

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
Policy Board**

**Monday, September 23, 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: July 22, 2024](#)**
- d. **[Tentative 2025 Meeting Schedule](#)**
- e. **Communications**
- f. **Report of the Technical Advisory Committee – Matthew Pisarski, Chairperson**
- g. **Chairman's Remarks**
- h. **[Report of the Executive Director](#) – Jennifer Marandino**
- i. **Public Comment *limit to three (3) minutes per person***
- j. **New Business**
 - 1. **[Resolution 2409-25](#): Adopting the Basic Agreement Between the State of New Jersey Department of Transportation, the South Jersey Transportation Authority, and the South Jersey Transportation Planning Organization for Unified Planning Work Program Activities**

Presenter: Jennifer Marandino, Executive Director

The existing Basic Agreement between NJDOT, SJTA, and SJTPO expires five years from the date of the previous execution, with the existing agreement being fully executed on December 17, 2019. NJDOT shared a draft of the 2024 Basic Agreement, which has been shared with SJTPO and SJTA General Counsel for their review and guidance. The 2024 Basic Agreement will be brought to SJTA's Board of Commissioners for consideration of approval on September 17.

2. **Resolution 2409-26: Approving a Complete Streets Technical Assistance Program Subcontract Agreement Between the South Jersey Transportation Authority and Rutgers**

Presenter: Jennifer Marandino, Executive Director

Task 25/405 Complete Streets Technical Assistance Program Pilot was amended into SJTPO's FY 2025 UPWP, providing pass-through funds to Rutgers University on behalf of Edward J. Bloustein School of Planning and Public Policy to provide support to SJTPO subregions to implement complete streets initiatives. A full scope of work and budget was developed, which will be incorporated into the Subcontract Agreement. Because the agreement contains several SJTPO obligations and will be signed by SJTPO, the SJTPO general council recommended presenting the agreement to the TAC and Policy Board for approval.

3. **Resolution 2409-27: Approving Project Evaluation Process Scoring Recommendations from the RTP 2050 Update Project Solicitation**

Presenter: David Heller, Program Manager

Using SJTPO's [Project Evaluation Process](#), adopted on July 22, 2024, SJTPO staff reviewed the list of projects submitted by the subregions for inclusion in Forward 2050, the update to SJTPO's Regional Transportation Plan (RTP) 2050. Draft scoring of projects was completed by SJTPO staff, with project sponsors having the opportunity to review scores with edits by SJTPO. The attached list represents the finalized list of project scores, which was brought to the TAC for their consideration.

4. **Resolution 2409-28: Endorsing the SJTPO Seasonal Population and Employment Projections for Forward 2050 (RTP 2050 update)**

Presenter: David Heller, Program Manager

The SJTPO Policy Board approved the Demographic Projections at the Municipal (MCD) level for Forward 2050 on May 28, 2024, through Resolution 2405-11. Approval of seasonal population and employment projections for counties and MCDs was not initially included in this approval.

The consultant has subsequently prepared the seasonal projections, which cover 2020 through 2060 and are given in five-year increments. A hybrid approach was utilized. For Atlantic and Cape May Counties, seasonal factors for several municipalities were developed using water permit data from campgrounds and marinas and sewerage flow data. An alternative approach for Cumberland and Salem Counties used annual visitor data extracted and extrapolated from "The New Jersey Visitor Economy" report to develop seasonal projections. These seasonal and employment projections will serve as the "latest planning assumptions" for Forward 2050 and beyond.

5. **Resolution 2409-29: Supporting the FY 2024 Transit Asset Management Plan (TAMP) Targets Set by the New Jersey Transit**

Presenter: David Heller, Program Manager

The Transit Asset Management (TAM) Final Rule (49 USC 625) prescribed specific transit asset performance measures and targets covering rolling stock, equipment, facilities, and infrastructure/track segments. These targets are readjusted annually and reported as State Fiscal Year (FY) targets. The SJTPO Policy Board approved the FY 2023 TAMP Targets in September 2023.

The FY 2024 measures and targets and the previously approved FY 2023 targets are included for reference. As with most of the other Federally mandated performance measures, SJTPO supports the performance targets set by NJ TRANSIT.

6. **Resolution 2409-30: Supporting the Calendar Year 2024 Public Transportation Agency Safety Plan (PTASP) Safety Performance Target for Bus Targets Set by New Jersey Transit**

Presenter: David Heller, Program Manager

The Public Transportation Agency Safety Plan (PTASP) regulation, at 49 CFR Part 673, requires public transportation providers to establish Safety Performance Targets to address the safety performance measures identified in the National Public Transportation Safety Plan (49 CFR §673.11(a)(3)). These targets are readjusted annually and reported as Calendar Year (CY) targets. The SJTPO Policy Board approved the CY 2023 PTASP targets in September 2023.

In June 2024, NJ TRANSIT released updated PTASP targets covering fatalities, injuries, and safety events such as collisions, employee injuries, and major bus fire events. The seven (7) required safety performance measures for bus operations are attached. Each target represents a one-year target for NJ TRANSIT's Bus Operations in calendar year (CY) 2024. As with most of the other Federally mandated performance measures, SJTPO supports the performance targets set by NJ TRANSIT

7. **Resolution 2409-31: Adopting the Updated 4-Year System Performance (PM3) CMAQ Congestion Targets for the Philadelphia, PA-NJ-DE-MD Urbanized Area**

Presenter: David Heller, Program Manager

As a small portion of the SJTPO region falls within the Philadelphia, PA-NJ-DE-MD Urbanized Area (UZA), SJTPO must formally act on the targets for the Philadelphia UZA. These targets are set every four years, with the ability to readjust the 4-year target every two years. The SJTPO Policy Board adopted 2- and 4-year targets for the second performance period in July 2022.

CMAQ Congestion Targets were established for the second performance period (January 1, 2022, through December 31, 2025). At an April 25, 2024 meeting, DVRPC recommended increasing the Percent Non-Single Occupancy Vehicle (SOV) 4-Year Target from 30% to 33%, as permitted. No change to the Peak Hour Excessive Delay (PHED) Per Capita is recommended.

8. **Resolution 2409-32: Approving a Second Amendment to the Subcontract Agreement for a Change to the Scope, Cost, and Time for the Countywide Local Road Safety Plan Effort**

Presenter: Jenna Monaghan, Assistant Planner

Greenman-Pedersen, Inc. (GPI), is currently under contract to develop and implement four separate Countywide Local Road Safety Plans. A No Cost Time Extension through December 31, 2024, was recently approved to allow ample time to present the final plans before each County Commissioner Board and the SJTPO TAC/Policy Board.

The initial proposal included consideration for extending the contract for a third year to provide project implementation support for those seeking funding for projects that support substantive safety. The Year 3 Implementation effort will be funded through \$662,019.31 carried over from the initial budget, with an additional \$76,137.53 necessary.

A Second Amendment to the Subcontract Agreement is necessary to change the scope of work and cost for Year 3 Implementation and extend the contract end date to October 31, 2025.

9. **Resolution 2409-33: Appointing an Alternate Secretary in the Absence of the Appointed Secretary/Treasurer**

Presenter: Jennifer Marandino, Executive Director

The Secretary/Treasurer is one of four Policy Board officers elected annually at the Reorganization Meeting in January. The Secretary/Treasurer has specific roles and responsibilities. If elected Secretary/Treasurer is unavailable, this action appoints Nancy Hammer or an individual designated by the Chairman or Executive Director to serve as Alternate Secretary. Monica Bulter was previously designated as the Alternate Secretary, but a new designee must be appointed because of her upcoming retirement.

k. **NJDOT Update**

l. **Adjournment**

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
Policy Board Meeting

Tuesday, Jul 22, 2024 - 10:00 AM
817 East Landis Avenue, 2nd Floor Board Room / Virtually using GoToMeeting Platform

The meeting was called to order at 10:08 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
Benjamin Laury, Salem County
Kaleem Shabazz for Marty Small, City of Atlantic City
P. Edward McKelvey, Alloway Township
Leonard Desiderio, Sea Isle City
Anthony Fanucci, City of Vineland
Farzana Ahmed for Sudhir Joshi, NJDOT
Louis Millan, NJ TRANSIT
Stephen Mazur, SJTA *in-person*

Also, in attendance:

Ranae Fehr, Atlantic County
Kathleen Hicks, City of Vineland
Matthew Pisarski, Cumberland County *in-person*
Elaina Gable, Cumberland County *in-person*
Michael Watson, Brown & Connery, LLP *in-person*
Jason Simmons, FHWA *in-person*
Laura Wilton, Governor's Authorities Unit
Lisa Avichal, NJDOS
Susan Angulo, SJTA *in-person*
Dan Corrigan, SJTA *in-person*
Matt Doran, SJTA *in-person*
Nancy Ridgway, resident
Monica Butler, SJTPO *in-person*
Nancy Hammer, SJTPO *in-person*
David Heller, SJTPO *in-person*
Jennifer Marandino, SJTPO *in-person*
Jenna Monaghan, SJTPO *in-person*
John Peterson, SJTPO *in-person*

APPROVAL OF MINUTES: May 28, 2024, and June 24, 2024

On Motion by Commissioner Bulakowski and seconded by Mayor Fanucci, the minutes of May 28, 2024, and June 24, 2024, were both unanimously approved.

COMMUNICATIONS

Executive Director Marandino stated that there were no communications to report.

TECHNICAL ADVISORY COMMITTEE (TAC) REPORT

Chairman Matthew Pisarski reported that at the July 8, 2024, Technical Advisory Committee meeting TAC recommended positive consideration for Resolutions 2407-19 through 2407-22. He further noted that Resolution 2407-23 and Resolution 2407-24 did not require TAC approval.

CHAIRMAN'S REMARKS

Chairman Desiderio wished everyone an enjoyable summer.

REPORT OF THE EXECUTIVE DIRECTOR

Ms. Marandino explained that her report includes details about various funding opportunities and announcements of discretionary grant awards available through USDOT. She explained that the report also included three modifications that were advanced in eSTIP for the current Transportation Improvement Program (TIP), with the eSTIP pages shared providing additional details for each.

Ms. Marandino shared that RLS Demographics submitted a memo dated June 18th indicating that they discovered an error in the data they provided, which resulted in household populations being higher than the total population for some municipalities. These new demographic projections were approved at the May 28, 2024, Policy Board meeting. The consultant made slight revisions to the 2020 population base year, total household population, and average household size. Ms. Marandino stated that the changes were presented to TAC members at their July meeting, and it was determined that a new approval was not required of the Board and that the memo is being shared for information only.

Ms. Marandino mentioned that in past years, seasonal projections were also approved along with the year-round projections. She noted that consideration for approval of seasonal projections is forthcoming. Although the consultant contract ended on June 30th, RLS Demographics is still working with staff to develop projections. A workshop is being scheduled with County partners to present the methodology and seek concurrence on seasonal projections. Initial estimates had no seasonal increase for Cumberland County, as such, SJTPO has asked the consultant to develop a few other methodologies for consideration.

PUBLIC COMMENT

There were no additional comments made at the meeting.

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

On Motion by Commissioner Bulakowski and seconded by Mayor Fanucci, Resolution 2407-19 was opened for discussion. Executive Director Marandino stated that both the existing and revised organizational charts were included for reference, noting that the Policy Board formally adopted the existing organizational chart on September 25, 2017. Since that approval, there have been several minor adjustments due to personnel changes within the fundamental structure remaining.

Ms. Marandino explained that the Policy Board consideration 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 requested to shift her focus from resiliency and transit planning to safety and bicycle/pedestrian planning. Consequently, the Assistant Planner will be relocated to the Safety Initiatives & Complete Streets Program, and the Principal Planner will be moved to the Regional Planning & System Performance Program.

Ms. Marandino further explained that the Safety Education & Outreach division of SJTPO was once an independent entity known as the South Jersey Traffic Safety Alliance, which 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 area, where other safety-related initiatives are concentrated. She added that this will allow for more comprehensive safety efforts, better coordination of resources and strategies, and ultimately enhance the impact of safety education and outreach initiatives.

Similarly, it was noted that SJTPO's Public Outreach, Title VI, and Equity efforts should be overarching to the organization, allowing for a more holistic approach, and ensuring that these critical aspects receive the attention required to fully integrate into the work done throughout the organization.

She noted that the reorganization is consistent with staffing levels and salary included within the approved FY 2025 UPWP and is set following SJTA's adopted salary scale. Ms. Marandino mentioned that with the organizational chart changes and the relocation of Title VI/Equity & Public Outreach, a salary increase is proposed for both Melissa Melora and Jenna Monaghan in recognition of their exceptional value to the organization.

With no further comment, Resolution 2407-19 was unanimously approved by Roll Call Vote.

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**

On Motion by Councilman Shabazz and seconded by Mayor Fanucci, Resolution 2407-20 was opened for discussion. Executive Director Marandino explained that over the last few meetings, she has discussed SJTPO's plans for the utilization of unobligated FHWA Planning (PL) funds. The action today approves an amendment to SJTPO's FY 2025 UPWP to add a total of \$2.157 Million within the Technical Program. The additional funding will be used for four (4) new tasks and one (1) existing task within the Technical Program including the following:

- Adding \$20,000 to existing Task 25/402 South Jersey Travel Demand Model Recalibration
- \$962,000 for Task 25/403 Staff Augmentation will be added

- \$700,000 will be given to DVPRC to add SJTPO to their existing On-Board and Household Travel Surveys effort in their work program, identified as Task 25/404 2025 On-Board and Household Travel Surveys in the SJTPO UPWP
- Funding for Task 25/405 Complete Streets Technical Assistance Program Pilot will be split between two funding sources \$318,636 FHWA-PL and \$81,364 FHWA Set-Aside from SJTPO's FY 2025 allocation
- \$75,000 will be used for Task 25/406 Signal Analytics Data and the purchase of two additional years of data

She further explained that the additional funds will be made available to SJTPO by NJDOT from 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. She noted that the item sheet provides additional details related to each task but given the significance of the additional funds, she highlighted a bit of the details.

Ms. Marandino stated that the additional \$20,000 is to be added to the initial budget of \$130,000 in SJTPO's FY 2025 UPWP for South Jersey Travel Demand Model Recalibration. 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. She stated that an RFP will be released for this consultant-led effort in September.

She recognized that SJTPO's challenges with staff turnover and struggles to hire are known, adding that to help ensure that SJTPO can complete the activities and products included in the FY 2025 UPWP, SJTPO will prepare and release an RFP for staff augmentation. Ms. Marandino explained that consultant support is being sought 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.

Ms. Marandino explained that Task 25/404 is the 2025 On-Board and Household Travel Surveys of which DVPRC 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 this new task will allow the region to have an updated survey consistent with the best practice of being updated every 10 years. She stated that the \$700,000 will be provided directly to DVPRC to cover data collection from surveys collected in the region and the review and editing of consultant-produced reports and memos for the SJTPO region.

Ms. Marandino explained that Task 25/405 will for the first time offer support to our subregions to implement complete streets initiatives. The Pilot effort will be modeled off NJTPA's Complete Streets Technical Assistance Program, and SJTPO will pass through funds to Rutgers, Bloustein School of Planning and Public Policy. She noted that 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 SJTPO does for our Subregional Planning Work Program.

Lastly, Ms. Marandino explained that Task 25/406 will provide \$75,000 for an additional two years of INRIX Signal Analytics Data through the University of Maryland. SJTPO staff have used this data in the development of the revised Congestion Management Process (CMP). She shared that 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. She noted that SJTPO recently executed a Second Amendment to the Agreement extending the period of performance to December 31, 2024, for no additional fee. The current request is for two additional years of data purchase, with the possibility that some of the 88 signalized intersections will be changed. She noted that the FY 2025 UPWP document and the corresponding financial tables have been revised and are being reviewed internally before they are posted to the SJTPO website.

With no further comment, Resolution 2407-20 was unanimously approved by Roll Call Vote.

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

On Motion by Commissioner Bulakowski and seconded by Mayor Fanucci, Resolution 2407-21 was opened for discussion. David Heller explained that as part of the RTP 2050 update, SJTPO updated the Project Evaluation Process used to select projects for inclusion in the TIP and RTP. The impetus for this change is to reflect comments from SJTPO’s Federal Certification that indicated project solicitation and selection must occur as part of the RTP instead of exclusively during the development of the TIP.

Mr. Heller stated that “near-term” projects (those projects programmed within the first 10 years of the RTP) can be evaluated and assessed with greater accuracy and detail due to the availability of comprehensive information, and “long-term” projects (those projects programmed in 11 years from the base year of the RTP (2035) through the RTP horizon year (2050) are likely to be less developed and scoped out. SJTPO staff decided to “bifurcate” the existing process, to create a separate process for long- and near-term projects.

Given that the TAC has already reviewed this process and staff made changes to reflect their concerns, Mr. Heller summarized the changes between the current process, last adopted on July 27, 2020, (almost 4 years ago), and the revised process. He noted that the process for scoring the near-term projects (projects planned between years 1-10 of the RTP), is largely unchanged from what is in the current RTP. However, the type of information staff is soliciting for out-year projects is a little less extensive than for the near-term projects.

Ms. Heller explained that “near-term projects” undergo a Pre-Evaluation Screening Process, which entails a first broad look at the project, ensuring that it incorporates key features of planning emphasis areas such as safety, environmental justice, freight, etc. This “pre-evaluation” process allows project sponsors to enhance their projects before the projects are entered into the “regular” scoring process. He noted that SJTPO does not have this for the long-term projects, for the reasons explained.

Mr. Heller explained the scoring process for the “near-term” projects is very similar to the process that was approved four years ago, with the scoring process divided into four main categories:

1. **Contributions to Performance-Based Planning Targets** – Projects will only be scored for Pavement Condition *or* Bridge Condition, with all five categories contributing to a score in Section 1, whereas previously only the top three scores were recorded.
2. **Advance Emphasis Areas from SJTPO Planning Initiatives** – Scoring instructions were updated to utilize SJTPO’s EJ Report approved in November 2023, which was not in

existence during the last approved scoring criteria. Points are awarded based on the project's location in an EJ or TJ Area and to what degree the project will benefit these populations.

3. Impact of Project – Based on length of project and volume.

4. Cost-effectiveness – Benefit/cost ratio calculated based on benefits calculated using Sections 1-3 and the cost of the project.

Mr. Heller explained that the maximum score a project can now get is **125 as opposed to 100** in the current process. This was because category 1 (Contributions to Performance-Based Planning Targets)—has five sub-categories consisting of 15 points each, and instead of a project just getting the scores from the top 3 subcategories, this process has all 5 sub-categories scored. He noted that the major difference (between this revised scoring process and the one approved 4 years ago) is the creation of a separate scoring process for the projects anticipated in years 11+ (or 2035 through 2050) in the case of this RTP.

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. In many cases, there is very limited information (i.e. project location and a general description of the desired improvement). Mr. Heller noted that the project scoring for Years 11+ does not currently assess the positive or negative impacts on the evaluation criteria. He added that as the project scope is defined and further analysis is completed by the local public agency, these impacts will be more carefully considered, and the agency will have a chance to mitigate any negative impacts anticipated from the project as well as increase the project's benefits.

Mr. Heller stated that 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.

Mr. Heller then summarized the main parts of the scoring process for the long-term projects. He explained that just like with the near-term project scoring process, the first part is the "Performance-Based Planning Targets," which includes looking at the Mobility Impact of the project, Pavement *or* Bridge Conditions (not and as was before), Freight Movement Impact, and Safety Impact. Unlike the scoring process for the near-term project, each of the categories only have a point range of 0-3, resulting in a maximum of 12 points that a project can get under the first part.

Mr. Heller explained that the second part of the long-term project scoring process is "Emphasis Areas from SJTPO Planning Initiatives,". The Emphasis Areas from SJTPO Planning Initiatives is divided into four sub-categories: Environmental Justice Impact, Flood Zones Impact, Complete Streets Impact, and Evacuation Routes Impact. There is no "Tourism" category for these long-term projects, and instead of a potential point range of 5 for each of these subcategories, there is only a point range of 2 for each of these subcategories, resulting in a maximum score of 8 for this second part.

In this scoring process for long-term projects, the process does not look at whether the project has positive or negative impacts on the evaluation area, but simply if a project is generally impacted by the evaluation criteria. Minor wording changes were made from what was presented

to the TAC. The question associated with the scoring instructions in each evaluation area asks “To what extent does the project have the potential to...”

Mr. Heller stated that, unlike the scoring process for the near-term projects, there is not Part 3 and Part 4. The maximum number of points a project can get under the long-term process is 20. The idea, of course, is that as a project advances to Year 10 or earlier, it will ultimately undergo the more rigorous scoring of the near-term project scoring process.

Ms. Marandino emphasized that this is a very important part of the work at SJTPO for evaluating the projects that are submitted from the subregions and making sure that they are advancing the planning initiatives as well as performance-based targets.

With no further comment, Resolution 2407-21 was unanimously approved by Roll Call Vote.

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

On Motion by Stephen Mazur and seconded by Mayor Fanucci, Resolution 2407-22 was opened for discussion. Jenna Monaghan explained that Greenman Pedersen, Inc. (GPI), is currently under contract to develop and implement four Countywide Local Safety Plans for each county in the SJTPO region. The plans will address each county’s unique safety needs as well as the local jurisdictions. She stated that 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.

She continued, sharing that 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/September 2024. Therefore, 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 in addition to completing a presentation to the SJTPO TAC and Policy Board.

With no further comment, Resolution 2407-22 was unanimously approved by Roll Call Vote.

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

On Motion by Stephen Mazur and seconded by Mayor Fanucci, Resolution 2407-23 was opened for discussion. Executive Director Marandino explained that the action seeks approval of her recommendation for a salary increase for Melissa Melora, who was hired on June 18, 2017, as the SJTPO Public Outreach Planner. She shared that Ms. Melora received a salary increase in November 2020 associated with her new role and responsibilities as SJTPO’s Title IV Coordinator overseeing all Title VI activities.

Ms. Marandino stated that the current request is to increase Ms. Melora’s salary by 10%, which would reflect her current contributions and motivate her to continue to deliver exceptional results and drive positive organizational change. With the approved revisions to the already mentioned organizational structure, the Public Outreach, Title VI, and Equity area will be overarching with the activities elevated to a core function within SJTPO resulting in a more pivotal role. Ms. Melora will report directly to the Executive Director, and 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. She stated that 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.

Ms. Marandino explained that since the resignation of the Program Manager in November 2023, Ms. Melora has been working independently without an immediate supervisor, and has demonstrated exemplary performance in numerous critical areas. Ms. Melora's responsibilities include 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.

Ms. Marandino noted that the item sheet includes several examples of the great work that Ms. Melora has completed. The funding for the proposed salary change can be accommodated in SJTPO's FY 2025 Unified Planning Work Program.

Commissioner Risley questioned what the new salary amount would be and stated that moving forward the amount should be made available for transparency. Ms. Marandino stated that Ms. Melora's salary would change from \$62,500 to \$68,750 with the proposed 10% increase.

With no further comment, Resolution 2407-23 was unanimously approved by Roll Call Vote.

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

On Motion by Stephen Mazur and seconded by Mayor Fanucci, Resolution 2407-24 was opened for discussion. Executive Director Marandino explained that the action seeks approval of her recommendation for a salary increase for Jenna Monaghan who was hired on August 29, 2023, as an Assistant Planner under the supervision of David Heller. Her duties were to assist with coordinated human service transportation planning and related transit planning, resiliency, and reliability planning.

Shortly after starting with SJTPO, the Program Manager of Safety Initiatives & Public Outreach resigned. Ms. Monaghan readily stepped up to fill the void, demonstrating her flexibility. She was willing to assume new responsibilities after some apprehension. Ms. Monaghan has excelled and currently is serving as SJTPO's lead on the Countywide Local Road Safety Plan project and was instrumental on other consultant-led studies including the Maurice River Corridor Study and the Regional Vulnerability Framework effort.

Ms. Marandino stated that Ms. Monaghan has seamlessly integrated herself into diverse projects and continues to evolve and embrace the challenges, sharing the item sheet provides various examples of her work. Since joining SJTPO, Ms. Monaghan has consistently proven her exceptional value and has exceeded expectations across multiple key areas, making a compelling case for a salary increase. Ms. Marandino noted that the 8.333% increase not only reflects her demonstrated value to SJTPO but serves as a retention strategy to ensure top talent is retained. As noted in the action related to the revised organizational chart, Ms. Monaghan will be transitioning to the Safety Initiatives & Public Outreach with funding being accommodated in the FY 2025 Unified Planning Work Program. Ms. Monaghan's current salary of \$60,000 would change to \$65,000 with the proposed increase.

On a question by Stephen Mazur, Ms. Marandino stated that unlike merit increases, the salary changes would not be retroactive. After SJTPO approval, the recommendations would go before SJTA Board of Commissioners for approval in August and be effective after the 15-day Governor's Veto Period.

With no further comment, Resolution 2407-24 was unanimously approved by Roll Call Vote.

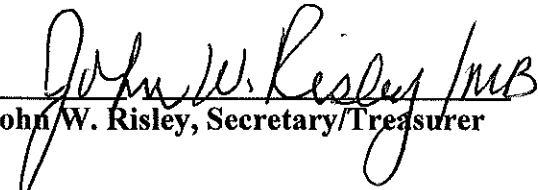
NJDOT UPDATE – Farzana Ahmed

Farzana Ahmed reported that NJDOT is working on the final funding authorization for the FY 2025 Unified Planning Work Program as well as working on the Basic Agreement between the SJTPO, SJTA, and NJDOT. Ms. Marandino noted that after the meeting she will forward an executed copy of the UPWP Amendment and that it will be updated on the SJTPO website as well.

ADJOURNMENT

On Motion by Commissioner Bulakowski and seconded by Mayor Fanucci, the meeting was adjourned at 10:59 a.m.

Approved Minutes Certified Correct:


John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ANNUAL NOTICE OF REGULAR POLICY BOARD MEETINGS FOR 2025

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

Monday, March 24, 2025 - 10:00 a.m.

Tuesday, May 27, 2025 - 10:00 a.m. (Due to Memorial Day)

Monday, July 28, 2025 - 10:00 a.m.

Monday, September 22, 2025 - 10:00 a.m.

Monday, November 25, 2025 – 10:00 a.m.

Monday, January 27, 2026 – 10:00 a.m. **(Reorganization Meeting)**

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

Virtually using the GoToMeeting virtual meeting platform

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



South Jersey Transportation Planning Organization

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

Leonard Desiderio, *Chairman*

Benjamin H. Laury, *Vice Chairman*

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

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

Jennifer Marandino, P.E.
Executive Director

John W. Risley, *Secretary/Treasurer*

EXECUTIVE DIRECTOR'S REPORT –September 23, 2024

USDOT PLANNING UPDATES

U.S. DOT Proposes Accessibility Standards for Transit Stops in the Public Right-of-Way

On August 22, 2024, the U.S. Department of Transportation (DOT) published a Notice of Proposed Rulemaking (NPRM) in the Federal Register [[89 FR 67922](#)] for adopting as regulatory accessibility standards the Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) issued by the Architectural and Transportation Barriers Compliance Board (Access Board) on August 8, 2023 [[88 FR 53604](#)]. The U.S. DOT proposes to codify PROWAG by revising the regulations under title 49, Code of Federal Regulations, part 37 [[49 CFR 37](#)] for transportation services for individuals with disabilities. When adopted, the accessibility standards would apply only to new construction and alterations of transit stops in the public right-of-way. The public comment deadline is September 23, 2024.

FHWA Announces \$521 Million in Awards for Charging and Fueling Infrastructure

On August 27, 2024, the Federal Highway Administration (FHWA) [announced](#) more than \$521 million in awards from the [Charging and Fueling Infrastructure \(CFI\) Grant Program](#). FHWA awarded 51 grants to applicants in 29 States and the District of Columbia to strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work. More information is available [here](#).

FHWA Announces \$26.5 Million in Planning Grants for Bridge Investment Program

On August 7, 2024, FHWA [announced](#) more than \$26.5 million in planning grant awards from the [Bridge Investment Program](#). FHWA awarded 28 planning grants to 18 States to help prepare critical bridge projects for restoration or replacement before they fall into a state of disrepair. More information is available [here](#). **From NJ, Atlantic County has received a grant.**

U.S. DOT Announces \$2.4 Million in Awards for Complete Streets Artificial Intelligence Initiative

On August 13, 2024, the U.S. DOT [announced](#) \$2.4 million in awards from the [Complete Streets Artificial Intelligence Initiative](#). The U.S. DOT awarded contracts to 12 small businesses for leveraging advancements in artificial intelligence to improve the siting, design, and deployment of Complete Streets.

FHWA Announces \$800 Million in Available Funding for Low Carbon Transportation Materials Program

On August 27, 2024, FHWA announced the availability of \$800 million in funding through the [Low Carbon Transportation Materials \(LCTM\) Program](#). The LCTM Program will support the use of low-carbon materials and products used in transportation that reduce air pollution, specifically greenhouse gas emissions. **The application deadline is November 25, 2024.** More information is available [here](#).

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 from the U.S. DOT:

- [September 23 – Culvert Aquatic Organism Passage \(AOP\) Program.](#)
- [September 23 – Railroad Crossing Elimination \(RCE\) Grant Program.](#)
- [September 30 – Reconnecting Communities Pilot \(RCP\) Program.](#)
- [September 30 – Restoration and Enhancement \(R&E\) Grant Program.](#)
- [October 1 – Bridge Investment Program, Planning and Bridge Project Grants \(extended from March 19, 2024\).](#)
- [October 16 – Nationally Significant Federal Lands and Tribal Projects \(NSFLTP\) Program.](#)

Applications Open for Participation in New Reconnecting Communities Institute (RCI)

The [Reconnecting Communities Institute](#) (RCI) is a new U.S. Department of Transportation (USDOT) center for learning to help reconnect communities that were harmed, isolated, and cut off from opportunity by transportation infrastructure. RCI support is available to grantees and prospective grantees of the Reconnecting Communities Pilot (RCP) Program to strengthen local capacity in planning and implementing innovative community reconnection projects.

The form to express interest in RCI support is now live! If your community or organization has received an RCP Program grant or has identified a need to address the negative impacts of transportation infrastructure, [request support on the RCI website.](#)

RCI is hosting two upcoming webinars to provide a program overview, explain how to request support from RCI, and take audience questions in real time. Register now for the webinar “RCI: How We Can Help” to meet the RCI team and learn about the flexible, tailored, and free assistance for RCP Program grantees and prospective grantees.

Reconnecting Communities Institute (RCI): How We Can Help

- September 26, 2024, 1:00 pm - 2:00 pm EDT. [Register here.](#)
- October 8, 2024, 3:00 pm - 4:00 pm EDT. [Register here.](#)

FFY 2024-2033 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) MODIFICATIONS

With the end of the federal fiscal year approaching, NJDOT and SJTPO subregional partners have requested review and approval several actions to ensure that projects can be authorized this federal fiscal year. All actions have been reviewed and advanced by SJTPO, in accordance with the provisions outlined in the MOU.

➤ **Administrative Modification**

NJDOT requested approval of action for **DBNUM 03304 Bridge Deck/Superstructure Replacement Program**. A project in NJTPA, Route 280 EB, Bridge over Passaic River has come in for authorization, but the program balance needs additional funding in order to authorize it. The action increases BFP funding for ERC in FFY 24 from \$.684M by \$8M to \$8.684M. As a Statewide Line Item, all MPOs must approve the action.

➤ **Informational Modifications**

NJDOT has approved 17 actions in eSTIP. The Cover Page associated with each action is included for reference.

- DBNUM X35A1 Rail-Highway Grade Crossing Program, Federal
- DBNUM 03304 Bridge Deck/Superstructure Replacement Program
- DBNUM 15379 Route 54, Atlantic City Expressway to Rt 30 (Whitehorse Pike)
- DBNUM S2112 Quaker Neck Road (CR 657) Phase II
- DBNUM X30A Metropolitan Planning
- DBNUM S2102 California Avenue (CR 663)

- DBNUM S1702 Baltic Avenue, Maine Avenue to Missouri Avenue
- DBNUM 00377 Ferry Program
- DBNUM 19370 Safety Programs
- DBNUM S1902 Park Avenue/Quigley Avenue (CR 540)
- DBNUM 15343 Intelligent Traffic Signal Systems
- DBNUM X66 Traffic Monitoring Systems
- DBNUM 13323 Bridge Preventive Maintenance
- DBNUM 15314 Route 49, Bridge over Maurice River
- DBNUM S2108 Seashore Road Phase 1 Resurfacing (CR 626) from Breakwater Road (CR 613) to U.S. Route 47
- DBNUM 15314 Route 49, Bridge over Maurice River
- DBNUM 13306 Mobility and Systems Engineering Program *cover pages not attached*

STATE FISCAL YEAR 2026 UNIFIED PLANNING WORK PROGRAM (UPWP)

SJTPO has just begun soliciting ideas for central staff and consultant technical studies for the FY 2026 UPWP. Preliminary budget figures and more details about our anticipated work program activities and studies will be shared in November. At the September TAC meeting, I requested that our planning partners share any ideas that they may have.

In a letter dated, [August 27, 2024, NJDOT shared planning priorities](#) that the MPOS should consider incorporating into our upcoming FY 2026 UPWP. A letter from FHWA and FTA is still pending

CONGESTION MANAGEMENT PROCESS (CMP) PUBLIC COMMENT PERIOD

SJTPO invites input on the Draft Congestion Management Process (CMP) document. The document consists of the CMP Methodology Report and the CMP Technical Report. The CMP Methodology Report outlines the ongoing process using analytic tools to identify congested roadways in the region. The CMP Technical Report presents the data collected and provides insight into the transportation system's performance and trends revealed by this information. The CMP Technical Report concludes with possible strategies that could reduce or mitigate the impacts of congestion. The process, tolls, and results are documented in the CMP document and are available on the [CMP webpage](#).

FFY 2022-2024 CMAQ MID-PERIOD PROGRESS REPORT AND PERFORMANCE PLAN

Under the Fixing America's Surface Transportation (FAST) Act and the Infrastructure and Investment Jobs Act (IIJA), and the ensuing requirements of 23 CFR Part 490, the National Performance Management Measures Final Rule, the MPOs that are within or contain part of an 8-Hour Ozone Air Quality Nonattainment Area must prepare Congestion Mitigation and Air Quality (CMAQ) Mid-Period Progress Reports and Performance Plans for their respective metropolitan planning areas. Ozone is the pollutant directly affecting the SJTPO region, which consists of VOCs and NOx, the precursors of ozone. Emissions reduction targets for each of these pollutants from each of NJ's three MPOs are summed together to create the State's CMAQ Emissions Reduction Targets, which are included in the Mid-Period Progress Report and Performance Plan prepared by NJDOT, covering the Period from January 1, 2022, through December 31, 2023. For two of the pollutants, CO and PM2.5, the SJTPO region is currently in attainment and as such, targets are not required to be set for these pollutants.

