22, 2024.



John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2407-23: Approving the Executive Director's Recommendation for a Salary Increase for Melissa Melora

PROPOSAL

The Executive Director recommends that the Policy Board approve a salary increase for Melissa Melora. The request is consistent with the relocation of the Title VI/Equity and Public Outreach to be overarching to the organization which will allow for a more holistic approach, ensuring that these critical aspects receive the attention required to fully integrate into the work done throughout the organization.

BACKGROUND

Ms. Melissa Melora was hired on June 18, 2017, as a Public Outreach Planner reporting to the Program Manager – Safety Initiatives and Public Outreach. In November 2020, Ms. Melora received a salary increase associated with her new role as SJTPO's Title VI Coordinator and increased responsibilities overseeing all Title VI activities at SJTPO. In July 2023, Ms. Melora's salary range was changed from Range 5 to Range 6, to ensure a fundamental fair balance between the salary of existing and new entry-level employees. The current request is to increase Ms. Melora's salary by 10%.

In the current organizational structure, Ms. Melora is under the supervision of the Safety Initiatives & Complete Streets Program Manager. However, since the resignation of the Program Manager in November 2023, she has been working independently without a supervisor. Ms. Melora has demonstrated exemplary performance in numerous critical areas. Her responsibilities span public outreach, communication strategies, social media management, and the maintenance of SJTPO's website, all while overseeing SJTPO's responsibilities under Title VI of the Civil Rights Act of 1964. While working independently, Ms. Melora has consistently excelled in fulfilling her duties, showcasing her ability to operate effectively without direct supervision.

Notably, Ms. Melora has been instrumental in shaping SJTPO's public image and engagement strategies. She has successfully led multiple revisions of the Public Outreach Plan, providing invaluable insights to colleagues, and enhancing the organization's outreach efforts. Her recent management of the website redesign project, which significantly improved its functionality, is a testament to her capability to oversee complex initiatives.

Moreover, with the proposed restructuring that elevates Public Outreach, Title VI, and Equity activities to a core function within SJTPO, Ms. Melora's role becomes even more pivotal. By reporting directly to the Executive Director, she will have a greater influence on the organization's strategic direction, ensuring that equity considerations are integrated seamlessly into all aspects of SJTPO's work. This expanded scope aligns with the increasing emphasis on equity in transportation planning, making Ms. Melora's contributions indispensable to SJTPO's mission and objectives.

Given her proven track record, independent work, and the strategic importance of her role, a 10% salary increase for Ms. Melora is justified and essential to recognize and retain top talent within SJTPO. This adjustment reflects her current contributions and will motivate her to deliver exceptional results and drive positive organizational change.

Funding for the proposed salary change for the employee was contemplated in SJTPO's FY 2025 UPWP, effective July 1, 2024.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2407-23: Approving the Executive Director's Recommendation for a Salary Increase for Melissa Melora

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, Melissa Melora has over seven years of experience at SJTPO and is responsible for public outreach, communication, social media, and maintenance of the SJTPO website; and

WHEREAS, Melissa Melora also oversees all efforts of SJTPO's responsibilities under Title VI of the Civil Rights Act of 1964 and is designated as SJTPO's Title VI Coordinator; and

WHEREAS, with the resignation of the Program Manager of Safety Initiatives & Complete Streets in November 2023, Melissa Melora has been working independently; and

WHEREAS, Melissa Melora has demonstrated exemplary performance in numerous critical areas including public outreach, communication strategies, social media management, and maintenance of SJTPO's website, all while overseeing SJTPO's responsibilities under Title VI of the Civil Rights Act of 1964; and

WHEREAS, Melissa Melora has consistently excelled in fulfilling her duties, showcasing her ability to operate effectively without direct supervision; and

WHEREAS, leadership finds that a salary increase for Melissa Melora should be implemented; and

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

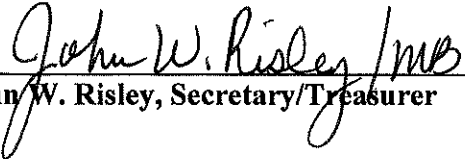
WHEREAS, SJTPO's FY 2025 UPWP, which was adopted by the Policy Board on March 25, 2024, includes available funding and budget to increase the salary for Melissa Melora, consistent with Salary Range 6; and

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby accepts SJTPO leadership's recommendation to increase Melissa Melora's Salary.