The Mid-Period Progress Report and Performance Plan also contains the On-Road Mobile Source Emissions targets for SJTPO and the State, which were approved by SJTPO's Policy Board in September 2022. While the SJTPO has met all 2-year and 4-year CMAQ emissions reductions targets for its area, the State did not meet three (3) of its four (4) two-year targets. Nonetheless, the State has set out on an ambitious "Action Plan" to improve its performance under these measures and meet or exceed the four-year targets.

The FFY 2022-2025 CMAQ Mid-Period Progress Report and Performance Plan, prepared by SJTPO is included as a separate attachment and will be submitted to the NJDOT for inclusion as an attachment to the State's Plan.

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.

A printout of **SJTPO Authorized Projects**, as of September 14, 2024, is also included for reference. Authorization is pending on several other projects, which are not included in the eSTIP report.

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. The attached memo (dated September 3, 2024) provides information regarding the status of all technical program efforts.

The attached memo (dated September 3, 2024) provides information regarding the status of all technical program efforts.

PROMOTING SUBREGIONAL PROJECTS

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

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



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Bridge Deck/Superstructure Replacement Program**

DBNUM: 03304

TRACK #: SW-03304-4-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases BFP funding for ERC in FFY 24 from \$.684M by \$8M to \$8.684M

REASON FOR CHANGE:

A project in NJTPA, Route 280 EB, Bridges over Passaic River has come in for authorization, but the program balance needs additional funding in order to authorize it.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 17

CONFORMITY:

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

PUBLIC INVOLVEMENT:

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



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Rail-Highway Grade Crossing Program, Federal**

DBNUM: X35A1

TRACK #: SW-X35A1-5-M-2024

TYPE OF PROJECT CHANGE: Change of funding source

ACTION TAKEN: In NJTPA, changes \$1.07M of HSIP funding for EC in FFY 24 to STBGP-L5K
In SJTPO, changes \$.4M of HSIP funding for EC in FFY 24 to STBGP-L5K

REASON FOR CHANGE:

MPO ACTION REQUIRED: Informational

FISCAL CONSTRAINT:

Comments: See NJTPA FY 24-33 Chart 26
See SJTPO FY 24-33 Chart 7

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Bridge Deck/Superstructure Replacement Program**

DBNUM: 03304

TRACK #: SW-03304-3-M-2024

TYPE OF PROJECT CHANGE: Change of funding source

ACTION TAKEN: Changes \$.147M of STBGP-FLEX funding for ERC in FFY 24 to STBGP-L5K

REASON FOR CHANGE:

MPO ACTION REQUIRED: Informational

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 13

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **SJTPO**

PROJECT: **Route 54, Atlantic City Expressway to Rt 30 (Whitehorse Pike)**

DBNUM: 15379

TRACK #: S-15379-1-M-2024

TYPE OF PROJECT CHANGE: Change of funding source

ACTION TAKEN: Changes \$11.9M of NHPP funding for CON in FFY 24 to STBGP-FLEX
Updates mileposts from 0 to 11.56 to 8.39 to 11.86

REASON FOR CHANGE:

MPO ACTION REQUIRED: Informational

FISCAL CONSTRAINT:

Comments: See SJTPO FY 24-33 Chart 6

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **SJTPO**

PROJECT: **Quaker Neck Road (CR 657) Phase II**

DBNUM: S2112

TRACK #: S-S2112-1-M-2024

TYPE OF PROJECT CHANGE:

ACTION TAKEN: project limits to be changed from mileposts 1.30-6.25 to mileposts 1.30-5.65

REASON FOR CHANGE:

project limits changed to match proposals received for design services

MPO ACTION REQUIRED: Informational

FISCAL CONSTRAINT:

Comments: existing funding not impacted by change

CONFORMITY:

PUBLIC INVOLVEMENT:

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

(BEFORE)

Quaker Neck Road (CR 657) Phase II			
DBNUM:	S2112	UPC: 213230	MILEPOST(S): 1.30-6.25
COUNTY:	Salem		
MUNICIPALITY:	Salem City	Mannington Twp	Alloway Twp

The proposed improvements will consist of milling and resurfacing of the existing pavement. Portions of the roadway will be reconstructed as needed. Safety improvements include the placement of new long-life epoxy traffic stripes, raised pavement markers, and the installation of new signage which meet the current FHWA guidelines for retroreflectivity. Any substandard guide rail installation will also be upgraded. Any existing inlet stream-flow grates will be removed and replaced with bicycle-safe grates. Any existing inlet cast iron curb pieces along the entire roadway length will be removed and replaced with the current eco-friendly cast iron curb pieces.

ASSET MANAGEMENT CATEGORY: Local System Support-Local Roadway Improvements

SPONSOR: Salem County

AIR QUALITY CODE (NON-EXEMPT / EXEMPT):

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT: 3

STRUCTURE NO.: N/A

MPO	PHASE	FUND	Amounts in Millions of Dollars											
			FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033		
SJTPO	PE	STBGP-L5K	0.080											
SJTPO	DES	STBGP-L5K		0.150										
SJTPO	CON	STBGP-L5K					1.500							



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Metropolitan Planning**

DBNUM: X30A

TRACK #: SW-X30A-3-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: In SJTPO, adds STBGP-FLEX funding for PLS in FFY 24 in the amount of \$1.376M
In DVRPC, adds STBGP-FLEX funding for PLS in FFY 24 in the amount of \$1.440M

REASON FOR CHANGE:

MPO ACTION REQUIRED: Informational

FISCAL CONSTRAINT:

Comments: See SJTPO FY 24-33 Chart 8
See DVRPC FY 24-33 Chart 13

CONFORMITY:

PUBLIC INVOLVEMENT:

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

(AFTER)

TRACK #: SW-X30A-3-M-2024	REVISION #: 3	DATE: 8/30/24 10:24:37AM
PROJECT NAME: Metropolitan Planning		
DBNUM: X30A	UPC:	MILEPOST(S):
COUNTY: Various		
MUNICIPALITY: Various		

NJDOT supports the federally mandated Metropolitan Planning Organization transportation planning process. New Jersey Metropolitan Planning Organizations carry out a "3C" transportation planning process whereby planning activities are conducted on a continuous basis while also providing a forum for cooperative decision making among responsible state and local officials, public and private transit operators and the general public.

ASSET MANAGEMENT CATEGORY: Local System Support-Reg Plng and Project Development

SPONSOR: MPO

AIR QUALITY CODE (NON-EXEMPT / EXEMPT):

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT: Various

STRUCTURE NO.: N/A

MPO	PHASE	FUND	Amounts in Millions of Dollars									
			FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
DVRPC	PLS	PL	3.081	3.143	3.205	3.270	3.335	3.402	3.470	3.539	3.610	3.682
DVRPC	PLS	PL-FTA	1.322	1.350	1.384	1.411	1.439	1.466	1.494	1.521	1.549	1.576
DVRPC	PLS	STBGP-FLEX	1.440									
DVRPC	PLS	STBGP-PHILA	2.557	1.700	1.700	1.700	1.700	1.700	1.700	1.700	1.700	1.700
NJTPA	PLS	PL	12.922	13.181	13.444	13.713	13.988	14.267	14.553	14.844	15.141	15.443
NJTPA	PLS	PL-FTA	5.547	5.661	5.805	5.920	6.035	6.150	6.265	6.380	6.495	6.610
NJTPA	PLS	STBGP-NY/NWK	8.000	8.000	8.000	8.000	8.000	8.000	8.000	8.000	8.000	8.000
SJTPO	PLS	PL	1.083	1.105	1.127	1.149	1.172	1.196	1.220	1.244	1.269	1.294
SJTPO	PLS	PL-FTA	0.465	0.474	0.487	0.496	0.506	0.515	0.525	0.535	0.544	0.554
SJTPO	PLS	STBGP-AC		0.265			0.265		0.265		0.265	
SJTPO	PLS	STBGP-FLEX	1.376									
SJTPO	PLS	STBGP-L5K	0.265		0.265			0.265		0.265		0.265

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

(BEFORE)

Metropolitan Planning			
DBNUM:	X30A	UPC:	MILEPOST(S):
COUNTY:	Various		
MUNICIPALITY:	Various		

NJDOT supports the federally mandated Metropolitan Planning Organization transportation planning process. New Jersey Metropolitan Planning Organizations carry out a "3C" transportation planning process whereby planning activities are conducted on a continuous basis while also providing a forum for cooperative decision making among responsible state and local officials, public and private transit operators and the general public.

ASSET MANAGEMENT CATEGORY: Local System Support-Reg Plng and Project Development

SPONSOR: MPO

AIR QUALITY CODE (NON-EXEMPT / EXEMPT):

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT: Various

STRUCTURE NO.: N/A

MPO	PHASE	FUND	Amounts in Millions of Dollars									
			FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
DVRPC	PLS	PL	3.081	3.143	3.205	3.270	3.335	3.402	3.470	3.539	3.610	3.682
DVRPC	PLS	PL-FTA	1.322	1.350	1.384	1.411	1.439	1.466	1.494	1.521	1.549	1.576
DVRPC	PLS	STBGP-PHILA	2.557	1.700	1.700	1.700	1.700	1.700	1.700	1.700	1.700	1.700
NJTPA	PLS	PL	12.922	13.181	13.444	13.713	13.988	14.267	14.553	14.844	15.141	15.443
NJTPA	PLS	PL-FTA	5.547	5.661	5.805	5.920	6.035	6.150	6.265	6.380	6.495	6.610
NJTPA	PLS	STBGP-NY/NWK	8.000	8.000	8.000	8.000	8.000	8.000	8.000	8.000	8.000	8.000
SJTPO	PLS	PL	1.083	1.105	1.127	1.149	1.172	1.196	1.220	1.244	1.269	1.294
SJTPO	PLS	PL-FTA	0.465	0.474	0.487	0.496	0.506	0.515	0.525	0.535	0.544	0.554
SJTPO	PLS	STBGP-AC		0.265			0.265		0.265		0.265	
SJTPO	PLS	STBGP-L5K	0.265		0.265			0.265		0.265		0.265



State of New Jersey

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

MPO: **SJTPO**

PROJECT: **California Avenue (CR 663)**

DBNUM: S2102

TRACK #: S-S2102-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Adds STBGP-FLEX funding for CON in FFY 24 in the amount of \$.172M

REASON FOR CHANGE:

MPO ACTION REQUIRED: Informational

FISCAL CONSTRAINT:

Comments: See SJTPO FY 24-33 Chart 24

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **SJTPO**

PROJECT: **Baltic Avenue, Maine Avenue to Missouri Avenue**

DBNUM: S1702

TRACK #: S-S1702-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Adds STBGP-FLEX funding for CON in FFY 24 in the amount of \$.130M

REASON FOR CHANGE:

MPO ACTION REQUIRED: Informational

FISCAL CONSTRAINT:

Comments: See SJTPO FY 24-33 Chart 9

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Ferry Program**

DBNUM: 00377

TRACK #: SW-00377-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases FBP funding for ERC in FFY 24 from \$4.0M by \$5.0M to \$9.0M

REASON FOR CHANGE:

MPO ACTION REQUIRED: Informational

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 14

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Safety Programs**

DBNUM: 19370

TRACK #: SW-19370-3-M-2024

TYPE OF PROJECT CHANGE: Change of funding source

ACTION TAKEN: Changes \$3.815M of STBGP-FLEX funding for ERC in FFY 24 to NHPP

REASON FOR CHANGE:

MPO ACTION REQUIRED: Informational

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 15

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **SJTPO**

PROJECT: **Park Avenue/Quigley Avenue (CR 540)**

DBNUM: S1902

TRACK #: S-S1902-1-M-2024

TYPE OF PROJECT CHANGE: Change of funding source

ACTION TAKEN: Changes \$2.050 of STBGP-B5K50K funding for CON in FFY 2024 to STBGP-B50K200K

REASON FOR CHANGE:

The project falls within Vineland, NJ (Between 50,000 and 200,000) Urbanized Area

MPO ACTION REQUIRED: Informational

FISCAL CONSTRAINT:

Comments: change in funding category

CONFORMITY:

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

PUBLIC INVOLVEMENT:

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

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

(AFTER)

TRACK #: S-S1902-1-M-2024	REVISION #: 1	DATE: 9/10/24 11:43:23AM
PROJECT NAME: Park Avenue/Quigley Avenue (CR 540)		
DBNUM: S1902	UPC: 193370	MILEPOST(S): 33.09-33.74
COUNTY: Cumberland		
MUNICIPALITY: Vineland City		

This project includes the milling and paving of Park Avenue as well as upgrading of drainage facilities, removal and replacement of concrete curb, gutter and sidewalk as needed. Park Avenue pavement is in poor condition as evidenced by extensive cracking. Portions of the drainage facilities were constructed using outdated and currently failing materials and are in need of upgrades.

ASSET MANAGEMENT CATEGORY: Local System Support-Local Roadway Improvements

SPONSOR: Vineland City

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): S10 Pavement resurfacing and/or rehabilitation

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT: 1

STRUCTURE NO.: N/A

MPO	PHASE	FUND	Amounts in Millions of Dollars									
			FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033

SJTPO CON STBGP-B50K200K 2.050



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Intelligent Traffic Signal Systems**

DBNUM: 15343

TRACK #: SW-15343-2-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases STBGP-FLEX funding for EC in FFY 24 from \$16.302M by \$5M to \$21.302M

REASON FOR CHANGE:

MPO ACTION REQUIRED: Informational

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 16

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Traffic Monitoring Systems**

DBNUM: X66

TRACK #: SW-X66-2-M-2024

TYPE OF PROJECT CHANGE: Change of funding source

ACTION TAKEN: Changes \$8.275M of NHPP funding for PLS in FFY 24 to STBGP-FLEX

REASON FOR CHANGE:

MPO ACTION REQUIRED: Informational

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 16

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Bridge Preventive Maintenance**

DBNUM: 13323

TRACK #: SW-13323-2-M-2024

TYPE OF PROJECT CHANGE: Change of funding source

ACTION TAKEN: Changes \$7.218M of NHPP funding for EC in FFY 24 to BFP

REASON FOR CHANGE:

MPO ACTION REQUIRED: Informational

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 16

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **SJTPO**

PROJECT: **Route 49, Bridge over Maurice River**

DBNUM: 15314

TRACK #: S-15314-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases BFP funding for CON in FFY 24 from \$16.2M by \$5M to \$21M

REASON FOR CHANGE:

MPO ACTION REQUIRED: Informational

FISCAL CONSTRAINT:

Comments: SJTPO FY 24-33 Chart 10

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **SJTPO**

PROJECT: **Seashore Road Phase 1 Resurfacing (CR 626) from Breakwater Road (CR 613) to U.S. Route 47**

DBNUM: S2108

TRACK #: S-S2108-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase, Change of funding source

ACTION TAKEN: Reduces STBGP-B5K50K funding for CON in FFY 24 from \$2M by \$2M to \$0M
Adds STBGP-B50K200K funding for CON in FFY 24 in the amount of \$.765M
Adds STBGP-FLEX funding for CON in FFY 24 in the amount of \$2.413M

REASON FOR CHANGE:

MPO ACTION REQUIRED: Informational

FISCAL CONSTRAINT:

Comments: See SJTPO FY 24-33 Chart 11

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **SJTPO**

PROJECT: **Route 49, Bridge over Maurice River**

DBNUM: 15314

TRACK #: S-15314-2-M-2024

TYPE OF PROJECT CHANGE:

ACTION TAKEN: Updates project mileposts from 36.20-36.20 to 36.17 & 36.31

REASON FOR CHANGE:

MPO ACTION REQUIRED: Informational

FISCAL CONSTRAINT:

Comments: N/A

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

DEPARTMENT OF TRANSPORTATION

P.O. Box 600

Trenton, New Jersey 08625-0600

PHILIP D. MURPHY
Governor

FRANCIS K. O'CONNOR
Commissioner

TAHESHA L. WAY
Lt. Governor

August 27, 2024

Jennifer Marandino
Executive Director
SJTPO
817 East Landis Ave,
Vineland, New Jersey 08360

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

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

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

This letter presents the New Jersey Department of Transportation (NJDOT) planning priorities for you to consider incorporating into your upcoming FY 2026 Unified Planning Work Program (UPWP).

We will forward to you a letter from the Federal Highway Administration and Federal Transit Administration stating their priorities.

NJDOT MPO Transportation Priorities

Interagency Coordination

- Continue to collaborate with NJDOT in meeting USDOT's legislated surface transportation requirements.
- Coordinate with NJDOT in the development and integration of performance measures and targets necessary to meet federal performance requirements for the NHS and support progress to achieve national performance goals. This includes performance-based planning and programming (PBPP) approaches in accordance with FHWA Transportation Performance Measure (TPM) requirements and the Department's TPM, asset management and long-range planning policies, procedures, practices and objectives, and performance management written procedures.
- Support NJDOT and NJ TRANSIT in the development of the Long-Range Transportation Plan (LRTP) as part of stakeholder coordination and collaboration and assist with public

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involvement activities to produce a multimodal transportation plan that meets state and federal requirements.

- Work to achieve consistency with the principles of the New Jersey State Development and Redevelopment Plan.
- In partnership with the Complete Team, institutionalize an improved process for initiating mobility and freight improvements with an updated, coordinated and streamlined approach to developing and vetting problem statements.
- Implement actions to assist the NJDOT with data collection:
 - Continue to assist with data collection of Model Inventory of Roadway Elements (MIRE) on county and local roads. This would be done by attending meetings with Transportation Data and Support to review collected data and to provide guidance on future data to be collected to meet the 2026 federal deadline.
- Continue to support greater coordination with other MPOs, NJDOT, transit agencies, TMAs and subregions in mobility and land use planning.
- Work with willing county and municipal partners for integration of transportation and land use to promote community livability and maximize the efficiency of the transportation system.
- Work with NJDOT, NJ TRANSIT and other state agencies to support the Transit Village Initiative and other efforts to encourage transit-oriented development (TOD).
- Work with NJDOT and other partners on risk management strategies for improving the resilience of transportation infrastructure against the impacts of extreme weather.
- Work with NJDOT and Local Public agencies to establish/recommend projects that can utilize new funding opportunities in the IIJA to minimize climate risks.
- Work with NJDOT and other partners on strategies to reduce carbon emissions from the transportation sector.

Congestion Relief

- Pursue the following congestion relief strategies:
 - Low-cost operational improvements at intersections, interchanges, and identified bottlenecks; and
 - Transportation Demand Management (TDM) to help maximize the efficiency of the existing transportation system from the demand side, encouraging greater use of alternatives to single occupant vehicles.

Freight Planning

- Improve New Jersey's multimodal freight network and hubs for more efficient access and improved system performance.
- Implement 2023 Statewide Freight Plan; including programs and projects highlighted in the Next Steps: Priorities, Actions, and Performance Measures section of the plan.
- Encourage opportunities for modal shift from trucks to barge and rail where practical.

- Continue to champion truck parking improvements throughout the state through dialogue with MPO partners and industry stakeholders (trucking, real estate, manufacturing, etc.).
- Implement a Statewide Truck Parking Study to investigate truck parking challenges in New Jersey, consider input from stakeholders and develop practical and cost-effective solutions, strategies, and policies.
- Advance rail freight projects, connectivity solutions, and planning initiatives in New Jersey, including:
 - Providing an efficient, and effective rail freight system in the State of New Jersey through the provision of financial assistance to preserve, rehabilitate, and enhance rail freight facilities.
 - Systematic freight rail improvements in North Jersey such as 286k, plate F, shared service, port-rail connectivity issues and for site-specific line impediments.
 - Planning for an enhanced regional network in South Jersey through improved connectivity between New Jersey and Pennsylvania.
- Raise awareness of the value of freight to New Jersey, including continued development and implementation of a Freight Social Media Program “Freight Moves NJ.”
- Utilize freight focused data, analyze current freight movement on the road network, and develop recommendations and solutions based on data forecasts.
- Integrate freight into Complete Streets policy and guidance by educating and assisting stakeholders, in particular County and local engineers.

Emerging Technologies

- Work to incorporate automated/connected/electric/shared use vehicles into the planning process, recognizing the challenges, opportunities and uncertainty associated with them.

Safety Planning

- Commit to Safe System Approach as a strategy to get to Zero.
- Promote development of the Systemic and Systematic Safety Program.
- Maximize opportunities to include Proven Safety Countermeasures in all projects.
- Continue to prioritize implementation of the current Strategic Highway Safety Plan.
- Develop and implement the Local Road Safety Plans in your region.
- Include Road Safety Audits along county and local roads as a safety strategy during the development of all projects.
- Continue to develop and solicit Local Safety Program applications.
- Prioritize implementation and deployment of countermeasures for Vulnerable Road Users and Older Drivers and Pedestrians for all projects.
- Support the state’s goal of Zero through a Safe System Approach strategy for all projects in the region.

Bicycle and Pedestrian Planning

- Maximize opportunities for Complete Streets implementation:
 - Promote green infrastructure to address stormwater issues, particularly in urban areas.
 - Support the collection of bicycle and pedestrian volume data on county roadways, and on municipal streets as appropriate.
 - Refine the local project prioritization process to include scoring factors that are based on potential health outcomes, safety improvements, connectivity for all modes, proximity to schools and transit stops, and other factors.
 - Support adoption of Complete Streets Policies and Implementation Plans.
 - Support and participate in Road Safety Audits
 - Promote Complete Streets Policy and its elements as a tool for federal, state, and local governments to use to aid in the FHWA's overall Safety Program. The FHWA Safety Program includes Completes Streets, Zero Deaths, and the Safe System Approach. The Complete Streets Policy and accommodations that meet Complete Streets criteria are critical to accommodate the future needs of the state and goals of the NJDOT.
 - Promote the application of Complete Streets accommodations, including bike lanes, buffered bike lanes, separated bike lanes, ADA standards compliance, and FHWA Proven Safety Countermeasures
- Provide opportunities to complete the East Coast Greenway, the Circuit Trails and other regional trail networks by assisting with the development of local trail plans and projects.

Intelligent Transportation Systems

- Improve traffic flow through cohesive and sustainable planning, design, procurement and deployment of ITS operational strategies such as hard shoulder use, maintenance/upgrade/enhancement of existing ITS infrastructure and Advanced Traveler Information System through Connected Vehicle technology.
- Disseminate and provide information/knowledge/skills to local partners in technology areas where NJDOT has acquired a higher level of maturity.
- Explore the benefits of new Connected Vehicle (CV) uses cases and deploy CV₂X infrastructure with Edge Intelligence platform to improve mobility and safety.
- Invest in the development of fiber and communication infrastructure across NJ to support safety- and mobility-related initiatives.
- Invest in compliance and adaptation of ITS regional architecture in all pertinent and applicable projects.
- Enhance safety through endemic planning, evaluation and deployment of ITS based wrong way driving systems.
- Use of wireless communication (Broad band, LTE and 5G) for technology projects

- Use and application of virtual devices such as RSU (roadside units) for connected technologies.

Local Public Agencies (LPAs)

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

Equity, Public Health, and Outreach

- Implement equitable actions that uphold fairness and improved coordination of services, access and mobility for people of different backgrounds, including low-income and minority populations, Limited English Proficient (LEP) individuals, persons with disabilities and senior citizens.
- Promote clean-powered public transit options (i.e. electric buses) and non-motorized transportation in an effort to reduce air pollution, particularly in low-income communities where concentrations are disproportionately higher.
- Prioritize safety for non-motorized travelers in disadvantaged and transit-dependent communities, especially in areas around transit stops, housing, parks, schools and senior centers.
- Encourage counties and municipalities to promote public health principles and practices whenever possible in implementation of transportation projects.
- Focus on building trust with and increasing participation of minority and low-income communities in the planning process; allow community members to brainstorm project ideas so that planning efforts promote equity and inclusion and are tailored to meet their mobility needs.
- Continue to engage with communities to strengthen public confidence and participation in the planning process and help secure public buy-in of proposed transportation projects using web tools/technology, social media, outreach, education and virtual and/or in-person public forums/meetings.

We look forward to continued collaboration with your organization in the development and execution of your planning work programs.

Sincerely,



Megan Fackler
Director
Division of Statewide Planning

c: Robert Clark, FHWA
Michael Culotta, FTA
Eric R. Powers, NJDOT
Sudhir Joshi, NJDOT
Andrew Clark, NJDOT
Farzana Ahmed, NJDOT



South Jersey
Transportation
Planning Organization

Congestion Mitigation & Air Quality Mid-Period Progress Report and Performance Plan 2022-2025

South Jersey Transportation Planning Organization, Vineland, New Jersey (NJ)

Part of Philadelphia, PA—NJ—DE—MD Urbanized Area (UZA) and Atlantic City, Ocean City, Villas,
NJ UZA

(Revised 9/13/24)

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Introduction

The Congestion Mitigation Air Quality (CMAQ) Mid-Period Performance Report and Performance Plan is required to be completed per the System Performance Rules¹ if any part of a designated nonattainment and maintenance area within the metropolitan planning area overlaps the boundary of an urbanized area with a population of more than 1 million in population, a Metropolitan Planning Organization (MPO) shall establish both 2-year and 4-year targets for their metropolitan planning area and prepare a CMAQ Performance Plan.² The South Jersey Transportation Planning Organization (SJTPO) region, Figure 1, falls within the Philadelphia-Wilmington-Atlantic City, PA—NJ-MD-DE 8-Hour Ozone Nonattainment Area under the 2015 standard of 0.070 parts per million (ppm) (70 parts per billion (ppb)) as depicted in [Figure 1](#).³ Under the 8-hour Ozone Standard from 2015, the SJTPO region is now classified as a "serious" 8-hour Ozone Nonattainment area.

Since a portion of the 8-Hour Ozone Nonattainment Area within the SJTPO metropolitan planning boundary overlaps with the Philadelphia, PA-NJ-DE-MD Urbanized Area, with a population of approximately 5.7 million, it is subject to this requirement. The SJTPO region also includes the Atlantic City, Ocean City, Villas, NJ Urbanized Area (ACOCV UZA), which is also required to set targets for congestion measures because its overall population exceeds 200,000.⁴ [Figure 2](#) depicts the ACOCV UZA and all the other UZAs within the SJTPO region. This is an expansion of approximately 30 square miles (an approximate 30% increase) from the Atlantic City Urbanized Area that was in place when the original 2- and 4-year CMAQ congestion targets were set. The expansion was due to a new regulation requiring 2020 Census UZA boundaries to be updated to FHWA UZAs as part of a smoothing process. Since the Atlantic City, Ocean City, Villas Urbanized Area has a population of approximately 304,000, it is required to complete traffic congestion performance targets, which are included in this CMAQ Performance Plan.

As with many MPOs in nonattainment areas, the SJTPO has a competitive process to solicit projects to be funded under the CMAQ program. Projects are eligible for CMAQ funding if they are intended to reduce emissions in the region through direct means, such as converting to low-emission vehicles, or through indirect means, such as traffic signal improvements that improve vehicle flow and reduce congestion. Government, non-profit, and private entities are eligible to apply. Applicants must include specific information as part of their application, including a detailed description of the project, the amount of CMAQ funding being requested, a project cost estimate, a project schedule, certification of the project sponsor's familiarity with the New Jersey Department of Transportation (NJDOT) Local Aid process, and an overview of any preliminary work that has been done such as prior planning studies or data collection activities.

¹ As specified in 23 CFR 490.105(f)(6)(iii).

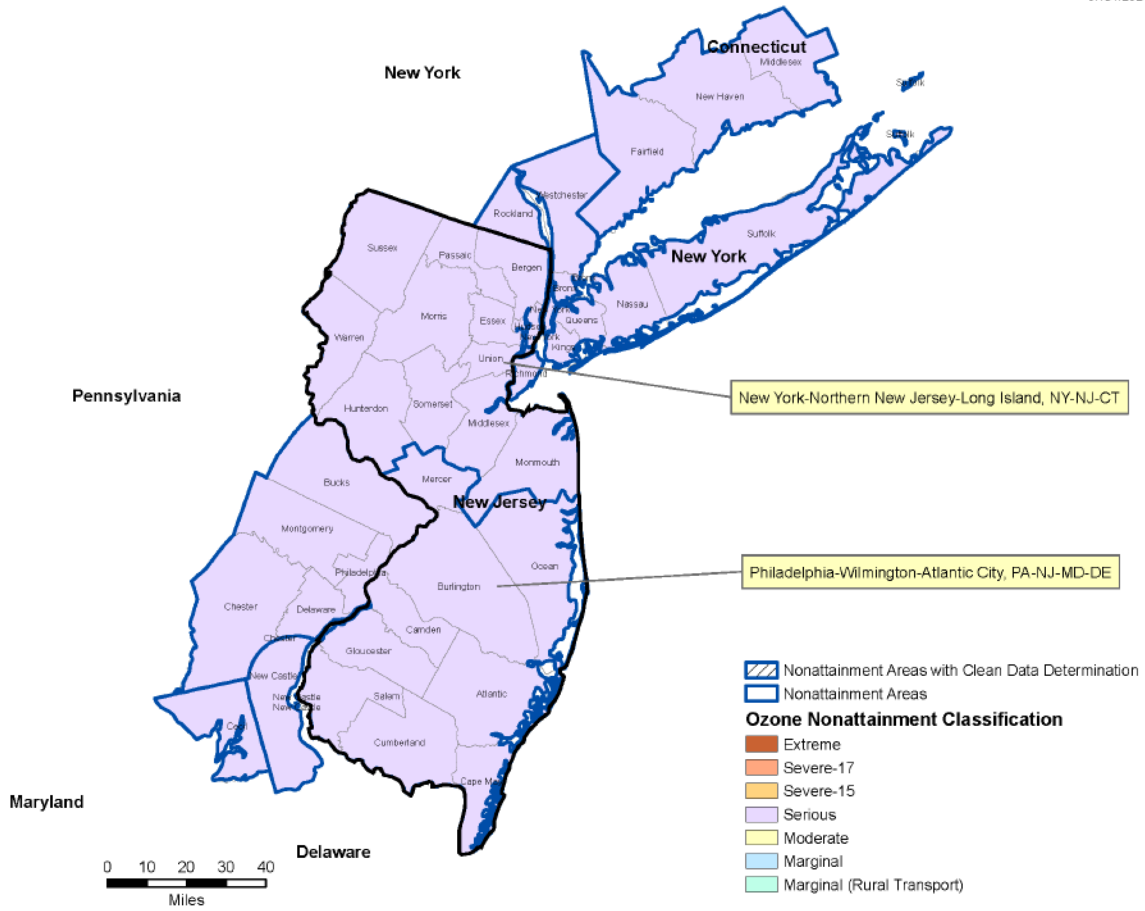
² As specified in 23 CFR 490.107(c)(3).

³ Environmental Protection Agency, EPA.

⁴ As specified in 23 CFR 490 & 23 CFR 450.

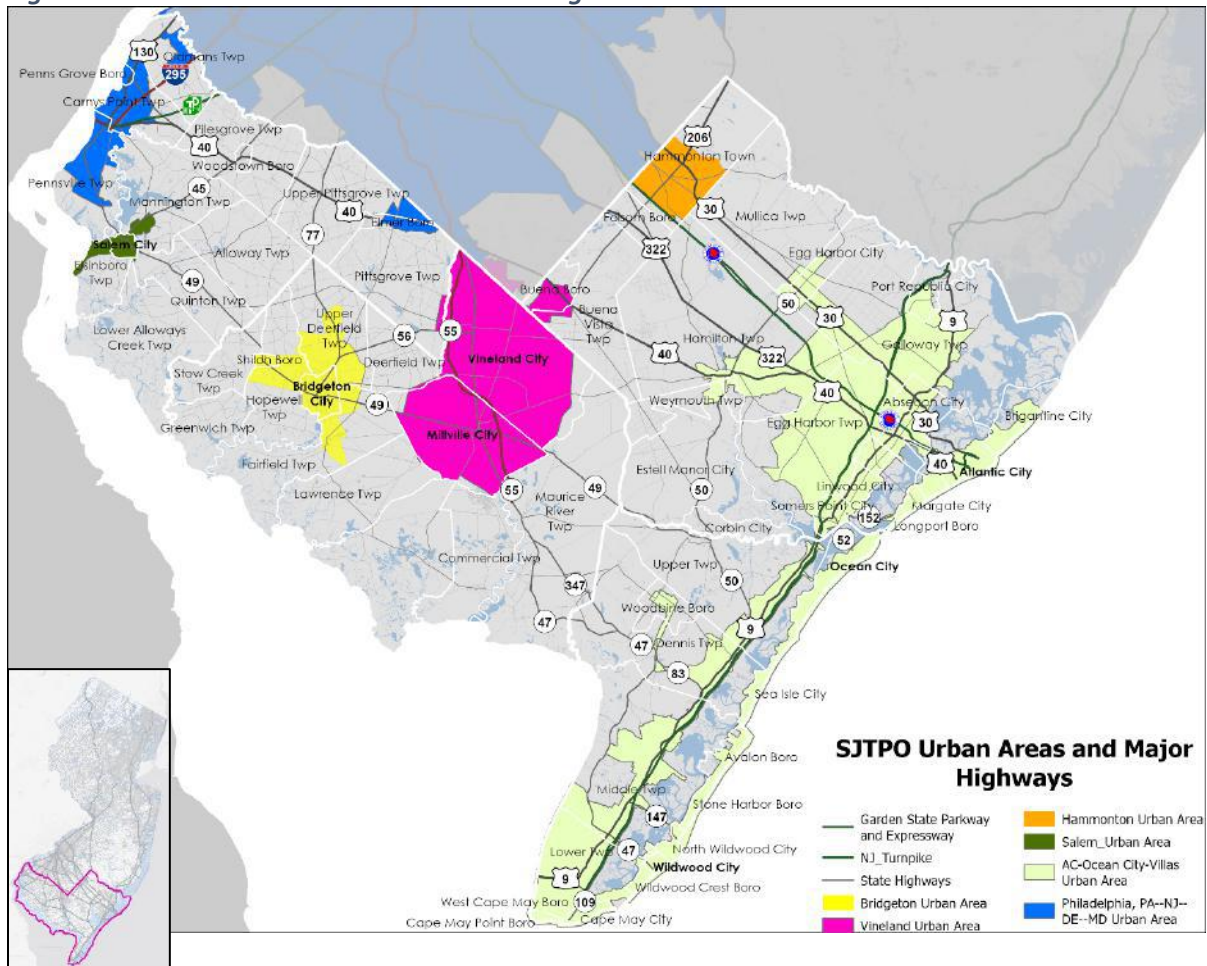
Figure 1: Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-Hour Ozone Nonattainment Area
New Jersey 8-hour Ozone Nonattainment Areas (2015 Standard)

07/31/2024



Source: https://www3.epa.gov/airquality/greenbook/nj8_2015.html.

Figure 2: Urbanized Areas within the SJTPO Region



The CMAQ applications are scored by a CMAQ Selection Committee designated by the SJTPO Technical Advisory Committee (TAC). The CMAQ Selection Committee is comprised of SJTPO staff, SJTPO Technical Advisory Committee members, and representatives from NJDOT's Transportation and Air Quality unit. Applications are scored in accordance with federal CMAQ guidance, with the main scoring criterion being the cost-effectiveness of the expected emissions benefit. SJTPO continues to work with all project sponsors throughout the project authorization process. Additional information and guidance on SJTPO's CMAQ process is available at www.sjtpo.org/CMAQ.

Baseline Condition, Performance & Targets

The CMAQ Program assesses traffic congestion and on-road mobile source emissions. The promulgation of performance measures and targets covering the national goals for the Federal-Aid Highway System is in accordance with the Fixing America's Surface Transportation Act (FAST Act), Moving Ahead for Progress in the 21st Century (MAP-21), and the Infrastructure Investment and Jobs Act (IIJA).⁵ The Federal Highway Administration (FHWA) enacted the System Performance Measure Final Rule, establishing national performance measures for assessing performance for carrying out the CMAQ program.⁶ Traffic congestion

⁵ As specified in 23 USC 150.

⁶ As specified in 23 CFR 490.

and on-road mobile source emissions are performance measures that establish targets to be approved by the NJDOT.

Additionally, through correspondence with local and State Department of Transportation (DOT) Organizations, coordinated emissions reductions are implicated to the maximum extent possible through awareness and education. An assessment of the project's expected emission reduction benefits is completed, including the reduction in ozone precursors of Nitrogen Oxides (NO_x) and Volatile Organic Compounds (VOC) in kilograms (kg) per day or per year, along with the expected lifespan of the emissions reduction. SJTPO frequently assists project applicants in completing emissions estimates using the FHWA Office of Environment's series of spreadsheet-based tools to facilitate the calculation of representative air quality benefit data, congestion management data, and other tools developed for use in NJDOT's CMAQ program. NJDOT reports current conditions and frequently updates emission rates and estimation methodologies.

The CMAQ performance plan includes two major performance areas: Traffic Congestion and Emissions. As such, federal regulation calls for MPOs and State DOTs to report both a baseline conditions assessment and a 2-year (except for the Peak Hour Excessive Delay (PHED) measure) and 4-year targets. These targets were set at conservative levels to ensure a realistic chance of attainment. In developing these baseline measures and targets, the SJTPO coordinated extensively with NJDOT and the other New Jersey MPOs to ensure maximum consistency.

Traffic Congestion Measures

Two performance measures are required for the Traffic Congestion performance area: Peak Hour Excessive Delay (PHED) and Percent of Non-Single-Occupancy Vehicle Travel. A single target is required for these measures in urbanized areas. This includes the Philadelphia, PA-NJ-DE-MD Urbanized Area and the Atlantic City, NJ-Ocean City-Villas, NJ Urbanized Area (ACOCV UZA). Projections for each of the two baseline measures were based on projected reductions for FFY 2022-2023 for the 2-year target and FFY 2022-25 for the 4-year target. On July 25, 2022, the SJTPO Policy Board approved the urbanized area targets for the following CMAQ Traffic Congestion measures.

Peak-Hour Excessive Delay

The Peak Hour Excessive Delay (PHED) measure indicates the extra time spent traveling due to congestion, expressed as the number of hours per year per capita. The threshold for excessive delay is based on the travel time at 20 miles per hour or 60% of the posted speed limit travel time; the greater value is measured in 15-minute intervals.⁷ The established targets are based on historical trends while utilizing the Regional Integrated Transportation Information Systems (RITIS) tool maintained by the University of Maryland's Center for Advanced Transportation Technology (CATT) lab.⁸ The metric used to calculate the target measures is the Annual Hours of PHED per capita on the National Highway System (NHS).

⁷ As specified in 23 CFR 490.707a.

⁸ An information portal that computes various travel-time related performance measures using the federally approved National Performance Research Dataset (NPMRDS). The NPMRDS is archived travel time data collected in 15-minute intervals. It covers most of the NHS roadways, on which many of these performance measures apply.

Atlantic City, Ocean City- Villas, NJ Urbanized Area

For the second Performance Period for the ACOCV UZA, the 2-year target is 6.3 person-hours/capita, and the 4-year target is 6.2 person-hours/capita. This decision was concurred by the AC UZA Coordination Group members at their June 14, 2022 meeting.

In 2022, at 7 person-hours of delay per capita, the PHED per capita exceeded the 2- and 4-year PHED targets. However, in 2023, the PHED per capita was 5.7 person-hours of delay per capita. Through April 2024, it was 1.8 person-hours of delay per capita, below the 4-year target of 6.2 person-hours per capita. SJTPO staff also looked at other indicators, including historical population and VMT, which have been flattening in recent years. Staff also looked at transit ridership, which, while rebounding somewhat from a decline in the pandemic, is not showing a significant increase.

In addition to the numbers reported by RITIS and the other demographic indicators, SJTPO staff compiled a list of major CMAQ-funded projects in SJTPO's capital program that could mitigate PHED per capita in the ACOCV UZA. These consisted primarily of signal synchronization projects in Ventnor (the Ventnor Avenue Signal Synchronization Project) and the Pacific Avenue Traffic Signal Optimization project in Atlantic City. Once implemented, SJTPO staff envisions these signal synchronization projects could mitigate congestion. Given the fact that the ACOCV UZA is meeting both the current 2- and 4-year targets, as well as the relatively flat indicators, the ACOCV Coordination Committee agreed to keep the existing PHED targets for the ACOCV UZA at 6.3 person-hours/capita for the 2-year target, and the 6.2 person-hours/capita for the 4-year target. This decision was concurred by the AC UZA Coordination Group members at their May 30, 2024 meeting.

Philadelphia, PA-NJ-DE-MD Urbanized Area

For the Philadelphia UZA, the existing PHED targets are as follows: the 2-year target is 15.2 person-hours/capita, and the 4-year target is 15.1 person-hours/capita. This decision was concurred by the Philadelphia UZA Coordination Group members at their June 9, 2022 meeting.

A meeting of the PM3 CMAQ Traffic Congestion Coordination Group convened by the Delaware Valley Regional Planning Commission (DVRPC), the lead agency for the PM3 CMAQ Traffic Congestion Coordination Group, was held on Tuesday, April 25, 2024, for the Philadelphia, PA-NJ-DE-MD UZA. The performance in 2023 was 13.9, below both the 2- and 4-year PHED targets for the Philadelphia UZA. Various potential scenarios were proposed to prepare for the 2-year and 4-year performance plan targets. The conservative target scenarios showed higher PHED, indicating more SOV. However, the aggressive target scenarios showed lower PHED, indicating more telework, transit commuting, and carpooling. These scenarios were sent out to the coordination group for feedback. The coordination group discussed trends, including the continuation of telework, decreased transit use due to health risks, increased safety projects, and increased population or employment.

The SJTPO Policy Board formally approved the 2-year and 4-year PHED targets for the Atlantic City, NJ Urbanized Area (as it was then referred to) and the Philadelphia, PA-NJ-DE-MD Urbanized Areas on July 25, 2022.

Percent of Non-Single-Occupancy Vehicle Travel

The Non-Single-Occupancy Vehicle (SOV) Travel measure indicates the number of persons using a travel mode that includes walking, bus, carpool, train, bicycle, taxi, rideshare, and working at home, excluding those using single-occupancy vehicles.⁹ The metric utilized is the percent of non-SOV travel in the urbanized area.

Atlantic City, Ocean City, Villas, NJ Urbanized Area

For the second Performance Period for the ACOCV UZA, the 2-year target is 24.1%, and the 4-year target is 23.7%. This decision was concurred by the AC UZA Coordination Group members at their June 14, 2022 meeting.

In reviewing the performance of the ACOCV UZA in this area, SJTPO looked at several different datasets. Results from the 5-year American Community Survey (ACS) and the 1-year ACS from 2010 to 2022 were analyzed. Looking at non-overlapping 5-year ACS datasets, there was a slight decline in %non-SOV from the 2006-2010 ACS to the 2016 to 2020 ACS, from 26.10% to 25.40%. These are above the original two- and four-year percent non-SOV targets. Further, in the last two 5-year American Community Surveys, from 2018-2022 and from 2017 to 2021, the percent non-SOV travel values were 27.1% and 26.7%, respectively, well above the existing 2- and 4-year targets. The last three years of the 1-year ACS data (from 2020 to 2022) show %non-SOV values of 25.4%, 31.4%, and 31.2%, respectively. A 5-year rolling average based on the 1-year ACS data back to 2009 was also drawn to delineate the overall historical trends more clearly in this measure. This rolling average trend line depicts an increase in the percent non-SOV travel.

As with the PHED performance measure above, in addition to reviewing ACS data, past trends of other indicators were examined to get an overall sense of the context. These "related" indicators included population in the SJTPO region and the ACOCV UZA, employment, vehicle miles traveled (VMT), transit ridership within the region, and percentage of people working from home. While many indicators, including population, employment, and VMT, have recovered to their pre-pandemic levels, other indicators, such as bus transit ridership, are still lower than pre-pandemic. The Atlantic City Rail line, the sole rail transit line in the SJTPO region, seems to have recovered to pre-pandemic levels. Based on this analysis and feedback from the coordination group, the decision was made to keep the four-year target. This decision was concurred by the AC UZA Coordination Group members at their May 20, 2024 meeting.

⁹ As specified in 23 CFR 490.707b.

Philadelphia, PA-NJ-DE-MD Urbanized Area

The existing targets for the two- and four-year targets for the %Non-SOV are as follows: the 2-year target is 30.0% non-SOV travel, and the 4-year target is 30.0% non-SOV travel. At the April 25, 2024, meeting referenced above, members learned that the actual performance in 2022 was 34.6%. Therefore, the two-year target was easily achieved. The Coordination Group briefly discussed the two-year progress and agreed that shifts to working at home that increase non-SOV travel helped achieve the target and more than offset the decrease in transit ridership.

DVRPC recommended that the percent non-SOV travel four-year target (30.0%) be adjusted slightly higher based on the gap between the two-year performance (34.6%) and past five- and one-year ACS performances. After some discussion amongst the Coordination Group members and looking at some scenarios based on the most recent one-year and 5-year ACS tables, it was agreed to raise the 4-year percent non-SOV target for the Philadelphia, PA-NJ-DE-MD Urbanized Area from 30% to 33.0%.

The 2-year and 4-year percent non-SOV targets for the Atlantic City, NJ Urbanized Area (as it was then called) and the Philadelphia, PA-NJ-DE-MD Urbanized Area were formally approved by the SJTPO Policy Board on July 25, 2022. The SJTPO Policy Board is scheduled to approve the revised 4-year target for %Non-SOV travel for the Philadelphia-PA-NJ-DE-MD Urbanized Area at its September 23, 2024 Policy Board meeting.

On-Road Mobile Source Emissions Measures

SJTPO Region

The On-Road Mobile Source Emissions measure requires the reduction of benefits by pollutants from all investments made through the CMAQ Program. As SJTPO falls within the Philadelphia-Wilmington-Atlantic City PA-NJ-MD-DE 8-Hour Ozone Nonattainment Area, it must report this measure. The Atlantic City, NJ, Ocean City, Villas, NJ Urbanized Area is not required to report this measure. The specific metrics are kilograms/day of Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NO_x), both ozone precursors. As SJTPO meets the National Ambient Air Quality Standards (NAAQS) for CO or PM_{2.5}, these measures are not required to be reported.

The existing 2- and 4-year target values were based on cumulative emissions reduction benefits recorded in the FHWA CMAQ Public Access System (PAS) database for fiscal years 2018-21. [Table 1](#) contains the initial 2- and 4-year emissions reduction targets that the SJTPO Policy Board approved on September 26, 2022. The targets assume a declining return in emissions reduction benefits with the implementation of tighter fuel and vehicle emission standards, combined with fleet turnover and new energy-efficient cars.¹⁰ The SJTPO Policy Board approved the CMAQ mobile source emissions reduction targets on September 26, 2022.

¹⁰ In 2018, a statewide project was completed which increased the yield of NO_x and VOC exponentially; this was an unusual one-off project and the SJTPO region met and exceeded the set targets without the addition of the project.

The New Jersey Department of Environmental Protection (NJDEP), New Jersey Transit (NJ TRANSIT), NJDOT, and the three MPOs in New Jersey, including SJTPO, agreed upon the methodology for forecasting these targets. These concepts are as follows: reduced fleet emissions, prior CMAQ PAS benefits, high-impact outlier projects, and miscellaneous miscalculations. The average fleet emissions are reported as reduced on a downward trend over time due to strict fuel and emissions standards or older vehicles retired in preparation for new clean vehicles added to the fleet. The benefits from the last four-year reporting period for CMAQ are considered and projected for future forecasted projections. Aside from calculated impacts upon forecasting, outliers formed as high yield or impact projects disproportionately bias the reporting, and general miscalculations during the CMAQ PAS revision process have been eliminated. The forecasted targets were construed through a conservative approach like the congestion target measures. The total emission reduction projections were from (at the time) projected programmed projects for FFY 2022-23 for the 2-year target and FFY 2022-25 for the 4-year target.

The SJTPO emission reduction projections are in [Table 1](#). For the 2-year target, SJTPO reported the projections to be 0.73 kg/ day of VOC and 2.33 kg/ day of NOx. For the 4-year target, SJTPO reported that the projections are 1.39 kg/ day of VOC and 4.30 kg/ day of NOx. As SJTPO is in attainment for CO and PM_{2.5}, emissions reductions are not included for these pollutants.

Table 1: Two and Four-year Emissions Reductions Targets, SJTPO Region

Federal Fiscal Year (FFY)	Total Emissions Benefits Projections (kg/day)			
	VOC	CO*	NO _x	PM _{2.5} *
2022	0.37		1.22	
2023	0.36		1.12	
2024	0.34		1.03	
2025	0.32		0.94	
2-Year Target	0.73		2.33	
4-Year Target	1.39		4.30	

*No CO or PM_{2.5} is reported as SJTPO meets the NAAQS for these pollutants.

The SJTPO Policy Board approved the CMAQ congestion targets on July 25, 2022, and the CMAQ mobile source emissions reduction targets on September 26, 2022.

Description of Projects

For the local CMAQ Program, SJTPO solicits projects to be funded on a three-year basis instead of annually or several years in advance. In FFY 2023, the Carbon Reduction Program (CPR), a similar program with the objective of funding projects that will lead to a reduction in carbon emissions, was combined with the CMAQ program at SJTPO. The most recent solicitation period for both programs was FFY 2025-27, and applications were due in August 2023. Throughout the remaining two years of the performance period, in addition to monitoring those projects listed below, SJTPO will continue to program new projects and programs that will help contribute to even further emissions reductions beyond the current targets.

Table 2: Current and Future Local and Statewide CMAQ and CRP Projects, FFY 2021-FFY 2027

State Project ID	TIP Program Year	Project Category	Project Title	County	Additional Project Description	Emissions Benefits	PHED Traffic Congestion Benefit	Non-SOV Traffic Congestion Benefit	Status
I. Local CMAQ Projects									
X065	FFY 2021-2024	Congestion Reduction and Traffic Flow Improvements	Pacific Avenue Signal Optimization	Atlantic City	Installation of traffic signal system for synchronization: Pacific Ave from Hartford Ave to Massachusetts Ave; Tennessee Ave to Atlantic City – City Hall to Pacific Ave; and Iowa Ave Atlantic City Public Safety Building to Pacific Ave	Yes, improved operations and less idling.	Yes, improved operations.	No	\$1.2 M Programmed for FFY 2025
X065/S2319	FFY 2023-2027	Congestion Reduction and Traffic Flow Improvements	Ventnor Avenue Signal Synchronization Project	Atlantic County	Installation of traffic signal system for synchronization; Ventnor Ave between Oxford Ave and Baton Rouge Ave.	Yes, improved operations and less idling.	Yes, improved operations.	No	\$1.5 M authorized FFY 2024
X065	FFY 2021-2024	Transit improvement project	Cumberland County Department of Workforce Development "To-Work" Transportation	Cumberland County	Procurement of 5 low-emission, unleaded fuel, body-on-chassis minibuses to replace older models that will reach the end of	Yes, improved operations.	Yes, reduced vehicles on the road.	No	\$0.4624 M programmed in FFY 2023.

			Vehicle Replacement		their useful life by the end of 2023.				
X065/S2319	FFY 2023-2027	Transit improvement project	Purchase of Seven (7) Replacement Paratransit Passenger Buses (flex to NJ Transit)	AC Transportation Unit	Replacement of older vehicles with cleaner diesel-powered buses and low emission unleaded fueled minibuses.	Yes, cleaner vehicles and fuels.	Yes, will remove SOV.	Yes	Funds flexed to NJ TRANSIT. \$0.77 M programmed in FFY 2023.
X065	FFY 2021-2024	Congestion Reduction and Air Quality Benefits	Procurement of 7 low-emission, unleaded fuel, body-on-chassis mini-buses	CMC Fare Free Transportation		Yes, improved operations and less idling.	Yes, improved operations and less idling.	Yes, less vehicular traffic.	Funds (0.480 M) flexed to NJ TRANSIT, \$0.6160 M programmed in FFY 2023.
X065	FFY 2025-2027	Congestion Reduction and Traffic Flow Improvements	New Jersey Avenue Traffic Signal Synchronization	Borough of Wildwood Crest and City of Wildwood		Yes, improved operations and less idling.	Yes, improved operations and less idling.	Yes, less idling.	\$2.4090 programmed in FFY 2023-2027.
X065	FFY 2025-2027	Congestion Reduction and Traffic Flow Improvements	Landis & Valley, Traffic Signal Upgrade	City of Vineland		Yes, improved operations and less idling.	Yes, improved operations and less idling.	Yes, less idling.	\$0.112 M programmed in FFY 2024, \$0.057 M programmed in FFY 2025, \$0.550 M programmed in FFY 2026
X065	FFY 2025-2027	Congestion Reduction and Traffic Flow Improvements	Park and West Traffic Signal Upgrade	City of Vineland		Yes, improved operations, less idling.	Yes, improved operations, less idling.	Yes, less idling.	\$0.112 M programmed FFY 2025, \$0.057 M programmed in FFY 2026, \$0.550 M programmed in FFY 2027.

II. Statewide CMAQ Projects									
T112	FFY 2022-2025	Transit Improvement Project	Rail Rolling Stock Emissions		This program provides funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment, including rail cars, revenue service locomotives, and expansion of the NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles\equipment (for rail operations).	Yes, Improved Operations.	Yes, Improved Operations.	Yes	Ongoing, new operation.

NJDOT examined projects programmed in the CMAQ Public Access database to assess the performance of CMAQ emissions reductions within the SJTPO region.

[Table 3](#) provides the 2-year emission summary for the SJTPO region. As depicted in the table, SJTPO met the emissions reductions targets for its regions.

Table 3: Emissions Benefits Performance, FFY 2022-2023

Performance Measure: <i>(depending on CMAQ Applicability)</i> Cumulative emissions reductions (total daily kilograms) for each pollutant	Baseline condition As reported in 2022	2-year Target As set in the Year 2022 (Reporting due on October 1, 2024)	2-Year Performance	2-Year Target Met?	4-year Target (Reporting will be in year 2026)
PM2.5	0.000	0.000	0.281	Yes	0.000
NOx	22.450	2.334	2.795	Yes	4.296
VOC	9.470	0.739	0.984	Yes	1.386
CO	0.000	0.000	14.758	Yes	0.000

The following factors were considered while calculating the emissions reductions benefits and comparing them to the 2-year targets set in 2022.

- There was one project entered for SJTPO in FFY 2022, Project DBNUM X065, Local CMAQ Initiatives.
- No projects were entered into the FHWA system for FFY 2023. Additional information on jitney service was received from SJTPO and presumed/entered for FFY 2023, although these emissions were not added to the master CMAQ database tables.
- Emissions reduction benefits included 7.8% of the FFY statewide DBNUM T112, Rail Rolling Stock Emissions, which is based on the percentage of 2022 HPMS VMT in the SJTPO region.
- Due to a lack of project data, this summary does not include an analysis of the emissions benefits from the implementation of statewide projects.

Statewide Targets

Even though the SJTPO region met its emissions reduction targets for its area, the state is not meeting its 2-year CMAQ emissions targets. The statewide emissions targets are the sum of each of the three NJ MPOs' individual targets for each pollutant. [Table 4](#), below, gives the 2- and 4-year statewide emissions reductions targets that were established back in 2022, as well as the two-year statewide performance for each of the pollutants. [Table 5](#), below, depicts the shortfall between the Statewide two-year CMAQ emissions performance and the the Statewide two-year targets. As seen from the table, on the statewide level, only the two-year target for CO was met.

Table 4: Statewide CMAQ Emissions Reductions 2- and 4- year Targets and 2-year Performance

Performance Measure: (depending on CMAQ Applicability) Cumulative emissions reductions (total daily kilograms) for each pollutant	Baseline condition As reported in 2022	2-year Target As set in Year 2022 (Reporting due on October 1, 2024)	2-Year Performance	2-Year Target Met?	4-year Target (Reporting will be in year 2026)
PM2.5	178.800	28.911	1.068	No	54.805
NOx	1572.321	34.367	12.154	No	63.218
VOC	179.176	11.958	6.115	No	22.740
CO	1080.681	60.422	95.700	Yes	114.796

Table 5: Statewide 2-Year Target Shortfall

Year	Total Emissions Reductions (kg/day)			
	VOC	CO	NOX	PM2.5
2022-2023 Target	11.958	60.422	34.367	28.911
2022-2023 Performance	6.115	95.700	12.154	1.068
Shortfall	-5.843	35.278	-22.213	-27.843

NJDOT's Air Quality Working Group believes that this CMAQ emissions shortfall can be attributed mainly to the lack of a rigorous quantitative assessment of obligated CMAQ projects. Using a qualitative approach resulted in a perceived deficit of emissions reductions benefits from obligated CMAQ projects. Despite this shortfall in emissions, NJDOT's Air Quality Working Group decided to retain the existing four-year targets

(as displayed in Table 5.1 above), given the short turnaround timeframe and lack of data for statewide projects. NJDOT and its planning partners, including SJTPO, will seek to resolve these issues in the next fiscal year to properly and promptly analyze past and future CMAQ project emissions benefits.

NJDOT proposes the following Action Plan to meet the 4-year CMAQ Emissions Benefit Targets:

- NJDOT will establish a schedule to host NJ Air Quality Working Group meetings, which will occur as conference calls on a quarterly schedule to ensure adherence to scheduling, data gathering, and technical analysis requirements. NJDOT will facilitate CMAQ coordination and establish roles and responsibilities for each partner in the CMAQ emission analysis process. The coordination with MPOs and other relevant agencies in the CMAQ targets evaluation and project selection will include NJDOT, NJDEP, EPA, FHWA, NJ TRANSIT, DVRPC, SJTPO, NJTPA, and the consulting team.
- All future CMAQ project analyses will utilize rigorous quantitative methodologies in addition to the qualitative assessment of emissions reduction benefits of CMAQ-funded projects.
- NJDOT and its partner agencies will exclusively approve CMAQ projects with a demonstrated emissions reduction benefit, as established using quantitative methodologies.
- For all projects and analyses, NJDOT will utilize the [FHWA CMAQ toolbox](#) and similar approved methodologies to calculate project emissions reduction benefits.
- Pursue project authorizations more rigorously to ensure projects are authorized and move forward promptly.

NJDOT will rely on an improved emission analysis process and coordination with partner agencies to meet New Jersey's 4-year CMAQ emission benefit goals. Following the above proposed Action Plan, NJDOT's air quality planning team proposes to keep the existing 4-year CMAQ emission targets. It expects to meet or exceed emission benefits from the proposed CMAQ projects for the next evaluation cycle.

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	Anticipated Authorization 2025
	2024	STBGP-AC / STBGP-FLEX		CON	\$1.300	\$3.145		3/25/2024	1/11/2024			9/5/2024
	2025	STBGP-AC / STBGP-FLEX		CON	\$0.800			3/25/2024	1/11/2024			
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. On 9/5/2024, FHWA authorized funding in the full amount (FFY 2024 & 2025) of \$3,144,572.48 for construction.												
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 2025
RAISE Agreement submission by the City was rejected awaiting outcome of legal resolution of the Atlantic Avenue road diet issue.												
Atlantic County												
S2102	2024	STBGP-AC / STBGP-FLEX	California Avenue (CR 663), CR 651 to CR 585	CON	\$2.000	\$1.426		Estimated 6/2024	6/26/2024	8/21/2024	8/21/2024	9/9/2024
Authorized for construction funding on 9/9/2024.												
S2105	2024	STBGP-AC	Ohio Avenue (CR 630), CR 651 to CR 585	CON	\$1.000	\$1.045		Estimated 6/2024	6/26/2024	8/21/2024	8/21/2024	9/3/2024
On 9/3/2024, FHWA authorized funding in the amount of \$976,787.42 for construction.												
99358	2018	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							06/13/2024
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	11/1/2023
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	\$2.387	2/2/2024		6/17/2024	8/2/2024	10-Sep	Authorization Pending
Final PS&E submission 08/02/2024, CED pending Fish and Wildlife review and approval. CES consultant selection submitted 07/17/2024. Authorized for construction funding on 9/10/2024.												
S2108	2024	STBGP-B50K200K	Seashore Road Phase 1 Resurfacing (CR 626) from Breakwater Road (CR 613) to U.S. Route 47	CON	\$2.000	\$3.178	5/14/2024		5/14/2024	8/2/2024	12-Sep	Authorization Pending
Authorized for construction funding on 9/12/2024 (\$2.413 STBGP-FLEX and \$0.765 STBGP-B50K200K)												
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	\$2.010	2/26/2024	4/25/2024	4/10/2024	Estimated 1/2024	12-Sep	Authorization Pending
Authorized for construction funding on 9/12/2024.												
S2318	2024	STBGP-B50K200K	Reconstruction of South East Avenue	PE	\$0.075	\$0.110	--	--	--	8/14/2024	Estimated 8/2024	9/3/2024
	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. Authorized for Preliminary Engineering funds on 9/3/2024.												
	2024	CR-VINELAND	Landis Ave & Valley Ave Traffic Signal Upgrade	PE	\$0.112	\$0.000					8/21/2024	8/30/2024
	2025	CR-VINELAND		FD	\$0.057							
	2026	CMAQ		CON	\$0.550							
Comments received from NJDOT Traffic Engineering 6/19/2024												
S2401	2025	SS4A-VINELAND	Chestnut Avenue Safety Improvements and Rehabilitation	PE	\$0.151							Anticipated Authorization FFY 2025
	2025	SS4A-VINELAND		DES	\$0.151							Anticipated Authorization FFY 2026
	2026	SS4A-VINELAND		CON	\$27.764							Anticipated Authorization FFY 2026
	2027	SS4A-VINELAND		CON	\$0.051							Anticipated Authorization FFY 2027
Administrative TIP ammendment 07/15/2024 to revise funding years and sources reflecting the recently approved agreement between USDOT and the City of Vineland. This includes the congressional earmark and local match.												
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	8/14/2024	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. ER submitted 08/19/2024.											
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		HSIP	Cumberland County Pilot Roundabout (West Park Drive)	ROW								7/27/2021
	2025	HSIP		CON	\$1.035							Anticipated Authorization FFY 2025
Consultant (Amy Green) authorized for ROW "design services" 7/27/2021 with an agreement end date 9/20/2024; requires Minor Green Acres diverson. 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-B5K50K	Griffith Street/ Grant Street (CR 657)	PE	\$0.060	\$0.030						9/7/2022	
	2023	STBGP-B5K50K		DES	\$0.065							Not Authorized in FFY 2023	
	2026	STBGP-B5K50K		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	\$0.283	--	--	--	--	9/11/2024	authorization pending	
	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. Authorized for Preliminary Engineering (PE) on 9/11													
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 September 14, 2024

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						
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	HSIP	Authorized 2023	\$0.417								\$0.417
					FD		Programmed			\$0.295						\$0.295
					CON		Placeholder									
Pedestrians and Bicyclists	High Street Pedestrian Safety Improvements		City of Millville		PE	HSIP	Authorized 2023	\$0.387								\$0.387
					FD		Programmed			\$0.210					\$0.210	
					CON		Placeholder								\$4.000	
Pedestrians and Bicyclists	East Avenue Pedestrian Safety Improvements		City of Vineland		PE	HSIP	Authorized 2023	\$0.307								\$0.307
					FD		Programmed			\$0.154					\$0.154	
					CON		Placeholder						\$3.170			
Pedestrians and Bicyclists	3rd Street and Wheaton Avenue Traffic Calming and Pedestrian Safety Improvements	City of Millville	PE	HSIP	Authorized 2023	\$0.387								\$0.387		
			FD		Programmed			\$0.210					\$0.210			
			CON		Placeholder						\$3.500					
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		\$1,200.00				
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			\$1,830.00			\$ 2,409.00
S2319						CON	CR-AC	Programmed	FFY 2025-27			\$0,579.00			
X065	Landis & Valley Traffic Signal Upgrade	Cumberland County	City of Vineland	Cumberland	SJTPO	PE	CR-VINELAND	Programmed	FFY 2025-27		\$0,112.00				\$ 0,719.00
						FD	CR-VINELAND	Programmed	FFY 2025-27			\$0,057.00			
						CON	CMAQ	Programmed	FFY 2025-27				\$0,550.00		
X065	Park and West Traffic Signal Upgrade	Cumberland County	City of Vineland	Cumberland	SJTPO	PE	CR-VINELAND	Programmed	FFY 2025-27			\$0,112.00			\$ 0,719.00
						FD	CR-VINELAND	Programmed	FFY 2025-27			\$0,057.00			
						CON	CMAQ	Programmed	FFY 2025-27				\$0,550.00		

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
Balance	\$ 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

NEW JERSEY DEPARTMENT OF TRANSPORTATION
FY 2024-2033 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

SJTPO - FY 2024 Authorized Projects (obligation plan funds only - \$ millions)

PROJECT NAME	FUND	PHASE	PROG AMT	MODIFIED	AUTH AMT	AUTH DATE	BALANCE
Atlantic							
Baltic Avenue, Maine Avenue to Missouri Avenue (DB #S1702)	STBGP- AC	CON	\$1.300	\$1.300	\$3.083		\$-1.783
- Baltic Avenue, Maine Avenue to Missouri Avenue - 1381302					\$3.083	09/05/2024	
Baltic Avenue, Maine Avenue to Missouri Avenue (DB #S1702)	STBGP- FLEX	CON	\$0.000	\$0.130	\$0.130		\$0.000
- Baltic Avenue, Maine Avenue to Missouri Avenue - 1381302					\$0.130	09/05/2024	
California Avenue (CR 663) (DB #S2102)	STBGP- AC	CON	\$2.000	\$2.000	\$1.254		\$0.746
- California Avenue (CR 663) - 0663303					\$1.254	09/09/2024	
California Avenue (CR 663) (DB #S2102)	STBGP- FLEX	CON	\$0.000	\$0.172	\$0.172		\$0.000
- California Avenue (CR 663) - 0663303					\$0.172	09/09/2024	
Ohio Avenue (CR 630) (DB #S2105)	STBGP- AC	CON	\$1.000	\$1.000	\$1.045		\$-0.045
- Ohio Avenue (CR 630) - 0630303					\$1.045	09/03/2024	
Route 9, Chapman Blvd to Route 30 (Whitehorse Pike) (DB #19369)	NHPP	PE	\$6.750	\$16.000	\$14.935		\$1.065
- Route 9, Chapman Blvd to Route 30 (Whitehorse Pike) - 0009343					\$14.935	09/09/2024	
Route 40, Hamilton Common Drive to West End Avenue (CR 629) (DB #15370)	NHPP	CON	\$30.925	\$30.925	\$28.411		\$2.514
- Route 40, Hamilton Common Drive to West End Avenue (CR 629) - 0040324					\$27.255	07/25/2024	
- Route 40, Hamilton Common Drive to West End Avenue (CR 629) - Utility Construction - 0040325					\$1.156	08/16/2024	
Route 54, Atlantic City Expressway to Rt 30 (Whitehorse Pike) (DB #15379)	STBGP- FLEX	CON	\$0.000	\$11.900	\$12.377		\$-0.477
- Route 54, Atlantic City Expressway to Rt 30 (Whitehorse Pike) - 0054214					\$12.377	09/03/2024	
Atlantic Subtotal			\$41.975	\$63.427	\$61.407		\$2.020

**NEW JERSEY DEPARTMENT OF TRANSPORTATION
 FY 2024-2033 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**

SJTPO - FY 2024 Authorized Projects (obligation plan funds only - \$ millions)

PROJECT NAME	FUND	PHASE	PROG AMT	MODIFIED	AUTH AMT	AUTH DATE	BALANCE
Cumberland							
Reconstruction of South East Avenue (DB #S2318)	STBGP- B50K200 K	PE	\$0.075	\$0.075	\$0.110		\$-0.035
- Reconstruction of South East Avenue - D00S877					\$0.110	09/03/2024	
	<i>Cumberland Subtotal</i>		\$0.075	\$0.075	\$0.110		\$-0.035

NEW JERSEY DEPARTMENT OF TRANSPORTATION

FY 2024-2033 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

SJTPO - FY 2024 Authorized Projects (obligation plan funds only - \$ millions)

PROJECT NAME	FUND	PHASE	PROG AMT	MODIFIED	AUTH AMT	AUTH DATE	BALANCE
Various							
Local CMAQ Initiatives (DB #X065)	CMAQ	EC	\$1.655	\$1.655	\$1.694		\$-0.039
- Ventnor Ave Signal Synchronization - 1307300					\$1.694	11/01/2023	
- Landis Avenue & Valley Ave Traffic Signal Upgrades - Local CMAQ Initiatives - 0614302					\$0.000	08/30/2024	
Metropolitan Planning (DB #X30A)	PL	PLS	\$1.083	\$1.083	\$1.705		\$-0.622
- FY 25 Unified Planning Work Program (UPWP) for South Jersey Transportation Planning Organization (SJTPO)- Central Staff Activities - Metropolitan Planning - D00S901					\$0.856	05/24/2024	
- FY 25 Unified Planning Work Program (UPWP) for South Jersey Transportation Planning Organization (SJTPO)- Technical Program - Metropolitan Planning - D00S903					\$0.839	05/24/2024	
- FY 25 Unified Planning Work Program (UPWP) South Jersey Transportation Planning Organization (SJTPO) - Metropolitan Planning - D00S902					\$0.010	05/30/2024	
Metropolitan Planning (DB #X30A)	STBGP-	PLS	\$0.265	\$0.265	\$0.265		\$0.000
- FY 25 Unified Planning Work Program (UPWP) South Jersey Transportation Planning Organization (SJTPO) - Metropolitan Planning - D00S902	L5K				\$0.265	05/30/2024	
Pavement Preservation (DB #X51)	NHPP	ERC	\$10.000	\$7.295	\$7.295		\$0.000
- Route 49 Pau Len Dr to Maurice River - Pavement Preservation - 0049312					\$7.295	04/25/2024	
Rail-Highway Grade Crossing Program, Federal (DB #X35A1)	HSIP	EC	\$0.000	\$1.675	\$0.617		\$1.058
- Upgrade Railroad Crossing Surface and Signals DKT# 10-2022CM Weymouth-Malaga Road, Bena Vista, Atlantic County - Rail-Highway Grade Crossing Program, Federal - 1291300					\$0.617	07/02/2024	
Rail-Highway Grade Crossing Program, Federal (DB #X35A1)	RHC	EC	\$0.275	\$0.275	\$0.471		\$-0.196
- Upgrade Railroad Crossing Surface and Signals DKT 10-2024CM Action Station Road (CR 653), Mannington Twp. Salem Co - Rail-Highway Grade Crossing Program, Federal - 0653303					\$0.447	03/27/2024	
- Upgrade Railroad Crossing Surface and Signals DKT# 10-2022CM Weymouth-Malaga Road, Bena Vista, Atlantic County - Rail-Highway Grade Crossing Program, Federal - 1291300					\$0.024	07/02/2024	
Rail-Highway Grade Crossing Program, Federal (DB #X35A1)	STBGP-	EC	\$0.000	\$0.400	\$0.398		\$0.002
- Mannington-Yorktown Road, Mannington Twp., Salem County - Rail-Highway Grade Crossing Program, Federal - 1029301	L5K				\$0.398	08/27/2024	



Date: September 3, 2024
To: SJTPO Policy Board
From: SJTPO staff
Re: Technical Program Update

FY 2023 Demographics Analysis *nearly 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 forecasts (disaggregated down to the Traffic Analysis Zone (TAZ) level), and seasonal forecasts disaggregated level to the Minor Civil Division (MCD) level and intended to 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; while brought before the TAC at their July 8th meeting, did not deem these revisions significant enough to warrant another Policy Board action. 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 were brought to the TAC members in July for discussion. However, because there was very little seasonal influx shown for Salem County and none for Cumberland counties, an alternative method had to be prepared for these counties. The full set of seasonal projections will be brought before the TAC for their endorsement at their September 9, 2024, meeting.