BE IT FURTHER RESOLVED, that the SJTPO Policy Board requests that the South Jersey Transportation Authority (SJTA) 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 July 22, 2024.



John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2407-24: Approving the Executive Director's Recommendation for a Salary Increase for Jenna Monaghan

PROPOSAL

The Executive Director recommends that the Policy Board approve a salary increase for Jenna Monaghan.

BACKGROUND

Ms. Monaghan was hired on August 29, 2023, as an Assistant Planner under the supervision of David Heller, Program Manager – Regional Planning & Systems Performance. Ms. Monaghan was hired to assist with coordinated human service transportation planning and related transit planning, resiliency, and reliability planning. This aligned with the needs of the organization and was consistent with her project work completed during her master's studies.

Ms. Monaghan's tenure with SJTPO has been marked by a consistent display of excellence and adaptability. From the outset, Ms. Monaghan has showcased a remarkable eagerness to learn, adaptability, and a proactive approach to embracing new challenges. This was particularly evident when, shortly after joining SJTPO, the Program Manager of Safety Initiatives & Public Outreach resigned. Despite this unforeseen shift, Ms. Monaghan readily stepped up to fill the void, demonstrating her flexibility. Her quick adaptation and willingness to assume new responsibilities are further exemplified by her successful management of the Countywide Local Road Safety Plan project and her leadership in the Maurice River Corridor Study.

Beyond her direct responsibilities, Ms. Monaghan has seamlessly integrated herself into diverse projects, including the Regional Vulnerability Framework study, where her insights and contributions have been crucial. Her ability to manage multiple technical studies while continuing to support Mr. Heller in other regional planning tasks is commendable.

As Ms. Monaghan's role continued to evolve, she embraced the new challenges. She has assumed increasing responsibilities related to SJTPO's safety initiatives, bicycle/pedestrian planning work, and key tasks for the pending approval of SJTPO's Regional Transportation Plan. Her contributions extend beyond project management, as she has played a pivotal role in reviewing applications for the Statewide Safe Routes to School Program and contributing significantly to the screening and project intake for the Statewide Regional Transportation Alternatives Set-Aside Program.

Since joining our team in August 2023, Jenna Monaghan has consistently proven her exceptional value to the organization. Her contributions have exceeded expectations across multiple key areas, making a compelling case for a salary increase. This increase not only reflects her demonstrated value to SJTPO but also serves as a retention strategy to ensure we retain top talent like Ms. Monaghan.

Funding for the proposed salary change for the employee was contemplated in SJTPO's FY 2025 UPWP, effective July 1, 2024.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2407-24: Approving the Executive Director's Recommendation for a Salary Increase for Jenna Monaghan

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, Jenna Monaghan was hired in August 2023 as an Assistant Planner to assist with coordinated human service transportation planning and related transit planning, resiliency, and reliability planning; and

WHEREAS, Ms. Monaghan's tenure with SJTPO has been marked by a consistent display of excellence and adaptability; and

WHEREAS, Ms. Monaghan has showcased a remarkable eagerness to learn, adaptability, and a proactive approach to embracing new challenges; and

WHEREAS, with the resignation of the Program Manager of Safety Initiatives & Public Outreach, Ms. Monaghan readily stepped up to fill the void, demonstrating her flexibility; and

WHEREAS, Ms. Monaghan's quick adaptation and willingness to assume new responsibilities are further exemplified by her successful management of various management of technical studies while continuing to support regional planning tasks; and

WHEREAS, leadership finds that a salary increase for Jenna Monaghan should be implemented; and

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

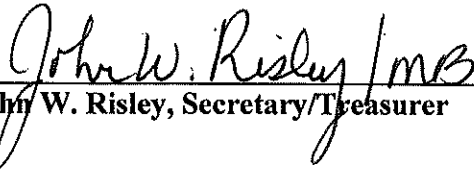
WHEREAS, SJTPO's FY 2025 UPWP, which was adopted by the Policy Board on March 25, 2024, includes available funding and budget to increase the salary for Jenna Monaghan consistent with Salary Range 6; and

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby accepts SJTPO leadership's recommendation to increase Jenna Monaghan's Salary.

BE IT FURTHER RESOLVED, that the SJTPO Policy Board requests that the South Jersey Transportation Authority (SJTA) 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 July 22, 2024.



John W. Risley, Secretary/Treasurer