The one outstanding item in this technical study is the 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, updated by: Jacob Cummings

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



Date: September 3, 2024

Re: Technical Program Update

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 Story Map. The project was completed as expected on May 30, 2024. The [Executive Summary](#) and [Regional Freight Plan](#) can be found on the SJTPO website under [Freight Planning](#) or within the [Documents Library](#) under Other Products and Freight.

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.

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.

At the beginning of the year, the project team introduced elected officials in each county of the plan and solicited their support. The analysis, plan development, and outreach continued with two (2) Focus Group meetings virtually held along with six (6) Steering Committee Meetings and three (3) County Workshops.

Virtual Steering Committee meetings will be held in September and elected official meetings have begun with County Commissioner Meetings being held in October along with a Public Meeting. The plans' anticipated release is in November. An Amendment to the Subcontract Agreement has been approved, extending the project end date from September 15, 2024, to December 31, 2024.

The Year 3 extension to provide consultant support for project implementation to selected counties and/or municipalities will be brought to the TAC and Policy Board in September for approval. NJDOT has approved the Year 3 scope of work with a future request for additional funding to be made at a later date.



Date: September 3, 2024

Re: Technical Program Update

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; with 30%-plans delivered to the City of Vineland for review. Work has begun on 60%-plans. Survey and base mapping for High Street and 3rd Street/Wheaton Avenue in Millville has been completed, which allows for preliminary engineering to commence. Subconsultant T&M Associates is leading the design work for the City of Bridgeton with survey and base mapping completed.

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, with AECOM Technical Services, Inc. selected to lead this effort.

A Notice to Proceed was issued on April 8, 2024, with a kick-off meeting held on Wednesday, May 8th. SJTPO staff delivered the loaded networks from the South Jersey Travel Demand Model to AECOM in mid-August. A draft set of air quality emissions results was delivered to SJTPO on August 19th. The project is approximately 55% complete.



Date: September 3, 2024

Re: Technical Program Update

Regional Pavement Condition Data Collection *recently kicked off;*
William Schiavi, updated by Jacob Cummings

Micheal Baker International, Inc. in association with TechniQuest Corporation (DBE)

The Regional Pavement Condition Data Collection Study will collect, process, and map pavement condition data on approximately 2,100 miles of roadway, including all county-owned roadways in the region and municipal roadways in Atlantic City and the City of Vineland. This work is included as a two-year study in the SJTPO Draft FY 2025 UPWP, identified as Task 25/401.

Micheal Baker International, Inc. in association with TechniQuest Corporation as the SBE/DBE firm was selected at the May 2024 Policy Board meeting to complete this effort. In addition to the work scope as part of their RFP response, the Michael Baker International, Inc. team proposed optional services including a Pavement Management System Implementation and Analysis and Pavement Management Software Subscription for each county partner. However, as the total cost, including the optional services, exceeded SJTPO's allocated budget, negotiations were necessary.

At this time, the contract and scope of work only include (Task 1) Coordination and Administrative and (Task 2) Pavement Collection Data Collection. The Ancillary Data Collection (Task 3), Data Integration (Task 4), and the optional services for the Pavement Management System Implementation and Analysis and Pavement Management Software Subscription for subregional partners will be further negotiated later.

A Notice to Proceed was issued effective July 1, 2024. A project kick-off meeting occurred on Wednesday, July 10, 2024, along with the Stakeholder Committee meeting on August 27th. The consultant has assembled the baseline map that will be used for pavement data collection. The same has been provided to SJTPO subregional partners for their review to ensure it reflects the roads that should be used as part of the pavement data collection effort. A Press Release to advise the public of the upcoming data collection effort has been prepared by the consultant, and will be published through SJTPO's [On The Go newsletter](#) online. Data collection is expected to begin in early September and last through mid-October to avoid impact from leaves on the ground.

Other Technical Program Efforts

Regional Active Transportation Master Plan RFP to be released; Jacob Cummings

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

A Request for Proposal (RFP) is anticipated to be released on October 3, 2024, with proposals due Thursday, November 7th. Selection Committee scores are requested by November 26th with consultant



Date: September 3, 2024

Re: Technical Program Update

interviews to be scheduled for the week of December 9th. Consultant selection will be brought before the TAC and Policy Board at their January meetings.

Strategic Data Management Development *cancelled*

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 due to limited staff resources. The Program Manager of Capital Programming & Project Development was expected to be the project manager. The position remains vacant. As such, SJTPO has determined that it is not feasible to advance this technical study in FY 2024/2025. SJTPO will investigate reallocating the resources anticipated for this effort.

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). SJTPO is awaiting the Letter to Incur Cost associated with the task order modification to coordinate with the University of Maryland on the two additional years of data access.

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 2409-25: Adopting the Basic Agreement Between the State of New Jersey Department of Transportation, the South Jersey Transportation Authority, and the South Jersey Transportation Planning Organization for Unified Planning Work Program Activities

PROPOSAL

At its September 9, 2024 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board adopt the Basic Agreement between the State of New Jersey Department of Transportation (NJDOT), South Jersey Transportation Authority (SJTA), and South Jersey Transportation Planning Organization (SJTPO).

BACKGROUND

NJDOT and New Jersey Transit are direct recipients of annual appropriations from the Federal Highway Administration and Federal Transit Administration to fund projects and programs in the SJTPO region. SJTPO annually develops a Unified Planning Work Program, which sets out the transportation studies and tasks to be performed by, or on behalf of, SJTPO.

The SJTA has agreed to provide all personnel, facilities, payroll, and related administrative support for the SJTPO to conduct UPWP-funded activities. Administrative support includes purchasing, grants accounting, human resource management, payroll, accounts payable and receivable, and other services.

The existing Basic Agreement between NJDOT, SJTA, and SJTPO expires five years from the date of previous execution, with the existing agreement being fully executed on December 17, 2019. After consultation with the Office of the Attorney General, NJDOT provided a draft of the 2024 Basic Agreement for review and execution.

The proposed changes can be characterized as relatively minor edits. The agreement was updated for the date, SJTPO's change in address, and NJDOT contacts, along with a few other minor edits. A statement indicating that "Parties will accept and submit electronic signatures or scanned copies of signatures in connection with the execution of this Basic Agreement and Task Orders" was also added to the agreement. This is consistent with recent practice.

SJTPO Counsel has consulted with SJTA Counsel to ensure both SJTPO and SJTA agree with all proposed changes. Minor edits were recommended, which have been accepted by NJDOT. The revised 2024 Basic Agreement will be presented to the SJTA Board on September 17th.

The terms of the 2019 Agreement will remain in place until the new agreement is fully executed by NJDOT, SJTA, SJTPO, and final execution by the Attorney General of New Jersey.

AGREEMENT NO.:2024-SJTA-001

BASIC AGREEMENT

BETWEEN THE

STATE OF NEW JERSEY

DEPARTMENT OF TRANSPORTATION

THE

SOUTH JERSEY TRANSPORTATION AUTHORITY

AND THE

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

FOR

UNIFIED PLANNING WORK PROGRAM ACTIVITIES

This Basic Agreement, made this day of in the year of 2024, made between the SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION, whose address is 817 East Landis Avenue, Second Floor, Vineland, NJ 08360, (hereinafter referred to as "SJTPO"), the SOUTH JERSEY TRANSPORTATION AUTHORITY, whose address is P.O. Box 351, Hammonton, New Jersey, 08307 (hereafter referred to as "SJTA") and the STATE OF NEW JERSEY, acting through its Commissioner, Department of Transportation, whose address is 1035 Parkway Avenue, P.O. Box 600, Trenton, New Jersey 08625-0600 (hereinafter referred to as "STATE") (collectively referred to as the "Parties") witness that:

WHEREAS, under 23 U.S.C. § 134 and 49 U.S.C. § 5303, it is in the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and through urbanized areas, while minimizing transportation-related fuel consumption and air pollution; and

WHEREAS, in 1993, the Governor of the State of New Jersey designated New Jersey's three Metropolitan Planning Organizations ("MPOs") to function as the main decision-making forums for selecting projects for the Statewide Transportation Improvement Program ("STIP") in deliberations involving the New Jersey Department of Transportation ("NJDOT"), the New Jersey Transit Corporation, county, and municipal transportation planners and engineers, other transportation implementing agencies, the public, and elected officials at the state, county, and municipal levels; and

WHEREAS, the three MPOs were defined as the Delaware Valley Regional Planning Commission,

the South Jersey Transportation Planning Organization and the North Jersey Transportation Planning Authority; and

WHEREAS, to accomplish the objective cited above, the designated MPOs, in cooperation with the STATE and public transit operators, were required to develop transportation plans and programs for urbanized areas of the State; and

WHEREAS, pursuant to 23 C.F.R. § 450.308(b), each MPO was required to develop a Unified Planning Work Program (“UPWP”) which sets forth the transportation studies and tasks to be performed by, or on behalf of, the MPO, reflecting federal, state and local priorities, the funding sources for each task, the agency responsible for each task or study, and the anticipated work product for each item; and

WHEREAS, the STATE is a direct recipient of annual federal appropriations, designated as metropolitan planning, from the Federal Highway Administration (“FHWA”) and the Federal Transit Administration (“FTA”) to be used to fund MPO UPWPs, activities, and special studies; and

WHEREAS, the STATE distributes the metropolitan planning funds in accordance with the metropolitan planning allocation formula developed by the STATE with each MPO and approved by FHWA and FTA; and

WHEREAS, the SJTPO was designated by the Governor of the State of New Jersey to serve as the responsible MPO for the geographic region comprised of Atlantic County, Cumberland County, Cape May County, and Salem County; and

WHEREAS, the SJTA has agreed to provide all personnel, facilities, payroll, and related administrative support for the SJTPO, including, but not limited to: purchasing, grants accounting, human resource management, payroll accounts payable and accounts receivable in the furtherance of the annual SJTPO UPWP activities; and

WHEREAS, the STATE, the SJTA and the SJTPO desire to specify the conditions applicable for the funding of the SJTPO's UPWP activities and the obligations of the STATE, the SJTA, and the SJTPO with respect to said funds; and

WHEREAS, the Commissioner, Department of Transportation, under powers vested by law and as more particularly set forth in N.J.S.A. 27:1A-3, N.J.S.A. 27:1A-5, and N.J.S.A. 27:7-21, has determined that it is in the best interest of the STATE to enter into the Basic Agreement;

NOW, THEREFORE, in consideration of the mutual covenants contained herein, and pursuant to all applicable federal, state, and local laws, statutes, codes or ordinances, the STATE, the SJTA and the SJTPO agree to abide by this Basic Agreement and the GENERAL TERMS and CONDITIONS attached hereto as Exhibit A.

1. The preambles of the Basic Agreement are incorporated into the Basic Agreement as though set forth here in verbatim.

2. The Parties agree that the attached General Terms and Conditions are made a part hereto and set forth the terms of the agreement between the STATE and the SJTA pertaining to the distribution of monies from the STATE for those items requiring federal funding for the SJTPO's UPWP.
3. For the items identified in the UPWP which require funding from annual federal appropriations to the STATE, the STATE shall prepare and issue a Task Order to fund the UPWP, setting forth the specific work to be performed by the SJTPO and authorizing the SJTA to incur costs for the same and specifying that the obligations of the STATE to fund items in the UPWP are limited to only the approved tasks and services identified in the specific Task Order, as such Task Order(s) may from time to time be modified or amended as provided herein.
4. The SJTA shall provide all personnel, facilities, payroll and related administrative support and services, including, but not limited to: purchasing, grant and contract accounting, human resource management, payroll, accounts payable and accounts receivable in the furtherance of the SJTPO's UPWP, as updated.
5. It is agreed that both the Basic Agreement, and any Task Order issued pursuant to the Basic Agreement, are subject to appropriations and the availability of funds.
6. If any of the provisions of the Basic Agreement and/or the attached General Terms and Conditions are declared invalid or unenforceable, the remainder of the Basic Agreement and/or the General Terms and Conditions will not be affected, and every provision of the Basic Agreement and/or the General Terms and Conditions will be valid and enforceable to the fullest extent permitted by the law.
7. All notices required to be served or given pursuant to the Basic Agreement and/or any Task Order entered pursuant to the Basic Agreement shall be in writing pursuant to the notification provision of the General Terms and Conditions:

If to the STATE:

Megan Fackler
Director, Division of Statewide Planning
New Jersey Department of Transportation
1035 Parkway Avenue, P.O. Box 600
Trenton, New Jersey 08625-0600

If to SJTA:

Stephen Dougherty
Executive Director
South Jersey Transportation Authority
P.O. Box 351
Hammonton, New Jersey 08307

If to SJTPO:

Jennifer Marandino
Executive Director
South Jersey Transportation Planning Organization

817 East Landis Avenue, Second Floor,
Vineland, NJ 08360

8. The Parties waive any statutory or common law presumption that would serve to have this Basic Agreement construed in favor or against any party as the drafter.
9. The Basic Agreement, the General Terms and Conditions, and every Task Order issued hereunder is intended for the sole and exclusive benefit of the Parties hereto, and nothing herein shall be construed as creating an enforceable right of action in favor of any third party.
10. The Basic Agreement, the General Terms and Conditions, and any Task Order issued hereunder shall be governed by and construed under the laws of the State of New Jersey.
11. Any and all claims based on contract law shall be made in accordance with and subject to the provisions of the New Jersey Contractual Liability Act N.J.S.A. 59:13-1 through-10. Any and all claims based on tort law shall be made in accordance with and subject to the provisions of the New Jersey Tort Claims Act (N.J.S.A. 59:1-1 et seq.).
12. The Basic Agreement shall be effective upon execution by a duly authorized representative of the STATE, the SJTA, and the SJTPO and shall continue in full force and effect for a period of five (5) years from the execution date.
13. Upon execution by the STATE, the SJTA, and the SJTPO, this Basic Agreement No.2024-SJTA-001-shall supersede Basic Agreement No. 2019-SJTA-001, dated December 17, 2019.
14. This Basic Agreement may be terminated by any of the Parties upon thirty (30) calendar days written notice to the other party. If, at the time termination notice is issued there are any existing Task Orders, the SJTA and the SJTPO may submit a final invoice, which sets forth the actual costs incurred by the SJTA on behalf of the SJTPO, for all eligible work in accordance with the General Terms and Conditions actually performed prior to receipt of, or issuance of, the notice of termination. All monies otherwise due and owing shall be paid in accordance with the terms hereof.
15. This Basic Agreement shall not be modified unless required by law or court order, or as agreed to in writing by the Parties.
16. The Parties will accept and submit electronic signatures or scanned copies of signatures in connection with the execution of this Basic Agreement and Task Orders. The Parties acknowledge the right to opt-out of this arrangement and can request hard copies of the applicable documents to sign and review upon thirty (30) days written notice to the other party. The Parties agree that the STATE reserves the right to refuse to conduct other transactions by means of electronic or scanned copies of signatures.

IN WITNESS WHEREOF, the SJTPO has caused this instrument to be signed, sealed and attested by its duly authorized representatives, the SJTA has caused this instrument to be signed, sealed and attested by its duly authorized representatives, and the STATE has caused this instrument to be signed by the Commissioner of Transportation, or a designee of the Commissioner, and attested and sealed

by the Secretary of the Department of Transportation as of the day, month and year first written above.

Attest /Witnessed/Affix Seal:

**SOUTH JERSEY TRANSPORTATION
AUTHORITY**

BY: _____
Cynthia Blasberg
Secretary

BY: _____
Stephen Dougherty
Executive Director

Date: _____

Date: _____

Attest /Witnessed/Affix Seal:

**SOUTH JERSEY TRANSPORTATION
PLANNING ORGANIZATION**

BY: _____
Monica Butler
Secretary

BY: _____
Jennifer Marandino
Executive Director

Date: _____

Date: _____

Attest /Witnessed/Affix Seal:

**STATE OF NEW JERSEY
DEPARTMENT OF TRANSPORTATION**

BY: _____
Anika James
Secretary

BY: _____
Eric R. Powers
Assistant Commissioner
Statewide Planning, Safety and Capital Investment

Date: _____

Date: _____

MATTHEW J. PLATKIN
ATTORNEY GENERAL OF NEW JERSEY

BY: _____
Brad M. Reiter
Deputy Attorney General
Date: _____

EXHIBIT A

GENERAL TERMS AND CONDITIONS
BETWEEN THE
STATE OF NEW JERSEY
DEPARTMENT OF TRANSPORTATION,
THE SOUTH JERSEY TRANSPORTATION AUTHORITY,
AND THE
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ARTICLE I	GENERAL TERMS AND CONDITIONS
ARTICLE II	REFERENCES
ARTICLE III	DEFINITIONS
ARTICLE IV	TASK ORDERS
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I. GENERAL.

The General Terms and Conditions set forth hereafter are agreed upon by the Parties. These General Terms and Conditions are to be used in each Task Order assigned or entered into on or after the date of execution of the Basic Agreement, and prior to its termination, for the type of services identified in the Task Order. It is further agreed that the General Terms and Conditions shall be incorporated by reference in each Task Order for work awarded to the MPO under the Basic Agreement. Titles and headings used in the General Terms and Conditions are included for convenience only and shall not be used to interpret the General Terms and Conditions.

II. REFERENCES.

All Parties agree to follow applicable federal, state, and local laws, statutes, codes, regulations, and ordinances including, but not limited to, the following:

- A. 23 U.S.C. Title 23 Highways; Federal Aid Highways;
- B. 49 U.S.C. Chapter 53 – Public Transportation;
- C. 23 C.F.R. Part 420 – Planning and Research Program Administration;
- D. 23 C.F.R. Part 450 – Planning Assistance and Standards;
- E. 48 C.F.R. Part 31 – Contract Cost Principles and Procedures;
- F. 49 C.F.R. Part 20 – New Restrictions on Lobbying;
- G. 49 C.F.R. Part 21 – Nondiscrimination in federally-assisted programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964;
- H. 9 C.F.R. Part 26 – Participation by disadvantaged business enterprises in Department of Transportation financial assistance programs;
- I. 49 C.F.R. Part 613 – FTA Planning Assistance and Standards;
- J. 2 C.F.R. Chapter I and Chapter II, Part 200, et al. – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- K. FTA Circular C 4220.1F – Third Party Contracting Guidance;
- L. FTA Circular 5010.1D – Grant Management Requirements;
- M. FTA Circular 8100.1C – Program Guidance and Application Instructions for Metropolitan Planning Program Grants; and
- N. NJDOT Code of Ethics for Vendors.

III. DEFINITIONS.

A. The following terms are defined in the manner indicated below and shall apply to the Basic Agreement and/or any Task Order issued pursuant to the Basic Agreement:

- 1. “Administrative Support Services” means any and all lawful activities undertaken by the metropolitan transportation organization (MPO) to support the development of transportation plans and programs for urbanized areas of the State as set forth in the Unified Planning Work Program.
- 2. “Authorized SJTPO Representative” means the SJTPO Executive Director, or the designated representative of the SJTPO Executive Director, who is authorized in writing to execute any and all documents on behalf of the SJTPO and/or to accept

- notice and/or service of applicable notices pursuant to the Basic Agreement.
3. "Authorized STATE representative" means the Commissioner of the - New Jersey Department of Transportation ("NJDOT"), or the designated representative of the Commissioner, who has been authorized in writing to execute any and all documents on behalf of the NJDOT and/or to accept notice or service of applicable notices pursuant to the Basic Agreement.
 4. "Authorized SJTA Representative" means the SJTA Executive Director, or the designated representative of the SJTA Executive Director, who is authorized in writing to execute any and all documents on behalf of the SJTA and/or to accept notice and/or service of applicable notices pursuant to the Basic Agreement.
 5. "Basic Agreement" means the contract between the STATE, the SJTA, and the SJTPO to conduct UPWP activities, and any modifications issued hereto.
 6. "Fiscal Year" means the twelve-month period ending on June 30 of any given year.
 7. "FHWA" means the Federal Highway Administration.
 8. "FTA" means the Federal Transit Administration.
 9. "Quarter" means the three-month period ending September 30, December 31, March 31, and June 30 of each program fiscal year.
 10. "SJTA" shall mean the South Jersey Transportation Authority.
 11. "SJTPO" shall mean the South Jersey Transportation Planning Organization.
 12. "SJTPO Central Staff" means the employees of the SJTPO who are assigned on a full-time or part-time basis to provide the central planning, programming and administrative services identified in the authorized SJTPO Unified Planning Work Program.
 13. "STATE" or "NJDOT" means the New Jersey Department of Transportation.
 14. "Subrecipient" means the non-federal entity to which a subaward is made and which is accountable to the MPO for the use of the funds provided.
 15. "Task Order" means the supplement to the Basic Agreement authorizing the SJTA to incur costs for eligible planning and administrative services in support of the SJTPO up to the maximum amount specified in each supplement.
 16. "Unified Planning Work Program" (UPWP) means the annual federal approved written detailed description of the work to be accomplished by the SJTPO and any of its subrecipients and contractors, as required by the STATE in accordance with the terms and conditions of the Basic Agreement.

IV. TASK ORDERS.

- A. A Task Order shall be issued under the sole discretion of the STATE and shall be effective only upon execution by the STATE, the SJTA, and the SJTPO.
- B. The issuance of a Task Order is essential to the satisfactory completion of the SJTPO's UPWP. The SJTA and the SJTPO acknowledge and agree that Task Order(s) are subject to state and federal authorization and the appropriation of supporting program funds.
- C. Each Task Order shall contain the following information:
 1. Task Order Number, as determined by the STATE;
 2. Title of Task Order;
 3. Title and date of the underlying Basic Agreement;
 4. Total cost ceiling for completion of the Task Order;
 5. Reference to the relevant UPWP, which outlines the work to be performed;

6. Start and completion dates of the Task Order;
 7. Assistance Listing Number (ALN);
 8. Relevant FHWA and FTA Agreement numbers;
 9. Name and address of the Task Order project managers for the STATE, the SJTA, and the SJTPO; and
 10. Specific program reporting requirements.
- D. The obligations of the STATE hereunder are limited to the allocation of funds for approved tasks or services as set forth in the Task Order.
 - E. The STATE shall have no liability for any additional costs incurred in providing services not specifically enumerated in a Task Order or a modification thereto.
 - F. A Task Order issued pursuant to a previously executed Basic Agreement (“Prior Basic Agreement”) shall continue in full force according to its own terms under the authority of the Prior Basic Agreement until such time as said Task Order expires.
 - G. Any party may request the termination of each or all Task Orders issued hereunder at any time upon thirty (30) days written notice to the other Parties. In the event of a termination, the SJTA shall submit, within sixty (60) days of the date of termination, a claim for compensation and reimbursement. Any claim submitted after sixty (60) days will not be honored and no payments will be issued. The claim for compensation and reimbursement shall be for all eligible work performed and costs incurred prior to the termination date stated in the notice of termination. The STATE will reimburse the SJTA for all work, subject to FHWA and FTA concurrence, as applicable.
 - H. To the extent that any Task Order requires the production of any documents, products or results, the same shall be remitted to the NJDOT within thirty (30) calendar days of notice of said termination. If, at the time the termination notice is issued, there are any existing Task Orders, the NJDOT shall make payments for the costs of eligible work actually performed, subject to FHWA and FTA concurrence.

V. WARRANTS.

- A. The SJTA and the SJTPO warrant that to solicit or secure the Basic Agreement, no company or person, other than a bona fide employee working solely for the SJTA or the SJTPO has been employed or retained; and that the SJTA and the SJTPO have not paid or agreed to pay any company or person, other than a bona fide employee working solely for the SJTA or the SJTPO, any finder's fee, commission, percentage, brokerage fee, gift, or any other consideration, either contingent upon or resulting from the award or making of the Agreement. For breach or violation of this warranty, the STATE shall have the right either to terminate the Agreement without liability, or in its discretion, to deduct or otherwise to recover from the contract price or consideration the full amount of such fee, commission, percentage, brokerage fee, gift or contingent fee.
- B. The SJTA shall furnish all personnel, facilities, equipment and support services, including reasonable funds, necessary for the accomplishment of the SJTPO’s UPWP in accordance with the terms and conditions set forth herein and as outlined in executed Task Order(s).
- C. The SJTPO Executive Director acting on behalf of the SJTPO shall be responsible for supervising and/or overseeing the SJTPO Central Staff’s day-to-day work activities.

VI. NOTIFICATIONS.

- A. All reports, documents and notices required by the Basic Agreement shall be sent to

the following addresses:

1. If to the STATE: Megan Fackler
Director, Division of Statewide Planning
New Jersey Department of Transportation
1035 Parkway Avenue, P.O. Box 600
Trenton, NJ 08625-0600
2. If to SJTA: Stephen Dougherty
Executive Director
South Jersey Transportation Authority
P.O. Box 351
Hammonton, New Jersey 08307
3. If to SJTPO: Ms. Jennifer Marandino
Executive Director
South Jersey Transportation Planning Organization
817 E. Landis Avenue, Second Floor,
Vineland, NJ 08360

B. Changes to the Notifications in Section VI do not require approval by the other Parties but requires proper notification.

VII. INDEMNIFICATION.

- A. The SJTA and the SJTPO shall respectively, defend, indemnify, protect and save harmless the STATE, its agents, servants, and employees from and against all suits, claims, losses, demands or damages arising out of or claimed to arise out of negligent or willful acts, errors, or omissions of the SJTA and the SJTPO, its agents, servants, employees and subcontractors when such suits, claims, losses, demands or damages relate to the provision of administrative support services required by this Basic Agreement, to assure compliance with pertinent State and federal laws and guidelines with respect to the proper application of federal funds. The SJTA and the SJTPO shall, at their own expense, appear, defend and pay all charges for attorneys and all costs and other expenses arising from such suit or claim or incurred in connection with the Basic Agreement and/or General Terms and Conditions related to the Task Order. If any judgment shall be rendered against the STATE for which indemnification is provided under this article, the SJTA and the SJTPO shall respectively, at their own expense, satisfy and discharge the same.
- B. The STATE shall, as soon as practicable after a claim or complaint is received related to a Task Order issued pursuant to the Basic Agreement, give written notice thereof to the SJTA and the SJTPO along with full and complete copy of the claim or complaint, to the extent permitted by law. If suit related to a Task Order issued pursuant to the Basic Agreement is brought against the STATE or any of its agents, servants, and employees, the STATE shall as soon as practicable forward or have forwarded to the SJTA and the SJTPO the complaint, notice, summons, or other pleading, received by the STATE or its representatives to the extent permitted by law.
- C. It is expressly agreed and understood that any approval by the STATE of the services

performed in support of the SJTPO's UPWP and/or any Task Order shall not operate to limit the SJTA and the SJTPO's indemnification obligations assumed in this Basic Agreement.

- D. It is understood and agreed that the STATE shall not indemnify or save harmless either the SJTA and the SJTPO, their agents, servants, employees and subcontractors for any claim which may arise out of their performance of the Basic Agreement or any Task Order(s).
- E. The SJTA and the SJTPO, each, expressly understands and agrees that the provisions of this Indemnification Clause shall in no way limit the SJTA's and the SJTPO's obligations assumed in the Basic Agreement, nor shall they be construed to relieve the SJTA and the SJTPO from any liability, nor preclude the STATE from taking any other actions as are available to it under any other provisions of the Basic Agreement, the General Terms and Conditions or otherwise at law. The terms of this Article VII. "INDEMNIFICATION" shall survive the expiration or termination of any and all Task Orders and the Basic Agreement.

VIII. ASSIGNABILITY.

- A. Neither the SJTA nor the SJTPO shall assign, transfer, convey or otherwise dispose of the Basic Agreement or any part thereof, or of its right, title or interest herein, or of any Task Order issued pursuant to the Basic Agreement, to any person, company or corporation without the written consent of the STATE and FHWA and FTA, where applicable.

IX. CONTRACTORS and SUBRECIPIENTS.

- A. Subject to the provisions of this Article, Task Order work may be contracted and/or subawarded by the SJTPO Central Staff.
- B. The SJTA and the SJTPO shall be subject to federal and state audits. It is anticipated that the federal and state audits shall occur annually; however, the SJTA and the SJTPO shall comply with any audit requirements, no matter their frequency. The SJTA and the SJTPO shall include in the terms and conditions of any and all contracts and/or subawards that the contractors and/or subrecipients comply with all federal and state audits. The SJTA and the SJTPO shall at all times give their attention to the provision of the services agreed to under the Basic Agreement and shall keep all such services under their respective control.
- C. The SJTA and the SJTPO shall comply with all applicable federal and state procurement laws, regulations and guidelines, including, but not limited to, 2 C.F.R. §§ 200.317-.327.
- D. The SJTA and the SJTPO, each respectively, shall maintain all documentation generated and/or received, in any manner, by its own organization, including any and all contracts, subawards and supporting documentation, on file for review by representatives of the federal government and/or the STATE as defined in Article XVII, "Records".
- E. The SJTA and the SJTPO each respectively, shall include in every contract and/or subaward the provision that the contractor and/or subrecipient shall be responsible for compliance with all federal, state or local laws and regulations applicable to the performance of the Task Order including all those enumerated herein and in the Basic Agreement. Every contract and/or subaward that uses federal funds must also contain

the applicable provisions described in 2 C.F.R. Part 200, App. II—Contract Provisions for non-Federal Entity Contracts under Federal Awards.

- F. The SJTA and the SJTPO shall make no claim for reimbursement for expenditures incurred by contractors, subrecipients and suppliers prior to the effective date of any Task Order or Task Order modification for services performed by the contractors, subrecipients and/or suppliers related to the Task Order or Task Order modification, without obtaining the STATE's prior written approval of such expenditures.
- G. The SJTA and the SJTPO shall insure that all contracts and/or subawards include the provision that the sole legal recourse for any contractor and/or subrecipient lies with the SJTPO and there shall be no claims, demands or any recourse with the STATE or any federal agency.

X. REVIEWS.

- A. In compliance with federal requirements, the SJTA and the SJTPO shall permit representatives of the federal and state agencies to visit the offices of the SJTA and the SJTPO periodically, with or without prior notice, to inspect or monitor payrolls and other data and records pertaining to the services performed by the SJTA and the SJTPO pursuant to the Basic Agreement.
- B. The STATE shall, without delay, review and act upon all invoices and program documents submitted by the SJTA and the SJTPO.
- C. In the event of a dispute or disagreement as to the obligations between any Party to this agreement, said dispute or disagreement shall be submitted to the Assistant Commissioner for Statewide Planning, Safety and Capital Investment, NJDOT, the Executive Director of the SJTA, and the Executive Director of the SJTPO, or their respective designees, for review and determination. In the event that the Assistant Commissioner, the Executive Director of the SJTA, and the Executive Director of the SJTPO are unable to reach an agreement with respect to said dispute or disagreement, any Party may seek all available legal or equitable remedies, but shall not be permitted to submit the dispute to arbitration or mediation without prior written approval by all Parties of the dispute.

XI. HALTS.

- A. The SJTA and the SJTPO shall stop the performance of all services promptly if so directed by the STATE. When the notice is oral, the STATE shall, within seven (7) calendar days, confirm the notice in writing. The SJTA and the SJTPO shall stop the performance of all services promptly if so directed by the STATE in the event of any federal or state governmental shutdown or similar work or funding stoppage beyond the control of the State.

XII. MODIFICATIONS.

- A. The SJTA and the SJTPO agree that all Task Order modifications initiated by the SJTA and/or the SJTPO shall be set forth in writing to the STATE and shall be subject to negotiations.
- B. Modifications shall be subject to FHWA and/or FTA approval, where applicable.
- C. Task Order modifications are defined as follows:
 - 1. "Additional Work" shall mean services negotiated by the STATE and the SJTA

- and/or the SJTPO that was not anticipated at the time the Task Order was originally executed.
2. "Reduction" shall mean a decrease in the work or services or costs previously negotiated by the STATE, the SJTA, and the SJTPO.
 3. "No-cost time extension" shall mean an extension of time to the negotiated Task Order completion date with no additional funding.
 4. "Termination" shall mean the discontinuation of all services authorized under an existing Task Order.
- D. In the event that the STATE, the SJTA, and the SJTPO agree that the proposed Task Order modification constitutes Additional Work, a Reduction in services, a No-cost time extension and/or a Reduction in the allocation of money for those services, the STATE, the SJTA, and the SJTPO shall jointly execute a modification to the Task Order, which shall be prepared by the STATE, in writing on Form DC-45A, providing extra compensation and/or time to the SJTA and/or the SJTPO upon a fair and equitable basis. Notwithstanding the above, no expenditure of funds in excess of the Approved Budget of a Task Order shall be incurred without the written approval of the STATE.
- E. The SJTA and the SJTPO shall invoice for work on any modified Task Order only after receipt of a fully executed copy of Form DC-45A.
- F. The STATE shall pay the SJTA in accordance with the provisions of Article XVI, "Terms of Payment", for approved Task Order modifications.
- G. The STATE shall have no liability for any additional costs incurred in providing services not covered by a Task Order or a modification thereto.

XIII. INVOICES.

- A. The SJTA shall submit to the STATE an invoice which sets forth the actual costs incurred by the SJTA and on behalf of the SJTPO. The invoice shall be submitted on the State of New Jersey Payment Voucher, provided by the STATE. The SJTA and the SJTPO are required to comply with all federal cost guidelines and shall have attached to each invoice a summary report detailing progress during the time period covered. Each invoice shall be subject to review and approval by the STATE.
- B. At its option, the SJTA may submit to the STATE monthly invoices for subcontracts and SJTPO Central Staff salaries, fringe benefits and associated F&A costs for such period. Any such amounts paid by the STATE shall be reconciled to the next quarterly invoice in accordance with Article XIII A. above (all monthly invoices shall also comply with the cost guidelines therein).
- C. The SJTA and the SJTPO shall provide any and all supporting documentation required by the STATE in support of the submitted invoice.
- D. The SJTA and the SJTPO shall maintain supporting documentation of financial expenditures on file for review by representatives of the federal government and STATE as defined in Article X, "Reviews" and Article XVI, "Terms of Payment" and subject to all applicable federal and state audit requirements. The SJTA and the SJTPO recognize that FHWA and/or FTA must review and find acceptable all documents supportive of the costs incurred by the SJTA on behalf of the SJTPO.
- E. The SJTA must submit with the first quarterly invoice of each contract year, and with the next invoice when changes occur, the documented average fringe benefit rate to be applied to all direct hourly wages; or documented individual fringe benefit rates for all project personnel.

XIV. REPORTING.

The SJTPO shall submit to the STATE a semi-annual and final program summary report detailing its UPWP progress during the preceding six months. The reports shall include, but not be limited to the following:

1. The established goals as set forth in the Task Order;
2. Comparison of actual performance with established goals;
3. Progress in meeting scheduled tasks;
4. Status of activity expenditures in a format compatible with the work program, including a comparison of budgeted (approved) amounts and estimated costs incurred;
5. Approved work program revisions; and
6. Other pertinent supporting program information or data.

XV. SJTPO CENTRAL STAFF.

A. Wage Rates

The SJTA shall provide a roster of the SJTA and SJTPO employees, their titles and their annual salaries to the STATE at the beginning of the annual program year. All SJTA and SJTPO employees, assigned on a full-time or part-time basis to provide central planning, programming and administrative services for the SJTPO's UPWP, shall be subject to the currently approved SJTA wage rate schedule. If there are any additions or changes to the items listed above, the SJTA shall provide said revision to the STATE with the next invoice application submission.

B. Payment for Salaries

1. Payment for employee services shall include the direct actual straight time wages paid to employees corresponding to the salary and wage policy of the SJTA, in compliance with applicable federal regulations.
2. The wages paid to employees for overtime hours authorized by the SJTA shall be in accordance with the appropriate SJTA bargaining unit agreement and the SJTA salary and wage policies.

C. Payment for Employee Fringe Benefits

Payment for the fringe benefits of the SJTA employees assigned full-time or part-time to provide central planning, programming and administrative support to the SJTPO's UPWP is permitted as a percentage of direct straight time wages, and is permitted as approved by the appropriate federal funding agency. If there are revisions to the fringe benefit rate approved by the cognizant federal agency, the SJTA will submit said revision to the STATE with the next quarterly invoice application submission. If an increase, the SJTA will provide a proposal outlining the source of funding to support the increase after consultation with the SJTPO along with the revision to the STATE with the next quarterly invoice submission.

D. Payment for Non-Salary Direct Expense

1. Non-salary direct expenses are defined in appropriate Federal Acquisition Regulations and Codes of Federal Regulation.
2. The STATE shall reimburse the SJTA for non-salary Direct Expenses as provided for in the approved budget of the Task Order. Expenses related to non-salary items must be documented within the guidelines of the appropriate

federal funding agency.

3. Travel essential to the services performed in accordance with the Basic Agreement or Task Order may be reimbursed at actual cost on a public conveyance or in a privately owned vehicle at the lesser of the prevailing rate per mile authorized and paid by the SJTA but not to exceed the amount authorized by the state. The SJTPO Executive Director will determine what training or conferences the SJTPO staff will attend in accordance with state and federal guidelines.

E. Facilities and Administrative (F&A) Costs.

1. Payment for F&A costs are permitted at the rate approved by the cognizant federal agency prior to billing under the Basic Agreement. The F&A cost rate shall be developed in accordance with Federal Acquisition Regulations and Codes of Federal Regulation.
2. A negotiated fixed amount in lieu of an F&A cost rate may be appropriate for self-contained, off-campus, or primarily contracted and/or subawarded activities where the benefits derived from an institution's F&A services cannot be readily determined.
3. The selection of either an F&A cost rate or a negotiated fixed amount shall be specifically identified and outlined in the applicable task order.

XVI. TERMS OF PAYMENT.

A. Funding

1. The obligations of the STATE pursuant to the Basic Agreement shall be subject to the availability of federal funds and state legislative appropriation authority.
2. The STATE shall reimburse the SJTA for costs incurred in support of the SJTPO's UPWP and associated programs within the approved budget of a Task Order.
3. The fee provided by the SJTPO to the SJTA for administrative services shall be identified annually in the SJTPO UPWP budget.

B. Reimbursement

1. The SJTA shall maintain a complete set of time sheets, records and accounts to identify all salaries, payroll burden and non-salary direct expenses incurred by the SJTA personnel supporting the SJTPO's UPWP. These expenditures shall be documented to be in compliance with applicable SJTA, state and federal laws, rules, and regulations and made available for review.
2. If, during an annual audit and/or review, the documentation maintained by the SJTA and the SJTPO are found to not be in compliance with applicable federal or state laws, rules, or regulations, the SJTA and the SJTPO shall prepare an appropriate plan of corrective action to meet all guidelines or repay the undocumented costs to the STATE for remittance to the appropriate federal funding agency. If, pursuant to the approval of the federal funding agency, the STATE determines that the SJTA fails to comply with corrective action, the STATE may immediately terminate the Basic Agreement and/or Task Orders and not be responsible for any outstanding cost. The STATE and federal agencies may pursue any remedies available by law.

C. Method of Payment

1. The STATE shall reimburse the SJTA the amount of each approved invoice.
 2. Subject to STATE approval, the STATE shall make such credits and debits on future payments as are submitted by the SJTA on subsequent applications.
- D. Final Invoice
1. A Final Invoice shall be submitted to the STATE within sixty (60) calendar days after the completion date of the Task Order.
 2. The following release clause shall be included on the Final Invoice:

“In consideration of the requested payment of this Final Invoice, the SOUTH JERSEY TRANSPORTATION AUTHORITY (“SJTA”) and the SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION (“SJTPO”) hereby release the State of New Jersey and the New Jersey Commissioner of Transportation and their agents, employees, officers, directors, commissioners, successors and assigns from all claims and liability for work done or services performed by the SJTA and the SJTPO under this Agreement.” No payment will issue if this language is not included.
 3. Payment of a Final Invoice to the SJTA for services does not waive either the right of the STATE to establish adjustments and collect overpayments that are disclosed by audits performed subsequent to payment of the Final Invoice, or the right of the SJTA to collect underpayments based upon adjustments disclosed by said audits, subject to the Task Order ceiling limitations.

XVII. RECORDS.

- A. The SJTA and the SJTPO shall maintain all records relating to both negotiations and to costs incurred, which records shall include but not be limited to documents, papers, accounting records, and any other documents pertaining to costs; and shall make such records available at the offices of the SJTA and the SJTPO at all reasonable times during the contract period and for three (3) years from the date of payment of the applicable Final Invoice, for inspection by the STATE, FHWA, FTA, or any authorized representative of the STATE or federal government; and shall furnish copies of the records if requested at no cost to the STATE. Following passage of three (3) years from the date of payment of the applicable Final Invoice as defined in Article XVI, the STATE may, at its option, ask the SJTA and/or the SJTPO to destroy the records or surrender the records to the STATE at no cost to the State.
- B. The SJTA and the SJTPO acknowledge that provisions of FHWA and FTA federal funding agreements with the STATE require the preparation of suitable reports to document the results of actual activities performed with federal planning funds and federal funding agency approval prior to publishing such reports. The STATE may request a waiver of this requirement for prior approval. Federal or state funding agency approval constitutes acceptance of such reports as evidence of work performed but does not imply endorsement of a report's findings or recommendations.
- C. Reports prepared shall include the necessary and appropriate credit references and disclaimer statements required by law and/or state or federal agency. The SJTA and the SJTPO shall deliver to the STATE, at no cost, all documents of every nature prepared in pursuance of the terms of this Agreement and the documents shall become the property of the STATE.

XVIII. COMPLETION.

- A. When it appears that all or part of a schedule for completion of a Task Order cannot be met, the SJTA and the SJTPO collectively shall request in writing an extension of time from the STATE, but in no event shall said request be made less than forty-five (45) business days prior to the Task Order scheduled completion date.
- B. The STATE may, in its sole discretion, authorize all or part of the extension of time. However, any extension of time is subject to the approval of the FHWA and/or the FTA.
- C. The SJTA and the SJTPO shall notify the STATE in writing when, in the opinion of the SJTA and the SJTPO, all services required by the Task Order have been completed. Said notification shall be submitted to the STATE within thirty (30) business days of said completion date.
- D. The STATE shall respond to the SJTA and the SJTPO within a reasonable time either acknowledging that all services required by the Task Order have been completed satisfactorily or describing the services that remain to be completed.
- E. Once the Parties agree that the services performed pursuant to a Task Order are complete, the STATE shall notify the SJTA and the SJTPO in writing that the STATE will immediately perform an audit of the costs previously unaudited or defer audit for later scheduling.

XIX. AUDITS.

- A. The SJTA shall provide the STATE with a fiscal year, organization wide audit that has been conducted in accordance with the requirements of 2 C.F.R. Chapter I, Chapter II, Part 200, et al. The SJTA shall ensure that the STATE receives the annual audit within the time frame requested absent exigent circumstances requiring an extension.
- B. The STATE, FHWA and/or FTA, or their agents, shall be entitled to perform an audit at the following times:
 - 1. At any time during the performance of work set forth in applicable Task Order(s); and
 - 2. During a period of up to three (3) years after either the date of payment of the applicable Final Invoice or a date mutually agreed to by the parties.
- C. The SJTA and the SJTPO acknowledge that changes in payment due the SJTA resulting from audits performed by the STATE shall be made as follows:
 - 1. In the event of overpayment by the STATE, the SJTA shall refund the amount of such overpayment within sixty days of the request by the STATE. In the event the SJTA fails to comply with said request, the STATE is hereby authorized to deduct such overpayment amounts from other monies due the SJTA under the terms of this Agreement. Furthermore, the SJTA expressly understands and agrees that the provisions of this Article XIX shall in no way be construed to relieve the SJTA from any liability, or preclude the STATE from taking any other actions as are available to it under any other provisions of this Agreement or otherwise at law. The terms of this Article XIX shall survive the expiration or termination of the Agreement.
 - 2. In the event of underpayment by the STATE, the STATE shall pay sufficient funds to the SJTA to correct the underpayment as soon as is practicable.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2409-25: Adopting the Basic Agreement \$2.050 of STBGP-B5K50K funding for CON in FFY 2024 to STBGP-B50K200K the State of New Jersey Department of Transportation, the South Jersey Transportation Authority, and the South Jersey Transportation Planning Organization for Unified Planning Work Program Activities

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

WHEREAS, SJTPO annually adopts a Unified Planning Work Program (UPWP), which sets out the transportation planning activities to be performed by, or on behalf of, SJTPO, and

WHEREAS, NJDOT receives federal funding from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to fund New Jersey MPO Unified Planning Work Programs, activities, and special studies; and

WHEREAS, the South Jersey Transportation Authority (SJTA) has agreed to provide all personnel, facilities, payroll, and related administrative support for SJTPO, including, but not limited to purchasing, grants accounting, human resource management, payroll, and accounts payable and receivable; and

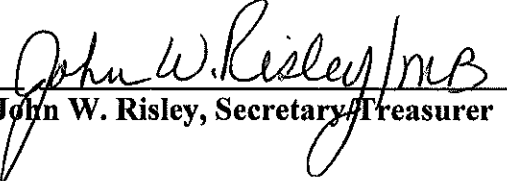
WHEREAS, the attached Basic Agreement sets forth the conditions applicable for the funding of the SJTPO UPWP activities and the obligation of the State, SJTA, and SJTPO; and

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby adopts the attached Basic Agreement Between the State of New Jersey Department of Transportation, the South Jersey Transportation Authority, and the South Jersey Transportation Planning Organization for Unified Planning Work Program Activities; and

BE IT FURTHER RESOLVED that the Policy Board authorizes the Executive Director to review and approve subsequent changes to the Basic Agreement, as needed, with the concurrence of all parties, with subsequent notice to the Policy Board.

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 September 23, 2024.


John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2409-26: Approving a Complete Streets Technical Assistance Program Subcontract Agreement Between the South Jersey Transportation Authority and Rutgers

PROPOSAL

At its September 9, 2024, meeting, the Technical Advisory Committee (TAC) recommended that the Policy Board approve a Subcontract Agreement between the South Jersey Transportation Authority and Rutgers for the Complete Streets Technical Assistance Program Pilot.

BACKGROUND

SJTPO recently amended its current FY 2025 Unified Planning Work Program (UPWP), July 22, 2024, to add Task 25/405 Complete Streets Technical Assistance Program Pilot, among others. The technical assistance pilot will provide support to SJTPO subregions to implement complete street initiatives. This effort will be modeled on NJTPA's Complete Streets Technical Assistance Program.

Federal funds for this task will be passed through to the Bloustein School of Planning and Public Policy at Rutgers University, in a similar manner that SJTPO provides funds to each County to carry out various activities. Work by the University will be completed in partnership with the New Jersey Bicycle and Pedestrian Resource Center at VTC Rutgers and CCCTMA.

The pilot program is included in SJTPO's FY 2025 UPWP as Task 25/405 Complete Streets Technical Assistance Program Pilot with a budget of \$400,000 (FHWA-PL). The funding represents the budget for the entire two-year expected pilot duration.

Because the agreement contains several SJTPO obligations and will be signed by SJTPO, the SJTPO general council recommended presenting the agreement to the TAC and Policy Board for approval. The scope of work and budget for this two-year effort will be incorporated into the Subcontract Agreement.

The agreement was initially reviewed by Rutgers University, with revisions to the base subcontract agreement provided to SJTPO/SJTA for consideration. SJTPO General Counsel reviewed the agreement with coordination on a few outstanding items pending with SJTA General Counsel. The next step will be to provide the agreement to Rutgers for their final review and execution.

On the advice of counsel, no work shall be started on this task until the agreement is fully executed.

SUBCONTRACT AGREEMENT

COMPLETE STREETS TECHNICAL ASSISTANCE PROGRAM

THIS SUBCONTRACT AGREEMENT is made this ____ day of ____, 2024 by and between the **SOUTH JERSEY TRANSPORTATION AUTHORITY**, having its principal offices located at the Farley Service Plaza, P.O. Box 351, Hammonton, New Jersey 08037, hereinafter referred to as the "Contractor", (party of the first part) and **RUTGERS, THE STATE UNIVERSITY on behalf of Edward J. Bloustein School of Planning and Public Policy**~~EDWARD J. BLOUSTEIN SCHOOL OF PLANNING AND PUBLIC POLICY~~, having its principal administrative offices located at 33 Knightsbridge Road, 2nd Floor East, Room 251, Piscataway, New Jersey 08854, hereinafter referred to as "Subcontractor", (party of the second part).

WITNESSETH:

WHEREAS, the South Jersey Transportation Planning Organization, having its principal offices located at 817 East Landis Avenue, 2nd Floor, Vineland, New Jersey 08360, hereinafter referred to as the "SJTPO", has been established pursuant to and in accordance with the provisions of the federal Intermodal Surface Transportation Efficiency Act of 1991 and is the designated Metropolitan Planning Organization for the Counties of Atlantic, Cape May, Cumberland and Salem in the State of New Jersey; and

WHEREAS, on December 3, 1993, the State of New Jersey, acting through the Commissioner of the Department of Transportation (the "State") entered into a certain basic agreement (the "Basic Agreement") with the Contractor pursuant to which the Contractor agreed to provide administrative staff support to the SJTPO in furtherance of its work program activities and pursuant to which the conditions applicable to the funding and administrative staff support to be provided to the SJTPO by the Contractor and the obligations of the Contractor and the State with respect to such funding were set forth; and

WHEREAS, the State has received approval of the SJTPO Fiscal Year (FY) 2025 Unified Planning Work Program (the "UPWP") from the Federal Highway Administration (FHWA) and in furtherance of such approval will issue to the Contractor a Federal Aid Agreement to the Basic Agreement authorizing the implementation of the UPWP and establishing funding accounts with respect thereto; and

WHEREAS, the State has received approval to modify the SJTPO FY 2025 UPWP from FHWA to add funding to support additional tasks within the Technical Program including Task 25/405 Complete Streets Technical Assistance Program Pilot; and

WHEREAS, the Contractor is desirous of subcontracting to the Subcontractor that portion of the UPWP which constitutes the Subcontractor's Complete Streets Technical Assistance Program (the "Complete Streets Technical Assistance Program"), and the Subcontractor is desirous of providing the services necessary to perform the Complete Streets Technical Assistance Program; and

WHEREAS, the parties are entering into this Subcontract Agreement to set forth their entire agreement and understanding regarding the Complete Streets Technical Assistance Program.

NOW, THEREFORE, in consideration of the mutual covenants and promises herein contained, the parties hereto, intending to be legally bound hereby, agree as follows:

1. SCOPE OF WORK.

(A) The Subcontractor shall provide the necessary personnel, equipment, facilities and supplies to perform the services constituting the Project as specified in the Scope of Work, attached hereto as **Exhibit A** and incorporated herein by reference.

Commented [BB1]: Not attached and not reviewed. Please provide.

Commented [MW2R1]: Should be provided to Rutgers for review.

Commented [JM3R1]: Exhibit A Scope of Work provided by Rutgers

(B) The SJTPO Executive Director shall serve as Contractor's project director for the Complete Streets Technical Assistance Program and will advise the Subcontractor in its performance of the required services.

2. DELIVERY OR PERFORMANCE SCHEDULE.

The Subcontractor shall furnish, deliver and perform the Complete Streets Technical Assistance Program, commencing as of July 1, 2024 and continuing through June 30, 2026, for which period funds will be available under the Federal Aid Agreement. This Agreement may be extended with the consent of both parties made in writing, subject to extension of the Federal Aid Agreement if necessary.

Commented [BB4]: If this is federal flow through funds, Rutgers Finance Department requires the Assistance Listing Number and the Federal Award number to accurately report SEFA funding.

Commented [JM5R4]: NJDOT will provide the Assistance Listing Number and the Federal Award number after the federal funds are authorized; authorization pending

3. ALLOWABLE COSTS AND PAYMENT.

(A) **Total Cost.** The total cost of services to be provided under this Subcontract Agreement is \$400,000.

(B) **Budget.** A budget, which has been agreed to by the parties to this Subcontract Agreement is attached hereto as **Exhibit B** and made part of this Subcontract Agreement for all purposes. No amendment may be made to such budget without the written approval of the Contractor and the SJTPO.

Commented [BB6]: Not attached and not reviewed. Please provide.

Commented [MW7R6]: Should be provided to Rutgers for review.

Commented [JM8R6]: Exhibit B Cost and Budget provided by Rutgers

(C) **Allowable Costs.** To be eligible for funding, costs incurred pursuant to this Subcontract Agreement must be in accordance with either Federal Acquisition Regulation, Chapter 1, Subpart 31.6, Contracts with State, Local and Federally Recognized Indian Tribal Governments; Subpart 31.3, Contracts with Educational Institutions; Subpart 31.7, Contracts with Non-Profit Organization OMB Circular A-87, Cost Principles for State and Local Governments, OMB Circular A-122, Cost Principles for Non-Profit Organizations, or OMB Circular A-21, Cost Principles for Educational Institutions, as applicable. Costs and their reimbursement shall further be governed by the Basic Agreement and payment thereof shall be subject to availability of funds and terms thereunder.

Commented [BB9]: Kindly advise if prime award is a contract, grant or cooperative agreement. If not a contract then indicate uniform guidance applies and cite it accordingly.

Commented [MW10R9]: If possible, please clarify the reference to "prime award." Upon receipt, SJTPO and/or SJTA will revise this section (if needed).

(D) Payment.

(1) The Subcontractor shall submit invoices for payment of costs incurred to SJTPO on a three-month basis, following the commencement of this Subcontract Agreement. The SJTPO shall provide each invoice and the supporting documents listed in sub-section (2) below to the ~~SJTA~~ Contractor within ## days of receiving the invoice(s). The final invoice shall be submitted no later than thirty (30) days after the last day of Fiscal Year 2026. The Contractor's obligation to make payment pursuant to this Agreement shall be subject to the availability of funds under the Federal Aid Agreement.

Commented [BB11]: Please define and advise reason to send Rutgers invoices to another entity. Also enter number of days.

Commented [MW12R11]: Changed "SJTA" to "Contractor" to stay consistent with defined entities. SJTPO to determine and insert number of days.

(2) Payments of costs for performance under this Subcontract Agreement shall be made by the Contractor to the Subcontractor on a cost reimbursable basis when invoiced

quarterly billed. Any payments so made shall be in accordance with the approved budget, attached as **Exhibit B**. Each invoice shall be accompanied with the appropriate affidavit of payment of wages and documentation of expenditures for each phase of the work, including time and effort reports and Progress Reports submitted in accordance with paragraph 4(B) below, and shall be certified by the representatives of the Research Chief Financial Services Executive Director Officer or Treasurer of the Subcontractor.

Commented [BB13]: Please explain what is appropriate affidavit is.

Commented [MW14R13]: For SJTA review.

Commented [JM15R13]: Response from SJTA pending

(3) No invoices submitted will be acted upon unless an acceptable Progress Report complying with requirements of paragraph 4(B) below is submitted to the SJTPO, corresponding to the time period covered in the invoice.

(4) The Subcontractor shall maintain a complete set of time sheets, records, and accounts to identify salaries, payroll burden, and non-salary direct expenses incurred by personnel directly supporting the invoice. These expenditures shall be documented in compliance with applicable federal and State guidelines and be made available for review. If such documentation is found during annual audits and/or reviews by the federal government and/or the State to be not in compliance with applicable federal and State guidelines, the Subcontractor shall implement an appropriate plan of corrective action to meet all guidelines or repay the undocumented costs to the Contractor.

Commented [BB16]: Provision 3, D, 2 indicates effort reporting and similarly all budgets are submitted based on full time effort. Rutgers will have time sheets for very few individuals such as students and part time personal.

(5) The Subcontractor shall maintain all records relating to both negotiations and to costs incurred, which records shall include, but not be limited to, documents, papers, accounting records, and any other evidence pertaining to costs. The Subcontractor shall make such records available at the offices of the Contractor at all reasonable times during the contract period and for three (3) years from the date of final payment and shall furnish copies of the records if requested.

(E) The Contractor and the SJTPO shall not reimburse the Subcontractor for equipment purchases made pursuant to this Subcontract Agreement, in accordance with State policies and practices.

4. SPECIAL PROVISIONS.

(A) The books of account, files, and other records of the Subcontractor shall at all times, be available for inspection, review and audit by the Contractor and its representatives and the SJTPO to determine the proper application and use of all funds paid to or for the account or benefit of the Subcontractor. In addition, the Subcontractor shall provide such special reports as requested by the Contractor or the SJTPO to permit evaluation of progress of the Complete Streets Technical Assistance Program.

(B) Progress Reports.

(1) The Subcontractor shall prepare a Progress Report and submit it to the SJTPO on a three-month basis, following the commencement of this Subcontract Agreement. The Report shall be submitted within ten (10) calendar days after the close of each period. The Final Report shall be submitted no later than thirty (30) days after the last day of FY 2026.

(2) Each Progress Report shall include:

(a) A narrative description of work performed during the period and any difficulties or delays encountered;

(b) A comparison of actual accomplishments to the goals established for the period;

(c) A comparison, by task, of costs incurred with amounts budgeted; and

(d) A comparison, by task, of work performed compared to the schedule, including a percentage of work completed. This requirement can be met by including a bar chart showing schedule timing and actual progress.

(3) The following disclaimer statement shall appear on the cover or the title page of any published report concerning the Project:

The preparation of this report has been financed in part by the U.S. Department of Transportation, Federal Highway Administration. This document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The United States Government assumes no liability for its contents of its use thereof.

(C) The Subcontractor agrees to submit A-87 single audit report for local government, including report of match expenditures, within thirteen (13) months from the close of its calendar year.

(D) The Subcontractor agrees that Disadvantaged Business Enterprise (DBE), as defined in 49 CFR Part 26 and FTA Circular 4716.1A, shall have the maximum opportunity to participate in the performance of contracts and subcontracts financed, in whole or in part, with federal funds provided under this Subcontract Agreement. All consultant-led Task II Supportive Studies conducted as part of the Subregional Work Program should specify the DBE/ESBE goal and the DBE/ESBE participation rate.

(E) Regulations of the New Jersey Department of Transportation relative to Restrictions on Lobbying is made a part of this Subcontract Agreement (Appendix A).

(F) The New Jersey Department of Transportation Certification of RECIPIENT is made a part of this Subcontract Agreement (Appendix B).

(G) The Certification of South Jersey Transportation Planning Organization is made a part of this Subcontract Agreement (Appendix C).

(H) The New Jersey Department of Transportation Code of Ethics for Vendors is made a part of this Subcontract Agreement (Appendix D).

(I) The New Jersey Department of Transportation Certification of RECIPIENT Eligibility is made a part of this Subcontract Agreement (Appendix E).

(J) The New Jersey Department of Transportation Americans with Disabilities Act provisions are made a part of this Subcontract Agreement (Appendix F).

(K) The State of New Jersey Equal Employment Opportunities for Contracts Funded by FHWA is made a part of this Subcontract Agreement (Appendix G).

Commented [BB17]: This has been updated to Uniform Guidance since December 26, 2014. Kindly insert current information of uniform guidance.

Commented [MW18R17]: Please provide referenced Uniform Guidance for review and potential revisions to Section.

(L) Equal Employment Opportunity Requirements for Procurement and Service Contracts in accordance with the provisions of N.J.S.A. 10:2-1 through 10:2-4 and N.J.S.A. 10:5-3, et seq. is made a part of this Subcontract Agreement.

(M) The United States Department of Transportation (USDOT) Standard Title VI/Non-Discrimination Assurances DOT Order No. 1050.2A is made a part of this Subcontract Agreement (Appendix H through Appendix L). These appendices apply to the Subcontractor, who shall notify each potential subcontractor or supplier of the Subcontractor obligations under this Subcontract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.

(N) In the event of non-compliance by the Subcontractor with the nondiscrimination provisions of this Subcontract Agreement, the Contractor shall impose such sanctions as it may determine to be appropriate, including, but not limited to:

(1) Withholding payments to the Subcontractor until the Subcontractor complies; and

(2) Cancelling, terminating, or suspending this Subcontract Agreement, in whole or in part.

(O) This Subcontract Agreement may be terminated: (1) immediately for non-compliance in accordance with paragraph 4(N) above; (2) if funds are not forthcoming to Contractor pursuant to the Basic Agreement; (3) by mutual written agreement duly executed by Contractor and Subcontractor; and (4) by Contractor in the event Subcontractor fails to perform its obligations under this Agreement. In the event the Subcontract Agreement is terminated as a result of the Subcontractor's failure to perform, the Subcontractor shall turn over to the Contractor all work product developed under the Scope of the Work to the date of termination ~~and shall reimburse the Contractor for all funds paid to the Subcontractor to the date of termination.~~

(P) If Subcontractor has not commenced the Project within two (2) months after the execution of this Subcontract Agreement, Subcontractor may be notified in writing that the funding hereunder is rescinded.

(Q) This Subcontract Agreement may not be assigned, in whole or in part, without the prior written consent of the Contractor.

(R) Mutual Indemnification by and among Contractor, Subcontractor, and SJTPO. Each party (the "Indemnifying Party") ~~The Subcontractor~~ hereby agrees to and shall defend, indemnify, protect and ~~save hold~~ harmless the other part(ies) (the "Indemnified Parties"), Contractor and the SJTPO, its or their agents, servants, and employees, from and against all suits, claims, losses, demands or damages arising out of or claimed to arise out of the negligent acts, errors or omissions or intentional acts or omissions of the Indemnifying Party, Subcontractor, its agents, servants, employees and subcontractors, of its obligation pursuant to this Subcontract Agreement or any breach of any of its representations, warranties or covenants set forth herein. The ~~Subcontractor~~ Indemnifying Party shall, at its own expense, pay all charges for attorneys and all costs and other expenses arising from any such suit or claim incurred in connection therewith. If any judgment shall be rendered against ~~the Contractor and/or the SJTPO~~ either or both of the Indemnified Parties for which indemnification is provided under this paragraph, the ~~Subcontractor~~ Indemnifying Party shall, at its own expense, satisfy and discharge the same. This indemnification obligation is not limited by but is in addition to the insurance obligations contained in this Subcontract Agreement.

Commented [BB19]: Rutgers does not agree to claw back of funds.

Commented [MW20R19]: SJTA should review and advise whether this is acceptable.

Commented [JM21R19]: Response from SJTA pending

Commented [BB22]: Rutgers is an instrumentality of the State of New Jersey and requires bilateral indemnification. If not we can remain silent on this provision.

Commented [MW23R22]: Please see revisions converting this section to "Mutual Indemnification by and among Contractor, Subcontractor, and SJTPO."

(S) The Subcontractor assumes sole responsibility for reimbursement to the Contractor of any expenditures disallowed should audit or other examination conclude that expenditures from funds allocated to the Subcontractor pursuant to this Subcontract Agreement were not made in compliance with the provisions of this Subcontract Agreement.

5. FURTHER SUBCONTRACTORS.

(A) Subject to the provisions of this section, work constituting the Project may be further subcontracted. The Subcontractor, pursuant to ~~2CFR200OMB Circular A-110/A-87~~ and State OMB Circular 93-05 and as a recipient of federal and state funds, is required to comply with all federal and state procurement guidelines. As such, it is understood that the Subcontractor shall ensure that the terms and conditions of proposed subcontracts are in full compliance with such regulations.

(B) With regard to each subcontract, the Subcontractor shall maintain all supporting documentation, including an executed agreement with the further subcontractor, on file for review by representatives of the Contractor, the State and the federal government for a period of three (3) years after term ends. Each such further subcontract shall provide that the further subcontractor shall be responsible for complying with all federal, state, or local laws and regulations applicable to the performance of this Subcontract Agreement insofar as it relates to work performed by the further subcontractor.

(C) The Subcontractor shall make no claim for reimbursement for expenditures which were incurred prior to any subcontract for services performed by the further subcontractor related to such subcontract.

(D) Each further subcontract shall provide that the further subcontractor shall look only to the Subcontractor for the payment of any claims of any nature whatsoever arising out of such further subcontract.

(E) The hiring of further Subcontractors or consultants is prohibited without the prior written approval of the Contractor.

6. REPRESENTATIONS, WARRANTIES, AND COVENANTS.

(A) The Subcontractor covenants that the performance of work and services pursuant to the requirements of this Subcontract Agreement shall conform to professional standards of transportation planning as defined by and in accordance with applicable New Jersey law.

(B) The Subcontractor represents ~~and warrants~~ that to solicit or secure this Subcontract Agreement, no company or person, other than a bona fide employee working solely for the Subcontractor, has been employed or retained; and that the Subcontractor has not paid or agreed to pay any company or person, other than a bona fide employee working solely for the Subcontractor, any finder's fee, commission, percentage, brokerage fee, gift or any other consideration, either contingent upon or resulting from the award or making of this Subcontract Agreement.

(C) Background Intellectual Property. All rights and title in and to any and all pre-existing inventions, discoveries, know-how, material, and software ("Background Intellectual Property") developed prior to the performance of this Agreement by either of the Parties to this Agreement and the SJTPO, whether or not patentable, shall reside with the owner thereof. Neither

Commented [MW24]: Added reference to SJTPO. If there is no "Background Intellectual Property" owned by SJTPO involved, then reference to SJTPO can be deleted.

Party shall accrue any rights, title, interests or licenses to the other Party's Background Intellectual Property by means of estoppel or otherwise, except for the license to use the other Party's Background Intellectual Property to perform the Research.

5.2 Foreground Intellectual Property. Foreground Intellectual Property means (i) those inventions conceived and reduced to practice in performance of this Research and any resulting patent application, division, continuation, substitution, reissue, or reexamination and (ii) any copyrights to software or source code created in performance of this Research ("Foreground Intellectual Property"), excluding Research Results, upon which a RUTGERS employee is an inventor or creator, respectively. All right, title, and interest in such Foreground Intellectual Property shall vest to the inventors of such New IP, and inventorship shall be determined using principles of United States Patent Law.

~~The Subcontractor covenants that the patentable results of any demonstration project undertaken under this Subcontract Agreement and all information, designs, specifications, know-how, data, and findings developed in the performance of this Subcontract Agreement, including research studies, shall be made available to the public through either dedication, assignment to the United States, publication, or such other means as the Contractor shall determine.~~

- (D) The Subcontractor covenants that it shall coordinate with the SJTPO and the Contractor all news releases, publicity and information to the media having to deal with the progress of the Scoping Project. The Subcontractor shall furnish copies of all news releases and clippings to the Contractor and the SJTPO. The parties agree that publicity and communications for Subcontractor shall be approved by Marisol Seda, Assistant Director of Communications, Marketing and Public Relations, marisol.seda@rutgers.edu or comms@research.rutgers.edu

(E) **Affirmative Action Requirements.** The parties to this Subcontract Agreement hereby incorporate herein the mandatory language of Subsection 3.4(a) of the Regulations promulgated by the Treasurer of the State of New Jersey pursuant to P.L. 1975, c.127, as amended and supplemented, and the Subcontractor agrees to comply fully with the terms, provisions, and obligations thereof; provided that said Subsection shall be applied subject to the terms of Subsection 3.4(d) of said Regulations.

The parties hereto agree further to incorporate herein the mandatory language of section 5.3 of the Regulations promulgated by the Treasurer of the State of New Jersey pursuant to P.L. 1975, c. 127 (N.J.A.C. 17:27), as amended and supplemented from time to time and the Subcontractor agrees to comply fully with the terms, provisions and obligations of said section 5.3.

(F) **Waiver or Modification.** It is further agreed that no waiver or modification of this Subcontract Agreement or of any covenant or condition hereof shall be valid unless made in writing and duly executed by the parties hereto.

(G) **Governing Laws.** This Subcontract Agreement shall be construed in accordance with the laws of the State of New Jersey.

(H) **Compliance with Laws.** The Subcontractor agrees to comply with all local, state, and federal laws, rules and regulations applicable to this Subcontract Agreement and to the services performed hereunder.

7. NOTICE.

Commented [BB25]: See Rutgers Policy 50.3.19 on patents/intellectual property sent via email or available online at https://research.rutgers.edu/sites/default/files/2022-09/50-3-19_rutgers_patent_policy_update2022.pdf

Commented [MW26R25]: The proposed deleted language is acceptable to the SJTPO.

All notices required or desired to be given pursuant to this Subcontract Agreement shall be made in writing, and any reports, studies, surveys or other information required to be provided pursuant to this Subcontract Agreement, shall be sent to the parties by regular mail, postage prepaid, as follows:

If to Contractor: South Jersey Transportation Authority
Farley Service Plaza
P.O. Box 351
Hammonton, NJ 08037
Attn: Stephen Dougherty, Executive Director

If to SJTPO: South Jersey Transportation Planning Organization
817 East Landis Avenue
2nd Floor
Vineland, NJ 083610
Attn: Jennifer Marandino, Executive Director

If to Subcontractor: Rutgers, ~~The State University-Edward J. Bloustein School of Planning and Public Policy~~
33 Knightsbridge Road, 2nd Floor, ~~East Wing Room 251~~
Piscataway, NJ 08854
Attn: Chrissa Papaioannou, Associate Director
Research and Sponsored Programs

8. INCORPORATION OF APPLICABLE PROVISIONS OF BASIC AGREEMENT.

All applicable provisions contained in the Basic Agreement, except as modified herein, are hereby incorporated into this Subcontract Agreement and shall be binding upon the Subcontractor, and the Subcontractor agrees to comply with the same.

IN WITNESS WHEREOF, the parties have executed this Subcontract Agreement the day and year first above written.

ATTEST: **SOUTH JERSEY TRANSPORTATION AUTHORITY**

(SEAL) **By** _____

ATTEST: ~~RUTGERS, THE STATE UNIVERSITY- EDWARD J. BLOUSTEIN SCHOOL OF PLANNING AND POLICY~~

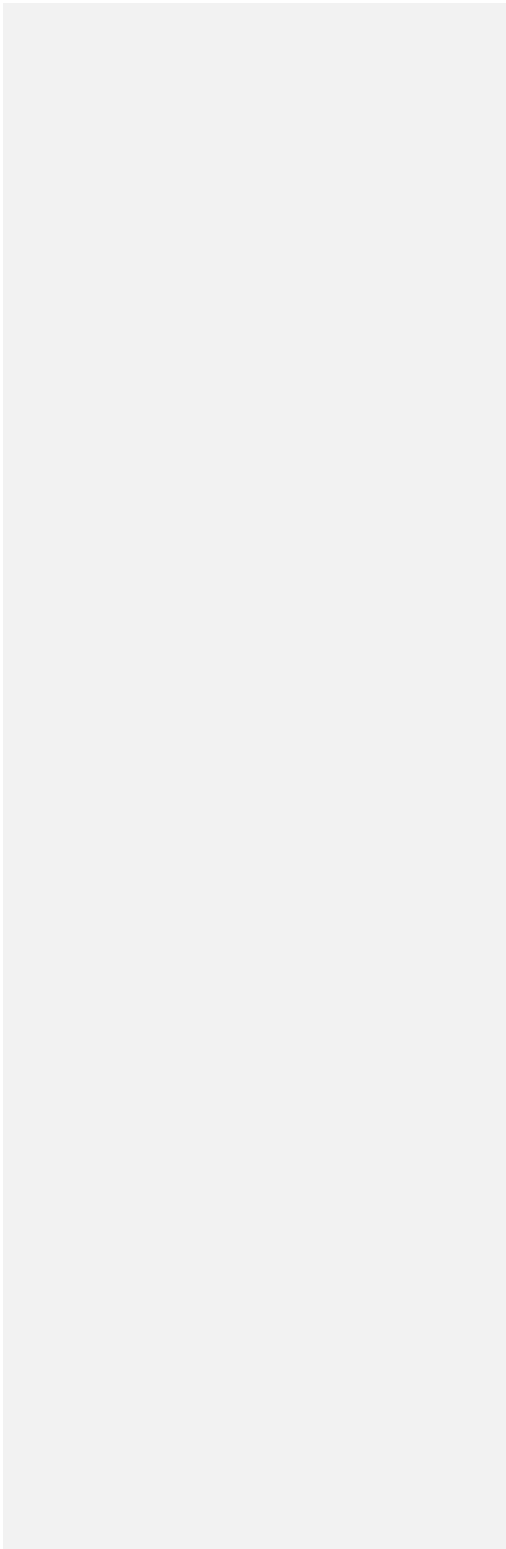
By _____

Commented [BB27]: Rutgers has a signature authorization policy and does not require attestation.

| ~~(SEAL)~~

This Subcontract Agreement and the attached Scope of Work have been reviewed and are found to be consistent with the SJTPO FY 2025 Unified Planning Work Program as approved by the South Jersey Transportation Planning Organization.

By: _____ Date _____
Executive Director, SJTPO



APPENDIX A

CERTIFICATION OF RESTRICTIONS ON LOBBYING

I, _____,
(Name and Title of Grantee Official)

hereby certify on behalf of RECIPIENT, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subRECIPIENTS shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance is placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S.Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Executed this _____ day of _____, 2____.

By: _____

(Signature and Title of Authorized Official)

APPENDIX B

CERTIFICATION OF RECIPIENT

In executing the Subcontract Agreement the RECIPIENT's signatory certifies on behalf of the RECIPIENT that neither he, nor any other officer, agent or employee of the RECIPIENT has:

1. employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bonafide employee working solely for him or the RECIPIENT) to solicit or secure this Agreement.
- 2, agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the Agreement, or
3. paid, or agreed to pay, to any firm, organization or person (other than a bonafide employee working solely for him or the RECIPIENT) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the Agreement;

except as expressly Stated in a disclosure letter to the STATE which shall accompany the Agreement after execution by the RECIPIENT on submission to the Commissioner or his designee for execution.

The RECIPIENT acknowledges that this certificate furnished to the STATE and the Federal Highway Administration, U.S. Department of Transportation, in connection with this Agreement, is subject to applicable State and Federal laws, both criminal and civil.

APPENDIX C

CERTIFICATION OF SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

In executing the Subcontract Agreement the SJTPO's signatory certifies that to the best of his knowledge, the RECIPIENT or its representative has not been required, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this Agreement, to:

1. employ or retain, or agree to employ or retain, any firm or person, or
2. pay, or agree to pay, to any firm, person, or organization, any fee, contribution, donation, or consideration of any kind;

except as expressly Stated in a disclosure letter to the Federal Highway Administration and/or Federal Transportation Administration, U.S. Department of Transportation.

The SJTPO acknowledges that this certificate is to be furnished to the Federal Highway Administration, U.S. Department of Transportation, in connection with agreements involving participation of Federal-aid highway funds, and the Federal Transportation Administration, in connection with agreements involving participation of FTA Metropolitan Planning (PL) funds, and is subject to applicable State and Federal laws, both criminal and civil.

Commented [BB28]: This is not for Rutgers.

Commented [MW29R28]: Agreed. Language applies to SJTPO.

APPENDIX D

NJDOT CODE OF ETHICS FOR VENDORS

1. No **vendor*** shall employ any NJDOT officer or employee **in the business** of the vendor or professional activity in which the vendor is involved with Department officer or employee.
2. No vendor shall offer or provide any interest, financial or otherwise, direct or indirect, in the business of the vendor or professional activity in which the vendor is involved with the Department officer or employee.
3. No vendor shall cause or influence or attempt to cause or influence any NJDOT employee or officer in his or her official capacity in any manner which might tend to impair the objectivity or independence of judgment of that NJDOT officer or employee.
4. No vendor shall cause or influence, or attempt to cause or influence, any NJDOT officer or employee to use or attempt to use his or her official position to secure any unwarranted privileges or advantages for that vendor or for any other person.
5. No vendor shall offer any NJDOT officer or employee any gift, favor, service or other thing of value under circumstances from which it might be reasonably inferred that such gift, service or other thing of value was given or offered for the purpose of influencing the RECIPIENT in the discharge of his or her official duties. In addition , employees or officers of NJDOT will not be permitted to accept breakfasts, lunches, dinners, alcoholic beverages, tickets to entertainment and/or sporting events or any other item which could be construed as having more than nominal value.

NOTE: This section would permit an NJDOT employee or officer to accept food or refreshments of relatively low monetary value provided during the course of a meeting, conference or other occasion where the employee is properly in attendance (for example - coffee, danish, tea or soda served during a conference break). Acceptance of unsolicited advertising or promotional materials of nominal value (such as inexpensive pens, pencils or calendars) would also be permitted.

Any questions as to what is or is not acceptable or what constitutes proper conduct for a Departmental employee or officer should be referred to the Department's Ethics Liaison Officer or his or her designee.

6. This code is intended to augment, not to replace existing administrative orders and the current Departmental Code of Ethics.
7. This code shall take effect immediately upon approval of the NJ Executive Commission on Ethical Standards and adoption by the NJDOT.

*Vendor is defined as any general contractor, subcontractor, consultant, person, firm, corporation or organization engaging in or seeking to do business with NJDOT.

Adopted on the 16th day of December, 1987

Commented [BB30]: The language provided is overly broad and too burdensome for our institution to accept. Preventing our University from employing any NJDOT employee is excessive and unreasonable; given that the restraint is not tailored to a specific purpose or program. We are willing to state that we will not solicit any NMDOT employee, whose employment is materially related to the Research Support Services covered herein, to work for Rutgers. As an aside, Rutgers makes all of its job postings public and we cannot restrict who applies and who we accept based upon a previous employer. Such language is commonly accepted between institutions.

Commented [MW31R30]: If Rutgers is not agreeable to the language in this Form, it should provide a revised Form for the SJTA and SJTPO to review.

APPENDIX E

CERTIFICATION OF RECIPIENT ELIGIBILITY

I _____ hereby certify under penalty of perjury under the laws of the United States, that except as noted below, the company or any person associated therewith in the capacity of owner, partner, director, officer, principal, Project director, manager, auditor, or any position involving the administration of federal or State funds:

is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any federal, State or local government agency;

has not been suspended, debarred, voluntarily excluded or determined ineligible by any federal, State or local government agency within the past 3 years;

does not have a proposed debarment pending; and

has not been indicted, convicted, or had a civil judgment rendered against (it) by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past 3 years.

(Insert exceptions - for any exception noted, indicate to whom it applies, initiating agency, and dates of action. Providing false information may result in criminal prosecution or administrative sanctions. If no exceptions, insert "None".)

Attest: RECIPIENT

Name/Title

Rutgers, The State University

Name/Title

Date: _____

APPENDIX F

AMERICANS WITH DISABILITIES ACT

Equal Opportunity For Individuals With Disabilities.

The RECIPIENT and the STATE do hereby agree that the provisions of Title II of the Americans With Disabilities Act of 1990 (the "Act") (42 U.S.C. Sec. 12101 et seq.), which prohibits discrimination on the basis of disability by public entities in all services, programs, and activities provided or made available by public entities, and the rules and regulations promulgated pursuant thereto, are made a part of this contract. In providing any aid, benefit, or service on behalf of the STATE pursuant to this contract, the RECIPIENT agrees that the performance shall be in strict compliance with the Act. In the event that the RECIPIENT, its agents, servants, employees, or subconsultants violate or are alleged to have violated the Act during the performance of this contract, the RECIPIENT shall defend the STATE in any action or administrative proceeding commenced pursuant to this Act. The RECIPIENT shall indemnify, protect, and save harmless the STATE, its agents, servants, and employees from and against any and all suits, claims, losses, demands, or damages of whatever kind or nature arising out of or claimed to arise out of the alleged violation. The RECIPIENT shall, at its own expense, appear, defend, and pay any and all charges for legal services and any and all costs and other expenses arising from such action or administrative proceeding or incurred in connection therewith.

In any and all complaints brought pursuant to the STATE'S grievance procedure, the RECIPIENT agrees to abide by any decision of the STATE which is rendered pursuant to said grievance procedure. If any action or administrative proceeding results in an award of damages against the STATE or if the STATE incurs any expense to cure a violation of the ADA which has been brought pursuant to its grievance procedure, the RECIPIENT shall satisfy and discharge the same at its own expense.

The STATE shall, as soon as practicable after a claim has been made against it, give written notice thereof to the RECIPIENT along with full and complete particulars of the claim. If any action or administrative proceeding is brought against the STATE or any of its agents, servants, and employees, the STATE shall expeditiously forward or have forwarded to the RECIPIENT every demand, complaint, notice, summons, pleading, or other process received by the STATE or its representatives.

It is expressly agreed and understood that any approval by the STATE of the services provided by the RECIPIENT pursuant to this contract will not relieve the RECIPIENT of the obligation to comply with the Act and to defend, indemnify, protect, and save harmless the STATE pursuant to this paragraph.

It is further agreed and understood that the STATE assumes no obligation to indemnify or save harmless the RECIPIENT, its agents, servants, employees and subconsultants for any claim which may arise out of their performance of this Agreement. Furthermore, the RECIPIENT expressly understands and agrees that the provisions of this indemnification clause shall in no way limit the RECIPIENT'S obligations assumed in this Agreement, nor shall they be construed to relieve the RECIPIENT from any liability, nor preclude the STATE from taking any other actions available to it under any other provisions of this Agreement or otherwise at law.

APPENDIX G

STATE OF NEW JERSEY EQUAL EMPLOYMENT OPPORTUNITY FOR CONTRACTS FUNDED BY FHWA

The parties to this Agreement do hereby agree that the provisions of NJSA 10:2-1 through 10:2-4 and NJSA 10:5-31 et seq (PL 1975, c 127, as amended and supplemented) dealing with discrimination in employment on public contracts, and the rules and regulations promulgated pursuant thereunto, are hereby made a part of this Agreement and are binding upon them.

During the performance of this Agreement, the RECIPIENT agrees as follows:

- a. The RECIPIENT, will not discriminate against any employee or applicant for employment because of age, race, creed, color, national origin, ancestry, marital status or sex. The RECIPIENT will take affirmative action to ensure that such applicants are recruited and employed, and that employees are treated during employment, without regard to their age, race, creed, color, national origin, ancestry, marital status or sex. Such action shall include but not be limited to the following: employment, upgrading, demotion, or transfer, recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The RECIPIENT agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the Department of Transportation's Compliance Officer setting forth provisions of this nondiscrimination clause;
- b. The RECIPIENT will, in all solicitations or advertisements for employees placed by or on behalf of the RECIPIENT, state that all qualified applicants will receive consideration for employment without regard to age, race, creed, color, national origin, ancestry, marital status or sex;
- c. The RECIPIENT, will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the Department of Transportation's Compliance Officer, advising the labor union or worker's representative of the contractor's commitments under this act and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

The notices referred to in paragraphs a and c may be obtained at the preconstruction conference.

APPENDIX H

During the performance of this Subcontract Agreement, the Subcontractor, for itself, its assignees, and successors in interest, agrees as follows:

1. **Compliance with Regulations:** The Subcontractor and its consultants comply with the Acts and the Regulations applicable to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, **FHWA, FTA, and/or FAA**, as they may be amended from time to time, which are herein incorporated by reference and made a part of this Subcontract Agreement.
2. **Non-discrimination:** The Subcontractor, with regard to the work performed by it during the Subcontract Agreement, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Subcontractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the Subcontractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the Subcontractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The Subcontractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the **FHWA, FTA, and/or FAA** to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of the Subcontractor is in the exclusive possession of another who fails or refuses to furnish the information, the Subcontractor will so certify to the Recipient or the **FHWA, FTA, and/or FAA**, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of the Subcontractor's noncompliance with the non-discrimination provisions of this Subcontract Agreement, the Recipient will impose such contract sanctions as it or the **FHWA, FTA, and/or FAA** may determine to be appropriate including, but not limited to:
 - a. withholding payments to the Subcontractor under this Subcontract Agreement until the Subcontractor demonstrates its compliance with the non-discrimination provisions; and/or
 - b. cancelling, terminating, or suspending this Subcontract Agreement in whole or in part.
6. **Incorporation of Provisions:** The Subcontractor will include the provisions of paragraphs one (1) through five (5) above in every additional subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The Subcontractor will take action with respect to any subcontract or procurement as the Recipient or the **FHWA, FTA, and/or FAA** may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the Subcontractor becomes involved in, or is threatened with litigation by another subcontractor, or supplier because of such direction, the Subcontractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the Subcontractor may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX I

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the **South Jersey Transportation Planning Organization (SJTPO)** will accept title to the lands and maintain the project constructed thereon in accordance with *(Name of Appropriate Legislative Authority)*, the Regulations for the Administration of the **Unified Planning Work Program**, and the policies and procedures prescribed by the **FHWA, FTA, and/or FAA** of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non discrimination in Federally-assisted programs of the U.S Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto **SJTPO** all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto SJTPO and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on **SJTPO**, its successors and assigns.

SJTPO, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [.] [and]* (2) that **SJTPO** will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49 1 Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended L and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

Commented [BB32]: Remove. Does not apply to Rutgers.

Commented [MW33R32]: Understood this does not apply to Rutgers. The language addresses SJTPO obligations and this document should not be removed.

APPENDIX J

CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by SJTPO pursuant to the provisions of Assurance 7(a):

- A. The (*grantee, lessee, permittee*, etc. *as appropriate*) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [*in the case of deeds and leases add "as a covenant running with the land"*] that:
 1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, **SJTPO** will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*
- C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, **SJTPO** will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of **SJTPO** and its assigns. *

(* Reverter clause and related language to be used only when it is determined that such a clause is necessary to make dear the purpose of Title VI.)

Commented [BB34]: Remove - does not apply to Rutgers.

Commented [MW35R34]: Understood this does not apply to Rutgers. However, the language addresses SJTPO obligations. This document should not be removed.

APPENDIX K

CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by **SJTPO** pursuant to the provisions of Assurance 7(b):

- A. The (*grantee, licensee, permittee, etc., as appropriate*) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (*in the case of deeds and leases add, "as a covenant running with the land"*) that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance,
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non discrimination covenants, **SJTPO** will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued. *
- C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, **SJTPO** will there upon revert to and vest in and become the absolute property of **SJTPO** and its assigns. *

(* Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

Commented [BB36]: Remove - not applicable t Rutgers.

Commented [MW37R36]: Understood this does not apply to Rutgers. The language addresses SJTPO obligations and this document should not be removed.

APPENDIX L

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C.
- § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC§ 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles 11 and 111 of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures Non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and
- adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of Limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

Insert

EXHIBIT A Scope of Work
EXHIBIT B Cost and Budget

after Contract Agreement is finalized and saved as pdf, attaching both as pdf documents.

Commented [BB38]: I need to read this now during consideration. Kindly provide.

Commented [MW39R38]: Should be provided to Rutgers for review.

Commented [JM40R38]: Scope of Work, Cost and Budget provided by Rutgers

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2409-26: Approving a Complete Streets Technical Assistance Program Subcontract Agreement Between the South Jersey Transportation Authority and Rutgers

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

WHEREAS, on December 3, 1993, the State of New Jersey, acting through the Commissioner of the Department of Transportation (State) entered into a certain basic agreement (Basic Agreement) with the South Jersey Transportation Authority (SJTA), pursuant to which the SJTA agreed to provide administrative staff support to the SJTPO in furtherance of its work program activities and pursuant to the conditions applicable to the funding and administrative staff support to be provided to the SJTPO by the SJTA and the obligations of the SJTA and the State with respect to such funding were set forth; and

WHEREAS, the State has received approval of the SJTPO Fiscal Year (FY) 2025 Unified Planning Work Program (UPWP) from the Federal Highway Administration (FHWA), and in furtherance of such approval will issue to the SJTA a Federal Aid Agreement to the Basic Agreement authorizing the implementation of the UPWP and establishing funding accounts with respect thereto; and

WHEREAS, the State has received approval to modify the SJTPO FY 2025 UPWP from FHWA to add funding to support additional tasks within the Technical Program including Task 25/405 Complete Streets Technical Assistance Program Pilot (Complete Streets Technical Assistance Program); and

WHEREAS, the Complete Streets Technical Assistance Program encourages the planning, design, construction, operation, and maintenance of transportation systems to promote safe and convenient travel by a variety of transportation modes; and

WHEREAS, the SJTA is desirous of subcontracting to Rutgers, the State University on behalf of Edward J. Bloustein School of Planning and Public Policy (Rutgers), that portion of the UPWP which constitutes Rutgers' Complete Streets Technical Assistance Program, and Rutgers is desirous of providing the services necessary to perform the Complete Streets Technical Assistance Program; and

WHEREAS, in furtherance of the aforementioned State approvals and Rutgers' expressed desire to provide necessary services in connection with the Complete Streets Technical Assistance Program, the SJTA, SJTPO, and Rutgers have negotiated a Subcontract Agreement, which will commence on [REDACTED], 2024 and will continue through June 30, 2026, and may be extended with the written consent of the SJTA and Rutgers; and

WHEREAS, the Subcontract Agreement includes a Scope of Work that sets forth the specific services and tasks Rutgers will perform in furtherance of the Complete Streets Technical Assistance Program; and

WHEREAS, the total cost of services to be provided by Rutgers pursuant to the Subcontract Agreement is \$400,000.00; and

WHEREAS, the SJTPO Program Manager – Safety Initiatives & Complete Streets shall serve as a Project Manager to Rutgers for the Complete Streets Technical Assistance Program and will advise Rutgers in its performance of the required services; and

WHEREAS, pursuant to the Subcontract Agreement, Rutgers will submit invoices for payment and supporting records to the SJTPO on a three (3) month basis, which shall be forwarded to the SJTA for review and payment to Rutgers on a cost reimbursable basis; and

WHEREAS, Rutgers will provide the SJTPO with a Progress Report every three (3) months, which will include a narrative description of work performed during the period, confirmation of Rutgers' compliance with agreed upon work schedules and budgets, and a summary of any difficulties or delays encountered; and

WHEREAS, the Subcontract Agreement requires the SJTPO Executive Director to affirm that the Agreement's terms and the proposed Scope of Work are consistent with the SJTPO FY 2025 Unified Planning Work Program as approved by the SJTPO.

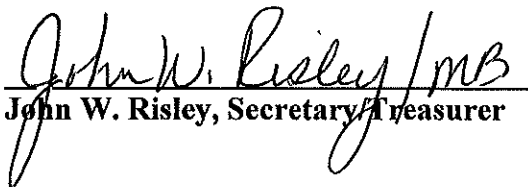
NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the Complete Streets Technical Assistance Program Subcontract Agreement, as described herein; and

BE IT FURTHER RESOLVED that the Policy Board authorizes the Executive Director to execute the Subcontract Agreement and to take all steps necessary and legally required for the SJTPO to satisfy its obligations under the Subcontract Agreement; and

BE IT FURTHER RESOLVED, that in the event that any material revisions are made to the form of the Subcontract Agreement that has been provided to the Policy Board with this Resolution, the Executive Director and/or her designee will advise the Board of Commissioners of such material revisions, and the revised Subcontract Agreement shall be presented to the Policy Board for additional approval.

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 September 23, 2024.


John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2409-27: Approving Project Evaluation Process Scoring Recommendations from the RTP 2050 Update Project Solicitation

PROPOSAL

At its September 9, 2024 meeting, the SJTPO Technical Advisory Committee (TAC) recommended that the Policy Board approve the Project Evaluation Scores from the RTP 2050 update project solicitation.

BACKGROUND

SJTPO's Project Evaluation Process is used to score and evaluate projects that are adopted as a part of the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Under the recently revised process, Adopted July 22, 2024, the process was bifurcated focusing on projects expected to be implemented in the near term (i.e., within 1 to 10 years of RTP implementation), and the long-term (i.e., within years 11 through 25) from the date the RTP is implemented).

The evaluation process encompasses two central elements, the first focuses on ensuring projects are consistent with Performance-Based Planning Processes, RTP Goals or Planning Factors, and SJTPO Planning Initiatives. Near-term projects have two additional components for their evaluation: Impact of Project and Cost-Effectiveness.

The Project Evaluation Processes are conducted by SJTPO staff, in coordination with project sponsors, TAC, and Policy Board. As outlined in the [Project Evaluation Process](#), SJTPO staff are submitting Final Scoring Recommendations for the RTP 2050 update, which are included in two charts; *RTP 2050 update: Projects in Years 1-10* and *RTP 2050 update: Projects in Years 11-50*.

All previous steps in the process have been completed, including review by SJTPO subregional partners and project sponsors. Final discussions with NJDOT and the subregions related to preparing a fiscally constrained RTP are pending.

RTP 2050 update: Projects in Years 1-10

County	Subregion	Column1	DBNUM/RTP#	Project Name	Total Score
Atlantic County	Atlantic City	2029-2033	RTP-5006	Pedestrian/Bike Linkage between Atlantic City High School and Atlantic City-crossing Route 40	89
Atlantic County	Atlantic City	2029-2033	RTP-5008	Atlantic City Boardwalk	45
Atlantic County		2029-2033	RTP-5009	Bicycle/Pedestrian Bridge linking Route 9 and GSP	70
Atlantic County	Atlantic County	2029-2033	RTP-1014	Wrangleboro/Tilton Corridor	61
Atlantic County	Atlantic County	2029-2033	RTP-1015	Jobs Point Bridge (EH32)	44
Atlantic County	Atlantic County	2029	RTP-1016	Tilton Road (CR563) - Section 6, Reconstruction	83
Atlantic County	Atlantic County	2029	RTP-1017	Delilah Road (CR646) & Tilton Road (CR563), Intersection (formerly known as Airport Circle), Resurfacing	88
Atlantic County	Atlantic County	2026	RTP-1018	County Route 563 (Mill Road and Tilton Road) - Sections 2 thru 4, Resurfacing	81
Atlantic County	Atlantic County	2032	RTP-1019	Somers Point-Mays Landing Road (CR559) - Section 1, Resurfacing	80
Atlantic County	Atlantic County	2033	RTP-1020	Bears Head Road (CR552) - Sections 3 & 4	52
Cape May County	Cape May County	2025	RTP-2013	Raising of 34th Street (CR 623) from Bridge No. 0500-004 (eastern abutment) to Bay Avenue (CR 656).	81
Cape May County	Cape May County	2025	RTP-2027	96th Street Bridge Replacement	77
Cape May County	Cape May County	2025	RTP-2028	Phase 2 Scour and Spall Repair - Mill Creek and Upper Thorofare Bridges	62
Cape May County	Cape May County	2025	RTP-2014	Hand Avenue Bridge Replacement	42
Cape May County	Cape May County	2029	RTP-2008	Ocean City-Longport Bridge Replacement	49
Cape May County	Cape May County	2031	RTP-2009	Ocean Drive (CR 621) Bridge Upgrades	85
Cape May County	Cape May County	2029	S2310/RTP-2016	Kings Highway (CR 608) resurfacing From Route 83 to CR 628	65
Cape May County	Cape May County	2031	15400A/RTP-2017	Route 9, Tuckahoe Rd (CR 631) to Roosevelt Blvd (CR 623)	49
Cape May County	Cape May County	2030	17303/RTP-2018	Route 47, Bridge over Dennis Creek	54
Cape May County	Cape May County	2030	12320/RTP-2019	Nummytown Mill Pond Dam	33
Cape May County	Cape May County	2029	S2314/RTP-2020	Townbank Road (CR 648) resurfacing improvements from Clubhouse drive to Bayshore Road (CR 603)	67
Cape May County	Cape May County	2030	RTP-2021	Resurfacing of West Avenue CR 619 Phase 1	58
Cape May County	Cape May County	2031	RTP-2022	Resurfacing of West Avenue CR 619 Phase 2	62

County	Subregion	Column1	DBNUM/RTP#	Project Name	Total Score
Cape May County	Cape May County	2032	RTP-2023	Resurfacing of West Avenue CR 619 Phase 3	58
Cape May County	Cape May County	2033	RTP-2024	resurfacing of Indian Trail Road (CR 618)	85
Cape May County	Cape May County	2033	RTP-2005	Replacing, Widening Avalon Boulevard (CR 601) Bridge (2)	68
Cape May County	Cape May County	2027	RTP-2025	Roosevelt Boulevard reconstruction from north bound GSP exit 25 to CMC bridge structure 0500-004 (western abutment)	85
Cape May County	Cape May County	2027	RTP-2026	Third Avenue Resurfacing (CR 619) from 99th Street south to the base of bridge no 0500-028 (Great Channel bridge)	79
Cumberland County	City of Vineland	2029	S2316	Mill Road, Gallagher Drive to Weymouth Road	48
Cumberland County	City of Vineland	2030	RTP-6009	Chestnut Avenue, Main Road to Spring Road	52
Cumberland County	City of Vineland	2031	RTP-6010	Chestnut Avenue, Brewster Road to Spring Road	52
Cumberland County	City of Vineland	2032	RTP-6011	Chestnut Avenue, Brewster Road to Lincoln Avenue	49
Cumberland County	City of Vineland	2033	RTP-6012	East Avenue, Elmer Road to Walnut Road	62
Cumberland County	Cumberland County	2033	RTP-3027	Nabb Avenue extension proposes to continue Nabb Avenue from intersection with NJ 49 to an interection with Buckshutem Road (CR 670)	81
Cumberland County	City of Millville	2030	15340	Route 47, Henderson Avenue to High Street	66
Cumberland County	Cumberland County	2029	RTP-3005	FY 2029 Federal Road Program	Not Scored*
Cumberland County	Cumberland County	2030	RTP-3006	FY 2030 Federal Road Program	Not Scored*
Cumberland County	Cumberland County	2031	RTP-3007	FY 2031 Federal Road Program	Not Scored*
Cumberland County	Cumberland County	2032	RTP-3008	FY 2032 Federal Road Program	Not Scored*
Cumberland County	Cumberland County	2033	RTP-3009	FY 2033 Federal Road Program	Not Scored*
Cumberland County	Cumberland County	2034	RTP-3010	FY 2028 Federal Road Program	Not Scored*
Salem County	Salem County	2031	RTP-4005	Kings Highway (CR 620)	30
Salem County	Salem County	2033	RTP-4006	Buck Road (CR 553)	27
Salem County	Salem County	2032	RTP-4007	Alloway-Woodstown Road (CR 603) and Fenwick Road, Local Road	40
NJDOT	NJDOT	2032	23353/RTP-7002	Rt 55 NB & SB, Bridge over Oak Rd (CR 681), Deck Replacement	73
NJDOT		2032	24304/RTP-7003	Rt 49, Bridge over Mill Creek	68

* Projects Not Scored because location specific information not available, project will be evaluated and scored when specific project information is known

RTP 2050 update: Projects in Years 11-50

County	Subregion	RTP#	Project Name	Total Score
Atlantic County	Atlantic City	RTP-5007	Route 30 Elevation	10
Atlantic County	Atlantic City	RTP-5010	Relocation of Intercoastal Waterway	13
Cape May County	Cape May County	RTP-2010	Townsend's Inlet Bridge Replacement	13
Cape May County	Cape May County	RTP-2011	Great Channel and Grassy Sound Bridges Replacement	13
Cape May County	Cape May County	RTP-2012	Corsons Inlet Bridge Replacement	10
Cape May County	Cape May County	RTP-2015	Cedar Swamp (CR 631) Bridge Replacement	7
Cumberland County	Cumberland County	RTP-3010	FY 2034 Federal Road Program	0
Cumberland County	Cumberland County	RTP-3011	FY 2035 Federal Road Program	0
Cumberland County	Cumberland County	RTP-3012	FY 2036 Federal Road Program	0
Cumberland County	Cumberland County	RTP-3013	FY 2037 Federal Road Program	0
Cumberland County	Cumberland County	RTP-3014	FY 2038 Federal Road Program	0
Cumberland County	Cumberland County	RTP-3015	FY 2039 Federal Road Program	0
Cumberland County	Cumberland County	RTP-3016	FY 2040 Federal Road Program	0
Cumberland County	Cumberland County	RTP-3017	FY 2041 Federal Road Program	0
Cumberland County	Cumberland County	RTP-3018	FY 2042 Federal Road Program	0
Cumberland County	Cumberland County	RTP-3019	FY 2043 Federal Road Program	0
Cumberland County	Cumberland County	RTP-3020	FY 2044 Federal Road Program	0
Cumberland County	Cumberland County	RTP-3021	FY 2045 Federal Road Program	0
Cumberland County	Cumberland County	RTP-3022	FY 2046 Federal Road Program	0
Cumberland County	Cumberland County	RTP-3023	FY 2047 Federal Road Program	0
Cumberland County	Cumberland County	RTP-3024	FY 2048 Federal Road Program	0
Cumberland County	Cumberland County	RTP-3025	FY 2049 Federal Road Program	0
Cumberland County	Cumberland County	RTP-3026	FY 2050 Federal Road Program	0
Cumberland County	City of Vineland	RTP-6013	Magnolia Road, Spring Road to Lincoln Avenue	5
Cumberland County	City of Vineland	RTP-6014	Landis Avenue streetscape between Orchard Road & Myrtle Street	11
Cumberland County	City of Vineland	RTP-6015	Mill Road, Garden Road to Wheat Road	5
Cumberland County	City of Vineland	RTP-6016	Mill Road, Wheat Road to Oak Road	8
Cumberland County	City of Vineland	RTP-6017	Mill Road, Oak Road to Almond Road	9

County	Subregion	RTP#	Project Name	Total Score
Cumberland County	City of Vineland	RTP-6018	SE Boulevard, Sherman Avenue to Butler Avenue	5
Cumberland County	City of Vineland	RTP-6019	Elmer Road, Delsea Drive to SW Boulevard	2
Cumberland County	City of Vineland	RTP-6020	SE Boulevard, Sherman Avenue to Grant Avenue	6
Cumberland County	City of Vineland	RTP-6021	SE Boulevard, Grant Avenue to Elmer Road	6
Cumberland County	City of Vineland	RTP-6022	SE Boulevard, Elmer Road to Walnut Road	6
Cumberland County	City of Vineland	RTP-6023	SE Boulevard, Walnut Road to Chestnut Avenue	4
Cumberland County	City of Vineland	RTP-6024	SE Boulevard, Chestnut Avenue to Landis Avenue	7
Cumberland County	City of Vineland	RTP-6025	NE Boulevard, Landis Avenue to Park Avenue	10
Cumberland County	City of Vineland	RTP-6026	NW Boulevard, Landis Avenue to Park Avenue	8
Cumberland County	City of Vineland	RTP-6027	SW Boulevard, Chestnut Avenue to Landis Avenue	9
Cumberland County	City of Vineland	RTP-6028	SW Boulevard, Sherman Avenue to Burns Avenue	4
Cumberland County	City of Vineland	RTP-6029	Elmer Road, Main Road to Spring Road	5
Cumberland County	City of Vineland	RTP-6030	Landis Avenue, Myrtle Street to Boulevard	9
Cumberland County	City of Vineland	RTP-6031	Landis Avenue, Boulevard to West Avenue	11
Cumberland County	City of Vineland	RTP-6032	Burns Avenue Widening – S. East Boulevard to Main Road	4
Cumberland County	City of Vineland	RTP-6033	Intersection Radius Improvements, various locations	2
Cumberland County	City of Vineland	RTP-6034	Alignment of Chestnut Avenue and Valley Avenue	6
Cumberland County	City of Vineland	RTP-6035	Center City One-Way Grid	12
Salem County	Salem County	RTP-4008	Harmersville-Canton Road/Main Street - Canton (CR 623)	4
Salem County	Salem County	RTP-4009	Fort Elfsborg - Hancocks Bridge Road (CR 624)	3
Salem County	Salem County	RTP-4010	Pedricktown-Woodstown Road/Auburn Road (CR 602)	4
Salem County	Salem County	RTP-4011	Harmersville-Pecks Corner Road (CR 667)	7
Salem County	Salem County	RTP-4012	Harmersville-Pecks Corner Road/Pecks Corner-Cohansey Road (CR 667)	8
Salem County	Salem County	RTP-4013	Yorktown Road (CR 672)	2
Salem County	Salem County	RTP-4014	Pecks Corner - Cohansey Road (CR 540)	7
Salem County	Salem County	RTP-4015	Salem-Hancocks Bridge Road (CR 658) MP 17.17 to 18.93	6
Salem County	Salem County	RTP-4016	Commissioners Pike (CR 581)	6
Salem County	Salem County	RTP-4017	Commissioners Pike (CR 581)	8
Salem County	Salem County	RTP-4018	Hawks Bridge Road (CR 540)	10
Salem County	Salem County	RTP-4019	Hawks Bridge Road (CR 540)	10

County	Subregion	RTP#	Project Name	Total Score
Salem County	Salem County	RTP-4020	Almond Road (CR 540)	5
Salem County	Salem County	RTP-4021	Almond Road (CR 540)	6
Salem County	Salem County	RTP-4022	Pennsville - Auburn Road (CR 551)	7
Salem County	Salem County	RTP-4023	Willow Grove Road	3
Salem County	Salem County	RTP-4024	Willow Grove Road	3
NJDOT	NJDOT	RTP-7001	Rt 49, Cinderella Rd to S East Ave (CR722)	20

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2409-27: Approving the Project Evaluation Scoring Recommendations from RTP 2050 Update Project Solicitation

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

WHEREAS, MPOs are responsible for ensuring projects for inclusion in the Regional Transportation Plan (RTP) align with regional, state, and federal guidelines and priorities as part of the Performance-Based Planning Process; and

WHEREAS, on July 22, 2024, the Policy Board approved a revised Project Evaluation Process that included a slightly revised set of criteria for longer-term projects most likely to be included in a long-range Regional Transportation Plan; and

WHEREAS, SJTPO member subregions submitted projects for consideration for inclusion in Forward 2050 for review, consideration, and evaluation; and

WHEREAS, the Project Selection Process lays out specific steps to be included before formal approval of Forward 2050; and

WHEREAS, the Project Evaluation Process was conducted by SJTPO staff, in coordination with the project sponsor, Technical Advisory Committee (TAC), and Policy Board; and

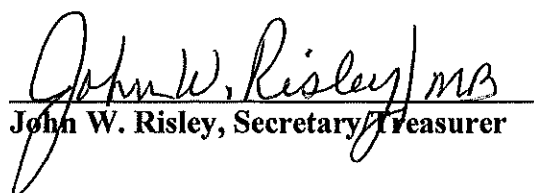
WHEREAS, the Project Evaluation Scores were presented at the September 9, 2024, TAC meeting, which recommended approval of the Project Evaluation Scores of Forward 2050 to the Policy Board; and

WHEREAS, this Project Evaluation Scores listing of projects reflects projects that will advance federal, state, and SJTPO planning priorities and initiatives; and

NOW, THEREFORE BE IT RESOLVED that the Policy Board hereby endorses and approves the Project Evaluation Scores of Projects for Forward 2050, SJTPO's 2050 Regional Transportation Plan update.

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 September 23, 2024.


John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2409-28: **Endorsing the SJTPO Seasonal Population and Employment Projections for Forward 2050 (RTP 2050 update)**

PROPOSAL

At its September 9, 2024, meeting, the SJTPO Technical Advisory Committee (TAC) recommended that the Policy Board endorse the seasonal population and employment forecasts for the SJTPO region for Forward 2050, which will serve as SJTPO’s Regional Transportation Plan (RTP) 2050 update.

BACKGROUND

A regional demographic forecast is needed to accurately portray existing and future population, households, and employment data. This data is also necessary to maintain the South Jersey Travel Demand Model and for updating the Regional Transportation Plan. In addition to year-round demographic forecasts, SJTPO had seasonal forecasts prepared, due to the strong seasonal orientation of its population and travel patterns.

Year-round population, household, and employment forecasts were approved by the SJTPO Policy Board on May 28, 2024. Approval of seasonal population and employment forecasts were not initially included as they were not yet prepared. Since that meeting, seasonal forecasts have been developed using a hybrid approach. For Atlantic and Cape May Counties, seasonal factors for the seasonal municipalities were developed based on an analysis of water permit data from campgrounds and marinas, as well as sewerage flow data. The exact factors are depicted in the table below.

Since the above approach yielded no seasonal influx for Cumberland County and very little influx for Salem County, an alternative approach was used to develop seasonal estimates for those counties. Essentially, the annual visitor was extracted from a report titled, “The New Jersey Visitor Economy,” and extrapolated to 2050. The seasonal projections for Cumberland and Salem County represent annual numbers, as opposed to daily numbers, as depicted for Atlantic and Cape May counties.

Seasonal Communities and Population Factor – Atlantic and Cape May Counties

Atlantic County		Cape May County	
Community	Seasonal Factor	Community	Seasonal Factor
Atlantic City City	158.1%	Avalon Borough	1564.7%
Brigantine City	181.7%	Cape May City	560.7%
Egg Harbor Township	102.8%	Cape May Point Borough	372.3%
Estell Manor City	474.1%	Dennis Township	723.5%
Galloway Township	101.3%	Lower Township	202.6%
Hamilton Township	105.6%	Middle Township	216.4%
Longport Borough	335.9%	North Wildwood City	525.0%
Margate City City	214.5%	Ocean City	445.1%
Port Republic City	216.3%	Sea Isle City	888.0%
Somers Point City	107.8%	Stone Harbor Borough	971.8%
Ventnor City City	109.3%	Upper Township	224.0%
		West Cape May Borough	290.1%
		West Wildwood Borough	395.4%
		Wildwood Crest borough	410.1%
		Woodbine Borough	132.9%

Seasonal employment was estimated from the Bureau of Labor Statistics and the Current Employment Statistics (CES) program data. The CES provides unadjusted monthly and annual average employment data at the metropolitan area level but is only available for the Atlantic-Hammonton, Ocean City, and Vineland-Bridgeton areas. The total for the unadjusted employment data for January and July is used to calculate the seasonal adjustment factors that are applied to the total employment. The table below shows the 10-year annual data for Atlantic County as an example, along with the 10-year summation and calculation of each of the metro areas.

Off-Season and In-Season Adjustment Factor

Atlantic-Hammonton	Total Non-Farm (000's)			% Annual Average	
	Annual Avg.	January	July	January	July
2014	132.0	127.3	136.9	0.9644	1.0371
2015	128.2	122.9	131.1	0.9587	1.0226
2016	128.2	122.3	131.9	0.9540	1.0289
2017	126.6	121.3	129.4	0.9581	1.0221
2018	130.3	120.9	136.1	0.9279	1.0445
2019	132.6	127.4	135.9	0.9608	1.0249
2020	111.5	127.8	107.6	1.1462	0.9650
2021	121.0	110.4	124.3	0.9124	1.0273
2022	128.1	120.1	131.1	0.9375	1.0234
2023	130.2	123.3	133.3	0.9470	1.0238
10-year Total					
Atlantic-Hammonton	1,268.7	1,223.7	1,297.6	0.9645	1.0228
Vineland-Bridgeton	583.0	576.1	565.9	0.9882	0.9707
Ocean City	422.1	329.5	565.1	0.7806	1.3388

The *Seasonal Population and Employment Projections for Atlantic and Cape May Counties (2020 to 2060)* and *Annual Number of Visitors for Cumberland and Salem Counties (2020 to 2060)* are attached.

In summary, SJTPO's 2050 projections show a 36% increase between year-round and seasonal population (including visitors) for a typical summer day for Atlantic County and a 507% increase between year-round and seasonal population (including visitors) for a typical summer day in Cape May County.

Cumberland County is expected to have over 1.1 million visitors by the year 2050, which is a more than 700% increase from its projected year-round population of 149,900, (annual number, not daily total). Salem County is projected to have more than 410,000 visitors in 2050, which is more than a 630% increase from its projected year-round population of 64,300.

(All data expressed in thousands)

thousands	Seasonal Population (July)										Non-Resident Visitors								
	2020	2025	2030	2035	2040	2045	2050	2055	2060	2020	2025	2030	2035	2040	2045	2050	2055	2060	
Atlantic	324.0	330.4	337.2	339.9	338.5	334.0	326.9	319.7	313.9	49.4	50.5	51.5	51.9	51.7	51.0	49.9	48.8	47.9	
Absecon city	9.1	8.8	8.9	9.0	9.0	8.9	8.7	8.5	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Atlantic City city	60.9	62.6	63.9	64.4	64.2	63.3	62.0	60.6	59.5	22.4	23.0	23.5	23.7	23.6	23.3	22.8	22.3	21.9	
Brigantine city	14.0	14.5	14.8	14.9	14.9	14.7	14.3	14.0	13.8	6.3	6.5	6.7	6.7	6.7	6.6	6.4	6.3	6.2	
Buena borough	4.5	4.5	4.5	4.6	4.6	4.5	4.4	4.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Buena Vista township	7.0	6.6	6.7	6.8	6.7	6.7	6.5	6.4	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Corbin City city	0.5	0.4	0.5	0.5	0.5	0.5	0.4	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Egg Harbor City city	4.4	4.4	4.5	4.5	4.5	4.4	4.3	4.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Egg Harbor township	49.2	51.8	52.9	53.3	53.1	52.4	51.2	50.1	49.2	1.3	1.4	1.4	1.5	1.4	1.4	1.4	1.4	1.3	
Estell Manor city	7.9	7.6	7.7	7.8	7.8	7.6	7.5	7.3	7.1	6.2	6.0	6.1	6.1	6.1	6.0	5.9	5.8	5.6	
Folsom borough	1.8	1.7	1.8	1.8	1.8	1.8	1.7	1.7	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Galloway township	38.3	39.2	40.0	40.3	40.2	39.6	38.8	37.9	37.2	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Hamilton township	29.0	30.6	31.2	31.4	31.3	30.9	30.2	29.6	29.0	1.5	1.6	1.7	1.7	1.7	1.6	1.6	1.6	1.5	
Hammonton town	14.7	15.1	15.4	15.5	15.4	15.2	14.9	14.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Linwood city	7.0	7.0	7.1	7.2	7.1	7.0	6.9	6.7	6.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Longport borough	3.0	2.7	2.8	2.8	2.8	2.8	2.7	2.6	2.6	2.1	1.9	2.0	2.0	2.0	1.9	1.9	1.9	1.8	
Margate City city	11.4	12.4	12.6	12.7	12.7	12.5	12.2	12.0	11.8	6.1	6.6	6.7	6.8	6.8	6.7	6.5	6.4	6.3	
Mullica township	5.8	5.7	5.8	5.8	5.8	5.7	5.6	5.5	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Northfield city	8.4	8.6	8.8	8.9	8.8	8.7	8.5	8.3	8.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pleasantville city	20.6	20.2	20.6	20.7	20.7	20.4	19.9	19.5	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Port Republic city	2.4	2.3	2.3	2.4	2.4	2.3	2.3	2.2	2.2	1.3	1.2	1.3	1.3	1.3	1.3	1.2	1.2	1.2	
Somers Point city	11.3	11.1	11.3	11.4	11.4	11.2	11.0	10.7	10.6	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	
Ventnor City city	10.1	10.4	10.6	10.7	10.7	10.5	10.3	10.1	9.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.8	
Weymouth township	2.6	2.5	2.5	2.5	2.5	2.5	2.4	2.4	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

thousands	Seasonal Population (July)										Non-Resident Visitors								
	2020	2025	2030	2035	2040	2045	2050	2055	2060	2020	2025	2030	2035	2040	2045	2050	2055	2060	
Cape May	335.8	339.2	341.4	339.9	334.5	326.1	316.3	307.3	300.7	240.5	243.2	244.7	243.6	239.8	233.7	226.7	220.3	215.6	
Avalon borough	19.4	20.0	20.1	20.0	19.7	19.2	18.6	18.1	17.7	18.2	18.7	18.8	18.7	18.5	18.0	17.4	17.0	16.6	
Cape May city	15.5	15.1	15.2	15.2	14.9	14.5	14.1	13.7	13.4	12.8	12.4	12.5	12.5	12.3	12.0	11.6	11.3	11.0	
Cape May Point borough	1.1	1.2	1.2	1.2	1.2	1.1	1.1	1.1	1.0	0.8	0.9	0.9	0.9	0.9	0.8	0.8	0.8	0.8	
Dennis township	45.5	45.7	45.9	45.7	45.0	43.9	42.6	41.4	40.5	39.2	39.3	39.6	39.4	38.8	37.8	36.7	35.6	34.9	
Lower township	44.7	44.6	44.8	44.6	43.9	42.8	41.5	40.4	39.5	22.6	22.6	22.7	22.6	22.3	21.7	21.0	20.4	20.0	
Middle township	44.1	44.7	45.0	44.8	44.1	43.0	41.7	40.5	39.6	23.7	24.0	24.2	24.1	23.7	23.1	22.4	21.8	21.3	
North Wildwood city	19.0	18.9	19.0	18.9	18.6	18.2	17.6	17.1	16.8	15.4	15.3	15.4	15.3	15.1	14.7	14.3	13.9	13.6	
Ocean City city	50.0	51.3	51.6	51.4	50.6	49.3	47.8	46.5	45.5	38.8	39.8	40.0	39.9	39.2	38.2	37.1	36.0	35.3	
Sea Isle City city	18.7	19.0	19.1	19.1	18.8	18.3	17.7	17.2	16.9	16.6	16.9	17.0	16.9	16.6	16.2	15.7	15.3	15.0	
Stone Harbor borough	7.7	7.9	8.0	7.9	7.8	7.6	7.4	7.2	7.0	6.9	7.1	7.2	7.1	7.0	6.8	6.6	6.4	6.3	
Upper township	28.1	28.3	28.5	28.4	27.9	27.2	26.4	25.7	25.1	15.5	15.7	15.8	15.7	15.5	15.1	14.6	14.2	13.9	
West Cape May borough	2.9	3.0	3.0	3.0	2.9	2.9	2.8	2.7	2.6	1.9	2.0	2.0	2.0	1.9	1.9	1.8	1.8	1.7	
West Wildwood borough	2.1	2.2	2.3	2.2	2.2	2.2	2.1	2.0	2.0	1.6	1.7	1.7	1.7	1.7	1.6	1.6	1.5	1.5	
Wildwood city	21.3	21.5	21.7	21.6	21.2	20.7	20.1	19.5	19.1	16.1	16.3	16.4	16.3	16.1	15.7	15.2	14.8	14.5	
Wildwood Crest borough	12.7	13.0	13.1	13.0	12.8	12.5	12.1	11.8	11.5	9.6	9.8	9.9	9.8	9.7	9.4	9.2	8.9	8.7	
Woodbine borough	2.8	2.8	2.8	2.8	2.7	2.7	2.6	2.5	2.5	0.7	0.7	0.7	0.7	0.7	0.7	0.6	0.6	0.6	

(All data expressed in thousands)

thousands	2020					2025					2030				
	TOTAL	Off-Season (January)	In-Season (July)	Weekday	Weekend	TOTAL	Off-Season (January)	In-Season (July)	Weekday	Weekend	TOTAL	Off-Season (January)	In-Season (July)	Weekday	Weekend
Atlantic	151.0	145.6	154.4	125.5	45.3	174.8	168.6	178.8	145.3	52.5	177.9	171.6	182.0	147.9	53.4
Absecon city	3.8	3.6	3.9	3.1	1.1	4.4	4.2	4.5	3.6	1.3	4.4	4.3	4.5	3.7	1.3
Atlantic City city	44.4	42.8	45.4	36.9	13.3	50.8	49.0	51.9	42.2	15.2	51.0	49.2	52.2	42.4	15.3
Brigantine city	1.9	1.8	1.9	1.5	0.6	2.2	2.1	2.2	1.8	0.6	2.2	2.1	2.2	1.8	0.7
Buena borough	1.0	1.0	1.0	0.8	0.3	1.2	1.1	1.2	1.0	0.4	1.2	1.2	1.2	1.0	0.4
Buena Vista township	2.3	2.3	2.4	2.0	0.7	2.8	2.7	2.8	2.3	0.8	2.8	2.7	2.9	2.4	0.9
Corbin City city	0.8	0.8	0.8	0.7	0.2	0.9	0.9	1.0	0.8	0.3	1.0	0.9	1.0	0.8	0.3
Egg Harbor City city	25.8	24.9	26.4	21.5	7.8	30.1	29.0	30.8	25.0	9.0	30.8	29.7	31.5	25.6	9.2
Egg Harbor township	2.3	2.2	2.3	1.9	0.7	2.6	2.5	2.7	2.2	0.8	2.7	2.6	2.8	2.2	0.8
Estell Manor city	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Folsom borough	1.4	1.4	1.4	1.2	0.4	1.7	1.6	1.7	1.4	0.5	1.7	1.6	1.7	1.4	0.5
Galloway township	16.3	15.7	16.7	13.5	4.9	19.0	18.3	19.4	15.8	5.7	19.5	18.8	19.9	16.2	5.8
Hamilton township	11.6	11.2	11.9	9.7	3.5	13.5	13.0	13.8	11.2	4.0	13.7	13.2	14.0	11.4	4.1
Hammonton town	9.6	9.2	9.8	7.9	2.9	11.1	10.7	11.4	9.3	3.3	11.4	11.0	11.7	9.5	3.4
Linwood city	3.4	3.3	3.5	2.8	1.0	4.0	3.8	4.1	3.3	1.2	4.1	4.0	4.2	3.4	1.2
Longport borough	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Margate City city	2.4	2.3	2.4	2.0	0.7	2.8	2.7	2.8	2.3	0.8	2.8	2.7	2.9	2.3	0.8
Mullica township	1.1	1.0	1.1	0.9	0.3	1.3	1.2	1.3	1.0	0.4	1.3	1.3	1.3	1.1	0.4
Northfield city	5.6	5.4	5.7	4.6	1.7	6.5	6.3	6.7	5.4	2.0	6.7	6.4	6.8	5.5	2.0
Pleasantville city	7.7	7.5	7.9	6.4	2.3	9.0	8.7	9.2	7.5	2.7	9.3	8.9	9.5	7.7	2.8
Port Republic city	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Somers Point city	8.0	7.7	8.2	6.7	2.4	9.3	8.9	9.5	7.7	2.8	9.4	9.1	9.6	7.8	2.8
Ventnor City city	1.6	1.6	1.7	1.4	0.5	1.9	1.8	1.9	1.6	0.6	1.9	1.9	2.0	1.6	0.6
Weymouth township	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

thousands	2020					2025					2030				
	TOTAL	Off-Season (January)	In-Season (July)	Weekday	Weekend	TOTAL	Off-Season (January)	In-Season (July)	Weekday	Weekend	TOTAL	Off-Season (January)	In-Season (July)	Weekday	Weekend
Cape May	58.2	45.5	78.0	63.4	22.9	66.3	51.7	88.7	72.1	26.0	67.1	52.4	89.9	73.1	26.4
Avalon borough	1.6	1.3	2.2	1.8	0.6	1.9	1.5	2.5	2.0	0.7	1.9	1.5	2.5	2.1	0.7
Cape May city	3.4	2.7	4.6	3.7	1.4	3.9	3.0	5.2	4.2	1.5	3.9	3.1	5.2	4.3	1.5
Cape May Point borough	1.1	0.9	1.5	1.2	0.4	1.3	1.0	1.7	1.4	0.5	1.3	1.0	1.7	1.4	0.5
Dennis township	3.1	2.4	4.2	3.4	1.2	3.6	2.8	4.8	3.9	1.4	3.6	2.8	4.8	3.9	1.4
Lower township	7.3	5.7	9.8	7.9	2.9	8.3	6.5	11.1	9.0	3.3	8.4	6.6	11.2	9.1	3.3
Middle township	18.2	14.2	24.4	19.8	7.2	20.8	16.2	27.8	22.6	8.2	21.1	16.5	28.2	22.9	8.3
North Wildwood city	1.7	1.3	2.2	1.8	0.7	1.9	1.5	2.5	2.1	0.7	1.9	1.5	2.6	2.1	0.8
Ocean City city	8.1	6.3	10.8	8.8	3.2	9.2	7.2	12.3	10.0	3.6	9.3	7.3	12.5	10.2	3.7
Sea Isle City city	1.7	1.4	2.3	1.9	0.7	2.0	1.5	2.6	2.1	0.8	2.0	1.6	2.7	2.2	0.8
Stone Harbor borough	1.4	1.1	1.9	1.5	0.6	1.6	1.2	2.1	1.7	0.6	1.6	1.3	2.2	1.8	0.6
Upper township	4.8	3.8	6.5	5.3	1.9	5.5	4.3	7.4	6.0	2.2	5.6	4.3	7.5	6.1	2.2
West Cape May borough	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
West Wildwood borough	2.0	1.6	2.7	2.2	0.8	2.3	1.8	3.1	2.5	0.9	2.3	1.8	3.1	2.5	0.9
Wildwood city	1.6	1.2	2.1	1.7	0.6	1.8	1.4	2.4	2.0	0.7	1.8	1.4	2.5	2.0	0.7
Wildwood Crest borough	1.0	0.8	1.3	1.1	0.4	1.1	0.9	1.5	1.2	0.4	1.1	0.9	1.5	1.2	0.4
Woodbine borough	1.1	0.8	1.5	1.2	0.4	1.2	1.0	1.7	1.3	0.5	1.3	1.0	1.7	1.4	0.5

(All data expressed in thousands)

thousands	2035					2040					2045				
	TOTAL	Off-Season (January)	In-Season (July)	Weekday	Weekend	TOTAL	Off-Season (January)	In-Season (July)	Weekday	Weekend	TOTAL	Off-Season (January)	In-Season (July)	Weekday	Weekend
Atlantic	179.7	173.3	183.8	149.4	53.9	181.5	175.0	185.6	150.9	54.5	183.3	176.8	187.5	152.4	55.0
Absecon city	4.5	4.3	4.6	3.7	1.3	4.5	4.4	4.6	3.8	1.4	4.6	4.4	4.7	3.8	1.4
Atlantic City city	50.9	49.1	52.1	42.3	15.3	50.8	49.0	52.0	42.2	15.2	50.7	48.9	51.8	42.1	15.2
Brigantine city	2.2	2.1	2.3	1.8	0.7	2.2	2.1	2.3	1.8	0.7	2.2	2.2	2.3	1.9	0.7
Buena borough	1.2	1.2	1.3	1.0	0.4	1.3	1.2	1.3	1.0	0.4	1.3	1.2	1.3	1.1	0.4
Buena Vista township	2.9	2.8	3.0	2.4	0.9	3.0	2.9	3.0	2.5	0.9	3.0	2.9	3.1	2.5	0.9
Corbin City city	1.0	1.0	1.0	0.8	0.3	1.0	1.0	1.0	0.8	0.3	1.0	1.0	1.1	0.9	0.3
Egg Harbor City city	31.2	30.1	31.9	26.0	9.4	31.7	30.6	32.4	26.4	9.5	32.2	31.0	32.9	26.8	9.7
Egg Harbor township	2.7	2.6	2.8	2.3	0.8	2.8	2.7	2.8	2.3	0.8	2.8	2.7	2.9	2.4	0.8
Estell Manor city	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Folsom borough	1.7	1.7	1.8	1.5	0.5	1.8	1.7	1.8	1.5	0.5	1.8	1.8	1.9	1.5	0.5
Galloway township	19.8	19.1	20.2	16.4	5.9	20.1	19.4	20.6	16.7	6.0	20.5	19.7	20.9	17.0	6.1
Hamilton township	13.9	13.4	14.2	11.5	4.2	14.0	13.5	14.3	11.6	4.2	14.2	13.7	14.5	11.8	4.2
Hammonton town	11.6	11.2	11.8	9.6	3.5	11.8	11.3	12.0	9.8	3.5	11.9	11.5	12.2	9.9	3.6
Linwood city	4.2	4.0	4.3	3.5	1.3	4.3	4.1	4.4	3.5	1.3	4.3	4.2	4.4	3.6	1.3
Longport borough	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Margate City city	2.8	2.7	2.9	2.3	0.8	2.8	2.7	2.9	2.4	0.9	2.9	2.8	2.9	2.4	0.9
Mullica township	1.3	1.3	1.4	1.1	0.4	1.4	1.3	1.4	1.1	0.4	1.4	1.3	1.4	1.2	0.4
Northfield city	6.8	6.5	6.9	5.6	2.0	6.9	6.7	7.1	5.7	2.1	7.0	6.8	7.2	5.8	2.1
Pleasantville city	9.4	9.1	9.6	7.8	2.8	9.6	9.2	9.8	8.0	2.9	9.8	9.4	10.0	8.1	2.9
Port Republic city	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Somers Point city	9.5	9.2	9.7	7.9	2.9	9.6	9.3	9.8	8.0	2.9	9.7	9.4	9.9	8.1	2.9
Ventnor City city	2.0	1.9	2.0	1.6	0.6	2.0	1.9	2.0	1.6	0.6	2.0	1.9	2.0	1.7	0.6
Weymouth township	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

thousands	2035					2040					2045				
	TOTAL	Off-Season (January)	In-Season (July)	Weekday	Weekend	TOTAL	Off-Season (January)	In-Season (July)	Weekday	Weekend	TOTAL	Off-Season (January)	In-Season (July)	Weekday	Weekend
Cape May	68.0	53.1	91.1	74.0	26.7	68.9	53.8	92.3	75.0	27.1	69.9	54.5	93.5	76.0	27.4
Avalon borough	1.9	1.5	2.6	2.1	0.8	1.9	1.5	2.6	2.1	0.8	2.0	1.5	2.6	2.1	0.8
Cape May city	3.9	3.1	5.3	4.3	1.5	4.0	3.1	5.3	4.3	1.6	4.0	3.1	5.3	4.3	1.6
Cape May Point borough	1.3	1.0	1.7	1.4	0.5	1.3	1.0	1.7	1.4	0.5	1.3	1.0	1.7	1.4	0.5
Dennis township	3.7	2.9	4.9	4.0	1.4	3.7	2.9	5.0	4.0	1.5	3.8	2.9	5.0	4.1	1.5
Lower township	8.5	6.6	11.4	9.3	3.3	8.6	6.7	11.5	9.4	3.4	8.7	6.8	11.7	9.5	3.4
Middle township	21.4	16.7	28.7	23.3	8.4	21.7	17.0	29.1	23.7	8.5	22.1	17.2	29.6	24.0	8.7
North Wildwood city	1.9	1.5	2.6	2.1	0.8	2.0	1.5	2.6	2.1	0.8	2.0	1.6	2.7	2.2	0.8
Ocean City city	9.5	7.4	12.7	10.3	3.7	9.6	7.5	12.9	10.5	3.8	9.7	7.6	13.1	10.6	3.8
Sea Isle City city	2.0	1.6	2.7	2.2	0.8	2.1	1.6	2.7	2.2	0.8	2.1	1.6	2.8	2.3	0.8
Stone Harbor borough	1.6	1.3	2.2	1.8	0.6	1.6	1.3	2.2	1.8	0.6	1.7	1.3	2.2	1.8	0.7
Upper township	5.6	4.4	7.5	6.1	2.2	5.7	4.5	7.6	6.2	2.2	5.8	4.5	7.7	6.3	2.3
West Cape May borough	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
West Wildwood borough	2.3	1.8	3.1	2.5	0.9	2.4	1.8	3.2	2.6	0.9	2.4	1.9	3.2	2.6	0.9
Wildwood city	1.9	1.5	2.5	2.0	0.7	1.9	1.5	2.5	2.1	0.7	1.9	1.5	2.6	2.1	0.8
Wildwood Crest borough	1.2	0.9	1.5	1.3	0.5	1.2	0.9	1.6	1.3	0.5	1.2	0.9	1.6	1.3	0.5
Woodbine borough	1.3	1.0	1.7	1.4	0.5	1.3	1.0	1.7	1.4	0.5	1.3	1.0	1.8	1.4	0.5

(All data expressed in thousands)

thousands	2050					2055					2060				
	TOTAL	Off-Season (January)	In-Season (July)	Weekday	Weekend	TOTAL	Off-Season (January)	In-Season (July)	Weekday	Weekend	TOTAL	Off-Season (January)	In-Season (July)	Weekday	Weekend
Atlantic	185.1	178.6	189.4	153.9	55.6	187.0	180.4	191.2	155.4	56.1	188.9	182.2	193.2	157.0	56.7
Absecon city	4.6	4.4	4.7	3.8	1.4	4.6	4.5	4.7	3.9	1.4	4.7	4.5	4.8	3.9	1.4
Atlantic City city	50.5	48.7	51.7	42.0	15.2	50.4	48.6	51.5	41.9	15.1	50.2	48.4	51.4	41.7	15.1
Brigantine city	2.3	2.2	2.3	1.9	0.7	2.3	2.2	2.3	1.9	0.7	2.3	2.2	2.4	1.9	0.7
Buena borough	1.3	1.2	1.3	1.1	0.4	1.3	1.3	1.3	1.1	0.4	1.3	1.3	1.4	1.1	0.4
Buena Vista township	3.1	3.0	3.2	2.6	0.9	3.2	3.1	3.3	2.6	1.0	3.3	3.1	3.3	2.7	1.0
Corbin City city	1.1	1.0	1.1	0.9	0.3	1.1	1.0	1.1	0.9	0.3	1.1	1.1	1.1	0.9	0.3
Egg Harbor City city	32.7	31.5	33.4	27.2	9.8	33.2	32.0	33.9	27.6	10.0	33.7	32.5	34.4	28.0	10.1
Egg Harbor township	2.9	2.8	2.9	2.4	0.9	2.9	2.8	3.0	2.4	0.9	3.0	2.9	3.0	2.5	0.9
Estell Manor city	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Folsom borough	1.9	1.8	1.9	1.6	0.6	1.9	1.8	2.0	1.6	0.6	2.0	1.9	2.0	1.6	0.6
Galloway township	20.8	20.1	21.3	17.3	6.2	21.2	20.4	21.6	17.6	6.4	21.5	20.8	22.0	17.9	6.5
Hamilton township	14.3	13.8	14.6	11.9	4.3	14.5	14.0	14.8	12.0	4.3	14.6	14.1	15.0	12.2	4.4
Hammonton town	12.1	11.7	12.4	10.1	3.6	12.3	11.9	12.6	10.2	3.7	12.5	12.1	12.8	10.4	3.8
Linwood city	4.4	4.3	4.5	3.7	1.3	4.5	4.4	4.6	3.8	1.4	4.6	4.4	4.7	3.8	1.4
Longport borough	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Margate City city	2.9	2.8	3.0	2.4	0.9	2.9	2.8	3.0	2.4	0.9	2.9	2.8	3.0	2.4	0.9
Mullica township	1.4	1.4	1.5	1.2	0.4	1.5	1.4	1.5	1.2	0.4	1.5	1.4	1.5	1.2	0.4
Northfield city	7.1	6.9	7.3	5.9	2.1	7.2	7.0	7.4	6.0	2.2	7.4	7.1	7.5	6.1	2.2
Pleasantville city	9.9	9.6	10.1	8.2	3.0	10.1	9.7	10.3	8.4	3.0	10.3	9.9	10.5	8.5	3.1
Port Republic city	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Somers Point city	9.8	9.4	10.0	8.1	2.9	9.9	9.5	10.1	8.2	3.0	10.0	9.6	10.2	8.3	3.0
Ventnor City city	2.0	2.0	2.1	1.7	0.6	2.0	2.0	2.1	1.7	0.6	2.1	2.0	2.1	1.7	0.6
Weymouth township	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

thousands	2050					2055					2060				
	TOTAL	Off-Season (January)	In-Season (July)	Weekday	Weekend	TOTAL	Off-Season (January)	In-Season (July)	Weekday	Weekend	TOTAL	Off-Season (January)	In-Season (July)	Weekday	Weekend
Cape May	70.8	55.3	94.8	77.0	27.8	71.7	56.0	96.0	78.0	28.2	72.7	56.7	97.3	79.1	28.6
Avalon borough	2.0	1.6	2.7	2.2	0.8	2.0	1.6	2.7	2.2	0.8	2.0	1.6	2.7	2.2	0.8
Cape May city	4.0	3.1	5.4	4.4	1.6	4.0	3.1	5.4	4.4	1.6	4.0	3.2	5.4	4.4	1.6
Cape May Point borough	1.3	1.0	1.8	1.4	0.5	1.3	1.0	1.8	1.4	0.5	1.3	1.0	1.8	1.5	0.5
Dennis township	3.8	3.0	5.1	4.1	1.5	3.9	3.0	5.2	4.2	1.5	3.9	3.1	5.2	4.3	1.5
Lower township	8.8	6.9	11.8	9.6	3.5	8.9	7.0	12.0	9.7	3.5	9.1	7.1	12.1	9.9	3.6
Middle township	22.4	17.5	30.0	24.4	8.8	22.8	17.8	30.5	24.8	8.9	23.1	18.0	30.9	25.1	9.1
North Wildwood city	2.0	1.6	2.7	2.2	0.8	2.0	1.6	2.7	2.2	0.8	2.1	1.6	2.7	2.2	0.8
Ocean City city	9.9	7.7	13.2	10.8	3.9	10.0	7.8	13.4	10.9	3.9	10.2	7.9	13.6	11.1	4.0
Sea Isle City city	2.1	1.6	2.8	2.3	0.8	2.1	1.7	2.9	2.3	0.8	2.2	1.7	2.9	2.4	0.9
Stone Harbor borough	1.7	1.3	2.3	1.8	0.7	1.7	1.3	2.3	1.9	0.7	1.7	1.3	2.3	1.9	0.7
Upper township	5.9	4.6	7.8	6.4	2.3	5.9	4.6	7.9	6.5	2.3	6.0	4.7	8.0	6.5	2.4
West Cape May borough	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
West Wildwood borough	2.4	1.9	3.2	2.6	0.9	2.4	1.9	3.3	2.7	1.0	2.5	1.9	3.3	2.7	1.0
Wildwood city	1.9	1.5	2.6	2.1	0.8	2.0	1.5	2.6	2.1	0.8	2.0	1.6	2.7	2.2	0.8
Wildwood Crest borough	1.2	0.9	1.6	1.3	0.5	1.2	1.0	1.6	1.3	0.5	1.2	1.0	1.7	1.3	0.5
Woodbine borough	1.3	1.0	1.8	1.4	0.5	1.3	1.1	1.8	1.5	0.5	1.4	1.1	1.8	1.5	0.5

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2409-28: Endorsing the Seasonal Population and Employment Projections for Forward 2050 (RTP 2050 update)

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

WHEREAS, demographic forecasts are an important component in updating the South Jersey Travel Demand Model, as well as the Forward 2050 (the update to SJTPO's Regional Transportation Plan); and

WHEREAS, at its May 2024 meeting the TAC recommended the Policy Board accept the year-round forecasts for Forward 2050; and

WHEREAS, given the strong seasonal orientation of the SJTPO region's travel patterns, seasonal population and forecasts were also commissioned; and

WHEREAS, SJTPO's demographics consultant prepared seasonal population and employment forecasts for SJTPO's four counties; and

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

WHEREAS, these seasonal forecasts along with an explanatory memo were transmitted to the TAC via email on August 6, 2024, providing members with an opportunity to review and provide comments; and

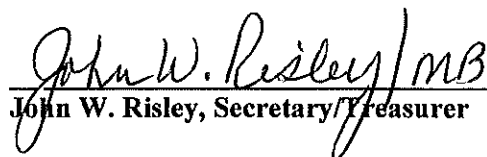
WHEREAS, at its September 9, 2024 meeting the TAC recommended the Policy Board accept the forecasts for Forward 2050; and

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

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

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of September 23, 2024.


John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2409-29: Supporting the FY 2024 Transit Asset Management Plan (TAMP) Targets Set by NJ TRANSIT

PROPOSAL

At its September 9, 2024 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board endorse and support the FY 2024 Transit Asset Management Performance (TAMP) Measure Targets as established by NJ TRANSIT.

BACKGROUND

In the interest of improving accountability and transparency, Congress passed the MAP-21, the FAST Act, and now the Infrastructure Investment and Jobs Act (IIJA), which led to the promulgation of performance measures and targets covering the national goals for the Federal-Aid Highway System (23 USC 150). To that end, the Federal Transit Administration (FTA) enacted the Transit Asset Management Final Rule (49 USC 625), which establishes national performance measures for transit operators in operating, maintaining, and improving transit assets.

The four required transit asset management performance measures are:

- **Rolling Stock:** The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)
- **Equipment:** The percentage of non-revenue service vehicles (by type) that exceed the ULB
- **Facilities:** The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale
- **Infrastructure:** The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 mile

NJ TRANSIT set annual targets for FY 2024 that were submitted to the National Transit Database on their A-90 Form as part of their 2024 Annual Submission. The second part of this Item Sheet summarizes the performance measure targets for both FY 2023 (previously approved) and FY 2024.

The performance measure targets represent NJ TRANSIT's equipment and facilities used systemwide with difficulty in isolating equipment solely operating in the SJTPO region. Equipment, such as the Comet rail coaches and diesel locomotives used on the Atlantic City Rail Line, are shopped centrally and can be deployed anywhere on the commuter rail system. Specific classes of equipment are, however, pertinent to specifically to the SJTPO region based on the type of transit services that are operated in the region.

Under Rolling Stock, for the rail mode, measures for Commuter Rail Locomotive and Commuter Rail Passenger Coach are relevant, as they are used on the Atlantic City Rail Line, while measures for Commuter Rail Self-Propelled Passenger Car and Light Rail Vehicle would not. Similarly, Bus and Over-the-road Bus would be pertinent, while Articulated Bus would not. Other classes of vehicles represent Access Link or non-revenue support vehicles which would have systemwide pertinence, while other modes reported on the form, like School Bus, Streetcar Rail, or Vintage Trolley would not be pertinent because they are not used by NJ TRANSIT.

The TAMP targets were established based upon a collaborative process with NJ TRANSIT, New Jersey Department of Transportation (NJDOT), and the other MPOs in New Jersey. MPOs are required to establish targets 180 days after their state transit provider, specific to the MPO planning area for the same performance measures for all public transit providers¹ in the MPO planning area, or by agreeing to plan and program projects that support the attainment of the state targets.

¹ These particular measures and targets are only for Tier I transit providers, those that own, operate, or manage either 101 or more vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, or (2) rail transit. NJ TRANSIT is the only Tier I transit provider within the SJTPO region. The TAMP measures and targets for Tier II providers, those transit providers that own, operate, or manage 100 or fewer vehicles in peak revenue service, are covered under a different plan being prepared by NJ TRANSIT.

NTD ID	20080
Reporter Name	New Jersey Transit Corporation
Report	2023 (Revision: 5)

Transit Asset Management Performance Measure Targets (A-90)

1) Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark

Performance Measure	2023 Target (%)	2023 Performance (%)	2023 Difference	2024 Target (%)
AB - Articulated Bus	0.00	0.00	0.00	0.00
AO - Automobile	37.98	37.40	0.58	37.01
BR - Over-the-road Bus	18.32	12.11	6.21	6.89
BU - Bus	58.84	59.27	-0.43	88.39
CU - Cutaway	36.43	72.01	-35.58	64.95
DB - Double Decker Bus	N/A			N/A
LR - Light Rail Vehicle	0.00	0.00	0.00	0.00
MV - Minivan	0.00	0.00	0.00	0.00
OR - Other	N/A			N/A
RL - Commuter Rail Locomotive	13.33	19.30	-5.97	18.32
RP - Commuter Rail Passenger Coach	0.00	10.99	-10.99	11.15
RS - Commuter Rail Self-Propelled Passenger Car	0.00	100.00	-100.00	100.00
SB - School Bus	N/A			N/A
SV - Sports Utility Vehicle	N/A			N/A
VN - Van				N/A
VT - Vintage Trolley	N/A			N/A

2) Equipment - Percent of service vehicles that have met or exceeded their useful life benchmark

Performance Measure	2023 Target (%)	2023 Performance (%)	2023 Difference	2024 Target (%)
Automobiles	55.38	45.10	10.28	45.10
Trucks and other Rubber Tire Vehicles	65.89	57.37	8.52	57.71
Steel Wheel Vehicles	39.13	39.68	-0.55	39.68

3) Facility - Percent of facilities rated below 3 on the condition scale

Performance Measure	2023 Target (%)	2023 Performance (%)	2023 Difference	2024 Target (%)
Passenger / Parking Facilities	4.00	0.80	3.20	0.80
Administrative / Maintenance Facilities	4.00	0.98	3.02	0.95

4) Infrastructure - Percent of track segments with performance restrictions

Performance Measure	2023 Target (%)	2023 Performance (%)	2023 Difference	2024 Target (%)
CR - Commuter Rail	1.75	1.78	-0.03	1.75
LR - Light Rail	2.38	2.38	-0.00	2.38
YR - Hybrid Rail	0.18	0.18	0.00	0.18

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2409-29: Supporting the FY 2024 Transit Asset Management Performance Measures Targets (TAMP) Set by NJ TRANSIT

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

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

WHEREAS, the Federal Transit Administration (FTA) published the final rule, (49 CFR Part 625), on Transit Asset Management (TAM) on July 26, 2016, requiring public transportation providers to develop and adopt annual transit asset management targets assessing percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB), the percentage of non-revenue service vehicles (by type) that exceed the ULB, the percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements model (TERM) Scale, and the percentage of track segments (by mode) that have performance restrictions; and

WHEREAS, on May 27, 2016 the Federal Highway Administration (FHWA) and Federal Transit Association (FTA) issued a final rule on metropolitan planning (23 CFR 450 & 771 and 49 CFR 613), under which MPOs must adopt TAMP targets no later than 180 days after the State transit providers establishes and reports targets to the National Transit Database on their A-90 Form, and each year thereafter; and

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

WHEREAS, SJTPO coordinated with NJ TRANSIT, New Jersey Department of Transportation (NJDOT), and the other MPOs in New Jersey on developing State Fiscal Year (FY) 2024 TAMP targets; and

WHEREAS, NJ TRANSIT, NJDOT, in consultation with New Jersey's three MPOs, agreed upon four FY 2024 quantitative targets for each of the four TAMP performance measures identified above, with FTA formal approval still pending; and

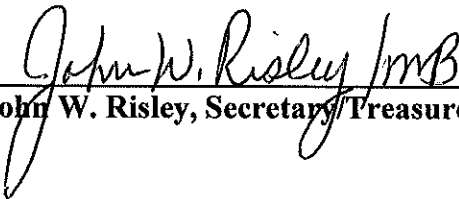
WHEREAS, the final TAM Rule (49 CFR Parts 625 and 630) states that MPOs have the option to (1) agree to program investments in support of NJ TRANSIT's targets, or (2) set their own quantifiable targets; and

NOW, THEREFORE, BE IT RESOLVED, that the SJTPO hereby supports the FY 2024 statewide Transit Asset Management Performance Measure Targets set by NJ TRANSIT, as required by the Transit Asset Management Final Rule (23 CFR Part 490); and

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

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 September 23, 2024.



John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2409-30: **Supporting the Calendar Year 2024 Public Transportation Agency Safety Plan (PTASP) Safety Performance Targets Set by the New Jersey Transit**

PROPOSAL

At its September 9, 2024 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board endorse and support the Public Transportation Agency Safety Plan Performance targets, as established by NJ TRANSIT.

BACKGROUND

The Public Transportation Agency Safety Plan (PTASP) regulation, at 49 CFR Part 673, requires public transportation providers to establish Safety Performance Targets to address the safety performance measures identified in the National Public Transportation Safety Plan (49 CFR §673.11(a)(3)).

In June 2024, NJ TRANSIT released updated transit safety performance measures and targets covering fatalities, injuries, and safety events such as collisions, employee injuries, and major bus fire events. The seven required safety performance measures for bus operations are noted below.

Each target represents a one-year target for NJ TRANSIT’s Bus Operations in Calendar Year (CY) 2024. NJ TRANSIT released transit safety targets for its light rail operations, but as there is no light rail that falls within the SJTPO region, they are not included here. The Atlantic City Rail Line is part of the rail system, for which the PTASP does not apply. Rail operations are subject to a different set of safety regulations—FRA at 49 CFR 673.11(f).

Category	Measure	CY 2024 Target
Fatalities	Total number of reportable fatalities by mode	5
	Rate of reportable fatalities per total vehicle revenue miles (TVRM) by mode	0.064/Million Miles
Injuries	Total number of reportable injuries by mode	295
	Rate of reportable injuries	3.57/Million Miles
Safety Events ¹		
• Collisions/Rate	Total number of collisions	261
	Rate of collisions	3.57/Million Miles
• Employee Injuries	Total number of Employee Injuries	389
	Rate of Employee Injuries	5.32/200,000 Hours
• Major Bus Fire Events	Total number of Major Bus Fire Events	3
	Rate of Major Bus Fire Events	0.04/Million Miles
System Reliability ²	Mean distance between major mechanical failures	6,096/Million Miles
Assaults and Security Incidents	Total number of assaults and security incidents	4
	Rate of assaults and security incidents	0.05/Mil. Miles

MPOs are required to establish targets 180 days after the state transit authority in this case, by either establishing specific numeric targets for each measure for the MPO region, or by agreeing to plan and program projects that support the attainment of the state targets.

¹ **Safety Events** are defined as the total number of National Transit Database (NTD) reported events and rate that occur during transit operations and the performance of regular supervisory or maintenance activities. Safety events include all NTD reportable collisions, and major smoke conditions and/or fires during revenue service requiring evacuation for life safety reasons per \$1 Million Revenue-Miles.

² **System Reliability** (Mean distance between major mechanical failures)—Average distance between major mechanical failures that inhibit vehicle movement or prevents the start or completion of a scheduled revenue trip due to safety concerns. Examples of factors and/or components impacting System Reliability include tires, brakes, doors, engine/transmission, cooling systems, steering, axles, and suspension. The data is represented as total number of events and the rate is per \$1 Million Revenue-Miles.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2409-30: Supporting the CY 2024 Public Transportation Agency Safety Plan (PTASP) Safety Performance Targets Set by the New Jersey Transit

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

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

WHEREAS, the Federal Transit Administration's final rule (49 CFR Part 673) on the Public Transportation Agency Safety Plan (PTASP) became effective on July 19, 2019, requiring NJ TRANSIT to establish Safety Performance Targets to address safety performance measures identified in the National Public Transportation Safety Plan (49 CFR §673.11 (a)(3)); and

WHEREAS, on May 27, 2016 the Federal Highway Administration (FHWA) and Federal Transit Association (FTA) issued a final rule on metropolitan planning (23 CFR 450 & 771 and 49 CFR 613), under which MPOs have the option to (1) agree to program investments in support of NJ TRANSIT's targets, or (2) set their own quantifiable targets; and

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

WHEREAS, in 2024, NJ TRANSIT released updated targets for the 13 required safety performance measures covering fatalities, injuries, safety events, system reliability, and security events; and

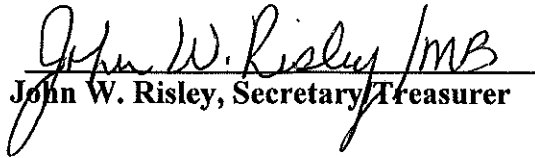
WHEREAS, NJ TRANSIT also released updated transit safety targets for its light rail operations, but with no light rail within the SJTPO region, adoption of light rail operation targets are not required; and

NOW, THEREFORE, BE IT RESOLVED, that the SJTPO hereby supports the statewide targets for each of the safety performance measures for Calendar Year 2024 set by NJ TRANSIT as required by the Public Transportation Agency Safety Plan Final Rule (49 CFR Part 673); and

BE IT FURTHER RESOLVED that the SJTPO will program investments that support the achievement of the performance targets in support of the Public Transportation Agency Safety Plan.

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 September 23, 2024.


John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2409-31: Adopting the Updated 4-Year System Performance (PM3) CMAQ Congestion Targets for the Philadelphia, PA-NJ-DE-MD Urbanized Area

PROPOSAL:

At its September 9, 2024, meeting, the Technical Advisory Committee recommended that the Policy Board endorse and adopt the revised 4-year target for Percent Non-SOV Travel, one of the System Performance (PM3) CMAQ Congestion Performance Targets as established by the Delaware Valley Regional Planning Commission (DVRPC) in conjunction with the SJTPO and other member agencies constituting the Philadelphia, PA-NJ-DE-MD Urbanized Area.

BACKGROUND:

In the interest of improving accountability and transparency, Congress passed the FAST Act and the IIJA, which led to the promulgation of performance measures and targets covering the national goals for the Federal-Aid Highway System (23 USC 150). To that end, the Federal Highway Administration (FHWA) enacted the System Performance Measure Final Rule (23 CFR 490), which establishes national performance measures for assessing performance for carrying out the Congestion Mitigation and Air Quality (CMAQ) program.

The two required congestion performance measures are:

- Peak Hour Excessive Delay (PHED) Per Capita
- Percent of Non-Single Occupancy Vehicle (non-SOV) travel

Definitions of the congestion measures, as well as a specific citation in the rule, are as follows:

Peak Hour Excessive Delay (PHED): Annual hours of peak hour excessive delay per capita on the National Highway System (NHS). The threshold for the excessive delay is based on the travel time at 20 miles per hour or 60% of the posted speed limit travel time, whatever is greater (measured in 15-minute intervals). Details of the related rule governing this congestion performance measure can be found at [23 CFR 490.707\(a\)](#).

Percent of Non-Single Occupancy Vehicle (non-SOV) travel: Percent of non-single occupancy vehicle travel within a specified urbanized area. Examples of non-single occupancy vehicle travel may include travel via carpool, van, public transportation, commuter rail, walking or bicycling as well as telecommuting. Details of the related rule governing this congestion performance measure can be found at [23 CFR 490.707 \(b\)](#).

These specific measures apply to Urbanized Areas with a population of over 1 million. A small portion of the SJTPO region (specifically western Salem County, including parts of Salem City, Pennsville, and Carney's Point, and western Atlantic County, in and around Collings Lakes), falls within the Philadelphia, PA-NJ-DE-MD Urbanized Area (population of approximately 5.7 million).

As such, SJTPO is required to take formal action for these targets. The staff has worked closely with the Delaware Valley Regional Planning Commission (DVRPC), the New Jersey Department of Transportation (NJDOT), the Pennsylvania Department of Transportation (PennDOT), the North Jersey Transportation Planning Authority (NJTPA), the Wilmington Area Planning Council (WILMAPCO), the Lehigh Valley Planning Commission, the Berks County MPO, the Lancaster County MPO, and the Maryland State Highway Administration in setting and reviewing the targets for both of these measures.

The requirements to establish these CMAQ congestion targets began in the first Performance Period, which went from January 1, 2018 to December 31, 2021. For both the percent non-SOV travel and the PHED per capita measures, both two and four-year targets are required from the base year. The second performance period began January 1, 2022 and goes through December 31, 2025.

As we are now approaching the mid-point of the second performance period, a Mid-Performance Period Report, which contains these targets, is required to be submitted to the FHWA by October 1, 2024. At this mid-point of the performance period, State DOTs and MPOs have the option of adjusting their 4-year targets.

At a meeting on April 25, 2024, the PM3 Coordination Group led by DVRPC agreed to change the four-year target from **30%** to **33%**.

The reason for this increase was the significant gap between the two-year performance, and the past five and one-year performance, as shown by the ACS data. The four-year target for the PHED remains unchanged.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2409-31: Adopting the Updated 4-Year System Performance (PM3) CMAQ Congestion Targets for the Philadelphia, PA-NJ-DE-MD Urbanized Area

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

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

WHEREAS, the Federal Highway Administration (FHWA) published the final rule, (23 CFR Part 490), on the System Performance Measures on January 18, 2017, requiring the New Jersey Department of Transportation (NJDOT) and MPOs to develop and adopt targets assessing annual hours of peak hour excessive delay (PHED) per capita and percentage of non-single- occupancy vehicle (non-SOV) travel in all urbanized areas of more than 1 million people, who are also in nonattainment or maintenance for ozone; and

WHEREAS, with a population of approximately 5.7 million, the Philadelphia-PA-NJ-DE- MD Urbanized Area meets this threshold; and

WHEREAS, a small portion of the SJTPO region falls within the Philadelphia, PA-NJ-DE- MD Urbanized Area; and

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

WHEREAS, SJTPO coordinated with the Delaware Valley Regional Planning Commission (DVRPC), the New Jersey Department of Transportation (NJDOT), the Pennsylvania Department of Transportation (PennDOT), the North Jersey Transportation Planning Authority (NJTPA), the Wilmington Area Planning Council (WILMAPCO), the Lehigh Valley Planning Commission, the Berks County MPO, the Lancaster County MPO, and the Maryland State Highway Administration on analyzing trends and developing appropriate congestion performance targets; and

WHEREAS, for the Percent of Non-Single Occupancy Vehicle (non-SOV), the existing targets for the Philadelphia-PA-NJ-DE-MD Urbanized Area are 30.6% (Baseline), 30.0% (2-year target), 30.0% (4-year target); and

WHEREAS, because of the significant gap between the existing two-year target and the two-year performance, as well as the past five and one-year performance, as shown by the ACS data, members of the PM3 Coordination Group agreed to change the 4-year target

for Percent Non-SOV from 30.0% to 33.0%; and

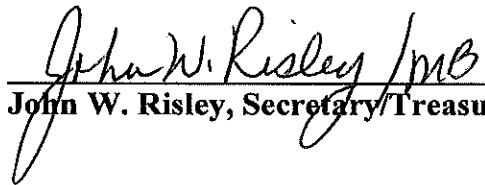
WHEREAS, the four-year target for PHED, the other CMAQ Congestion Measure, remains unchanged; and

NOW, THEREFORE, BE IT RESOLVED, that the SJTPO hereby endorses and adopts the statewide targets for each of the System Performance (PM3) CMAQ Congestion Performance Targets set by DVRPC in collaboration with the other Philadelphia, PA-NJ-DE-MD member agencies, as required by the National Performance Management Measures Congestion Mitigation and Air Quality Improvement Program Final Rule (23 CFR 490); and

BE IT FURTHER RESOLVED, that the SJTPO will program investments that support the achievement of the congestion performance targets in support of the CMAQ Program.

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting on September 23, 2024.



John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2409-32: Approving a Second Amendment to the Subcontract Agreement for a change to the Scope, Cost and Time for the Countywide Local Road Safety Plan

PROPOSAL

At its September 9, 2024, meeting, the Technical Advisory Committee (TAC) recommended that the Policy Board approve amending the contract for the SJTPO Countywide Local Road Safety Plan Technical Study. The contract amendment would include a change to the scope of work to add a third year of work for project implementation support, increase the total cost of the contract, and extend the contract to October 31, 2025

BACKGROUND

On May 23, 2022, the Policy Board, with Resolution 2205-14, approved the selection of Greenman-Pedersen, Inc. (GPI) as the Consultant for the Countywide Local Road Safety Plans in association with subconsultants Jacobs Engineering, Urban Engineering Inc., FHI Studios, and TechniQuest, for the two-year technical study with a maximum fee of \$3,059,451.77. The original consultant contract was to develop and implement four separate Countywide Local Road Safety Plans.

On its July 22, 2024 meeting, the Policy Board approved Resolution 2407-22 for a No Cost Time Extension extending the original contract for this technical study from September 15, 2024 to December 31, 2024. The time extension was granted to provide additional time to present the Countywide Local Road Safety Plans to the respective County Board of Commissioners for consideration of approval per the plan and contract requirements.

A Second Amendment to the Subcontract Agreement is requested which would add to the original project scope to include a third year for project implementation. The consultant team will provide support to each of the counties' Steering Committees as they advance the implementation of their LRSPs for a period of one year. Support will include assisting counties and municipalities to develop grant applications for projects that include safety countermeasures, with a maximum of two (2) applications per county for a maximum of eight (8) applications total to be provided under Year 3. The full scope of work and associated cost are attached and will be made part of the Second Amendment to the Subcontract Agreement.

The total Year 3 Project Implementation will be \$738,156.84. Due to discrepancies in the overhead rates for subconsultant Jacobs Inc., there will be \$662,019.31 carried over from the initial budget, which will be used for Year 3 efforts. As such, the total maximum fee for this effort will be \$3,135,589.30.

In addition to the scope and cost change, the contract end date would be extended from December 31, 2024 to October 31, 2025.

A Task Order modification will be necessary to extend the Period of Performance through to October 31, 2025 along with an additional \$76,137.53. A formal request will be made NJDOT. To date, FHWA has shared that the Year 3 project scope of work is HSIP eligible.

July 24, 2024

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

Attn: Jenna Monaghan

RE: SJTPO Local Road Safety Plans (LRSP) for Atlantic, Cape May, Cumberland, and Salem Counties
Year 3 (Implementation) – Scope of Services and Fee Proposal

Dear Ms. Marandino:

I am pleased to provide you the enclosed scope of services and fee proposal for year three of the SJTPO Local Road Safety Plans project.

We have enjoyed working with the SJTPO to develop the LRSPs and look forward to continuing to work with you and the counties to assist in plan implementation.

Please reach out with any questions.

Sincerely,

Greenman-Pederson, Inc.



Dave Kuhn, PE
Vice President/Senior Project Manager

Enclosures

LRSP Implementation Support

SCOPE OF SERVICES

April 16, 2024

The GPI Team will be available to provide support to each of the counties' Steering Committees as they advance implementation of their LRSPs for a period of one year. Understanding that the State and MPO have no formal authority over the counties, the work of SJTPO and the GPI Team must provide value from the county stakeholders' perspectives and not become onerous. The GPI Team understands that the selection of countermeasures for systemic implementation must be approved by NJDOT in order to be eligible for future HSIP funding.

Task 1: Project Management - GPI, Jacobs, Urban, FHI

The GPI Team provides for twelve (12) monthly coordination calls with SJTPO and twelve (12) monthly email updates in between coordination calls. Monthly invoices and progress reports will be prepared.

Deliverables:

- Biweekly status emails
- Summaries of coordination meetings
- Invoices
- Schedule development and management

Task 2: Steering Committee Meetings - GPI, Jacobs, Urban, FHI

The GPI Team will prepare for and facilitate quarterly meetings with each county steering committee. We envision that the steering committee for development of the LRSPs will continue through implementation. GPI provides for a maximum of four (4) meetings with each county steering committee during implementation year 1, a total of 16 meetings. We are providing for two (2) virtual and two (2) in-person meetings with each county. The GPI Team will arrange meeting times and locations, develop meeting materials and prepare meeting summaries. We anticipate that the level of effort required for these steering committee meetings will be similar to the level of effort required for the steering committee meetings conducted during LRSP development.

Quarterly follow-up with action owners to report status of strategies and actions to report back to the SC meeting?

Deliverables:

- Arrange meeting site and schedule meetings
- Provide invitations
- Meeting agendas, materials, promotional content, background information, presentations, and summaries
- LRSP Implementation Quarterly Action Progress Tracking Report

Task 3: Stakeholder Workshop - GPI, Jacobs, Urban, FHI

The GPI Team will provide for one (1) stakeholder workshop in each county, i.e., four (4) total, to brief stakeholders on LRSP implementation progress and receive input from stakeholders. The GPI Team will schedule workshop meeting space, provide invitations, develop meeting materials, and prepare meeting summaries.

Deliverables:

- Arrange meeting site and schedule meetings
- Provide invitations
- Meeting agendas, materials, promotional content, background information, presentations, and summaries

Task 4: Stakeholder Communication - GPI, Urban, FHI

The GPI Team will provide quarterly newsletters to stakeholders, as well as provide website updates and social media alerts as required. Newsletters are defined as LRSP related content to be included in SJTPO's existing newsletter. The content may provide links to the specific LRSP webpages on SJTPO's website. Newsletter content will be developed by subconsultant Urban Engineers. Website Content and Social Media Content will be developed by subconsultant FHI Studio. FHI Studio will transition website management responsibilities to SJTPO at the end of year 3. GPI will provide support to all efforts. FHI Studio will develop a Social Media Plan for year 3 that provides social media content once per month.

Deliverables:

- Newsletter
- Website content
- Social media content

Task 5: Training - GPI, Jacobs, Urban

The GPI Team will develop and conduct training or arrange for training related to Safe Systems Assessment or other LRSP related topics. GPI provides for a maximum of two (2) virtual training sessions. This includes identifying participants, scheduling training sessions, venues, and establishing the training agenda, trainers, and materials. Virtual sessions may garner more attendance and can be viewed live as well as posted for future reference at any time. Training sessions will be developed and delivered by subconsultant Jacobs with support from GPI and Urban Engineers. Training will be developed and coordinated with NJDOT and other state and federal agencies to prevent duplication of efforts.

Deliverables:

- Two (2) virtual training sessions (2 hours/session maximum)
- Training site arrangement and scheduling
- Training content and materials

Task 6: Grant Application Assistance/Technical Assistance - GPI, Jacobs, Urban

GPI will assist counties and municipalities to develop grant applications for projects that include safety countermeasures. GPI assumes supporting a maximum of two (2) applications per county for a maximum of eight (8) applications total. Grant assistance will be provided by GPI with support from Jacobs and Urban Engineers. Grant opportunities may include Safe Streets and Roads for All (SS4A) Supplemental Planning or Implementation grants, SJTPO Local Safety applications, or NJDOT County/Municipal Aid.

GPI's understanding of grant application assistance related to HSIP Local Safety Program application assistance includes concept development, traffic analysis, safety analysis, environmental screening, right-of-way impact assessment, cost estimates, as well as preparation of grant application documentation. We assume four applications will relate to HSIP Local Safety. We assume four applications will relate to SS4A or NJDOT State Aid program applications.

GPI will research best practices and develop guidance to improve alignment of municipal master plans with the safe system approach. GPI will identify best practices nationwide and prepare a brief guidance document that can be shared and posted on SJTPO's website.

Deliverables:

- Two (2) grant applications per county. Maximum of eight (8) applications total.

Task 7: Year 1 Implementation Report - GPI, Jacobs, Urban

GPI will prepare short reports (25 pages maximum) for each county that summarize work completed in Year 1 and next steps for Years 2 through 5. GPI will develop an outline for SJTPO and Steering Committee approval. GPI will prepare the draft report with support from all subconsultants. We will provide for two rounds of comments from SJTPO and Steering Committee members before finalizing the reports.

Deliverables:

- 25-page Year 1 report for each county. Maximum of four (4) reports.

FIRM INVOLVEMENT

Firm	GPI	Jacobs	Urban	FHI Studio
Project Management	Yes - Lead	Yes (coord calls, invoices, prog reports)	Yes (coord calls, invoices, prog reports)	Yes (coord calls, invoices, prog reports)
Steering Committee Meetings	Yes - Lead	Yes	Yes	Yes
Stakeholder Workshops	Yes - Lead	Yes	Yes	Yes
Stakeholder Communication	Yes	No	Yes – Lead (Newsletter content)	Yes (Website, Social Media)
Training	Yes	Yes – Lead content/ presentation	Yes - Arrangements	No
Grant application assistance	Yes - Lead	Yes	As required	No
Year 1 Implementation Report	Yes - Lead	Yes	Yes	Yes

COST ESTIMATE

Attached is a fee estimate for these services.

COST PROPOSAL - GPI and Subconsultants
SJTPO LRSP Countywide Local Road Safety Plans, Year 3 Implementation Support
July 24, 2024

GPI Year 3 Implementation Effort Labor Estimate

Staff Name	Position/Title	Hourly Rate	Hours per Task							Total Hours	Total Labor Cost
			Project Management 1	Steering Committee Meetings 2	Stakeholder Workshop 3	Stakeholder Communication 4	Training 5	Grant Application Assistance 6	Implementation Report 7		
Greenman-Pedersen, Inc.											
Dave Kuhn	Project Manager	\$107.72	60	108	40	8	4	32	32	284	\$30,592.48
Julia Steponanko	Project Engineer	\$79.57	36	128	48	8	24	128	60	432	\$34,374.24
Kruti Barot	Engineer	\$66.22	108	312	72	24	30	224	92	862	\$57,081.64
Ben McEldowney	Admin/CL	\$46.47	0	24	8	0	0	0	32	64	\$2,974.08
Janie Tubito	Senior Tech	\$75.10	0	8	0	0	0	8	0	16	\$1,201.60
Sue Nopachinda	Technician	\$45.16	0	0	0	0	0	448	0	448	\$20,231.68
GPI Subtotal			204	580	168	40	58	840	216	2106	\$146,455.72

GPI Projected Direct Technical Labor Carryover from Plan Development

\$116,087.33

GPI Direct Expenses		Year 3 Effort Estimate	Est. Year 1 & 2 GPI Direct Expense Carry Over
Mileage		\$4,100.00	\$5,000.00
Printing, Repro, Postage		\$0.00	\$2,500.00
Reiker		\$0.00	\$75,500.00
Tolls		\$720.00	\$0.00
Other		\$0.00	\$0.00
Total Direct Expenses =		\$4,820.00	\$83,000.00

GPI Summary		Year 3 Effort Estimate	Est. GPI Carry Over	GPI Supplemental Funding Need
	Labor Cost	\$146,455.72	\$116,087.33	
	Overhead (163.41%)	\$239,323.29	\$189,698.31	
	Profit (10% Labor and Profit)	\$38,577.90	\$30,578.56	
	Direct Expenses	\$4,820.00	\$83,000.00	
Total GPI Only		\$429,176.91	\$419,364.20	\$9,812.71

Subconsultants	Year 3 Effort Estimate	Est. Year 1 and 2 Carry Over	Subconsultant Supplemental Funding Need/(Available for reallocation)
Jacobs	\$85,212.96	\$177,655.11	(\$92,442.15)
Urban	\$132,752.81	\$0.00	\$132,752.81
FHI Studio	\$91,014.16	\$65,000.00	\$26,014.16

Total Year 3 Effort Estimate	Total Est Carry Over	Supplemental Funding Need
\$738,156.84	\$662,019.31	\$76,137.53



State of New Jersey

DEPARTMENT OF TRANSPORTATION

P.O. Box 600

Trenton, New Jersey 08625-0600

PHILIP D. MURPHY
Governor

FRANCIS K. O'CONNOR
Commissioner

TAHESHA L. WAY
Lt. Governor

July 22, 2024

Mr. Michael J. Buoncore
Sr. Vice President/CFO
Greenman-Pedersen, Inc.
325 West Main Street
Babylon, NY 11702

Mr. Buoncore:

Based on our review of Greenman-Pedersen, Inc.'s submitted Schedule of Burden, Fringe, Overhead and Direct Labor for the year ended December 31, 2023, we recommend overhead rates of 124.09 percent should be used for construction inspection projects and 163.41 percent should be used for all other projects for funding purposes on future contracts with the Department as well as your firm's settle-up schedules. In addition, and in accordance with current Department policy, if FCCM is specifically identified in the cost proposals relating to the contract under which the cost is to be claimed, the audited FCCM rate of 0.26 percent should be used for construction inspection projects and 0.32 percent for all other projects, respectively.

The combined overhead rate of 144.53 percent and FCCM rate of 0.29 percent may be used for settle-up schedule purposes, only going forward for contracts funded with your combined rate.

The overhead rates proposed on this overhead letter expire on July 1, 2025.

These rates are subject to audit verification. Our acceptance of these rates does not extend beyond contracts with the New Jersey Department of Transportation. Any other entity contracting with the firm is responsible for determining the acceptability of the overhead statement.

If you have any questions, feel free to contact Dennis Show at (609) 963-2379, or at Dennis.Show@dot.nj.gov.

Sincerely,

Richard Temmer

Richard Temmer
Manager, Bureau of External Audit



Jacobs Engineering Group, Inc.
412 Mount Kemble Avenue
Suite 100S
Morristown, NJ 07960
Phone: 973-267-0555
Fax: 973-267-3555

www.jacobs.com

April 2, 2024

Attention: Mr. Dave Kuhn, PE
Greenman-Pedersen, Inc.
100 Corporate Drive, Suite 301
Lebanon, NJ 08833

Subject: South Jersey Transportation Planning Organization Countywide Local Road Safety Plans Year 3 Implementation

Dear Mr. Kuhn,

Thank you for the opportunity to provide professional engineering services as part of the Greenman-Pedersen, Inc. (GPI) Team in support of the above referenced project. The following is our scope of services for Countywide Local Road Safety Plans for the South Jersey Transportation Planning Organization (SJTPO) region. Jacobs' work under this project will include the following:

1. **Project Management** – Jacobs' scope under this task includes project accounting, project administration, attendance and/or participation at GPI Team project status meetings and project coordination meetings with SJTPO, and independent quality review. Additional clarifications are as follows:

Invoicing - Jacobs will submit monthly invoices, including a progress report detailing the following for use by GPI and incorporation into the master progress report:

- Activities completed to date with the current invoice period highlighted
- A summary of the costs incurred to date and the percentage (of project) complete
- A direct cost summary broken out by individual and overall summary
- Confirmation of upcoming submittals and possible scheduling conflicts
- Any anticipated cost and/or activities not initially included in these scope of services
- Responses required from GPI/SJTPO
- Anticipated work during the next invoice period

Project Administration – activities include general project administration/management; internal team coordination meetings; preparation for, participation in monthly project team meetings attended by two Jacobs staff members, and support for GPI in administration of this contract.

Quality Management – this task also includes time for development and update of a project specific Quality and Risk Management plan and independent Quality Assurance reviews.



April 2, 2024

Subject: South Jersey Transportation Planning Organization Countywide Local Road Safety Plans Year 3 Implementation

Jacobs Deliverables: Monthly progress reports and invoices

Jacobs Hours: 72

2. **Steering Committee Meetings** – Quarterly steering committee meetings will be led by GPI with contribution and support from Jacobs. The Jacobs Team will help prepare for and participate in four (4) meetings with each county steering committee during implementation year 1, for a total of 16 total meetings. Jacobs will support GPI for two (2) virtual and two (2) in-person meetings for each county. In-person meetings will be attended by one Jacobs employee while virtual meetings will be attended by one to two employees. It is anticipated that two (2) in-person County meetings will be conducted during each trip at an estimated 8 hours per meeting that accounts for travel and attendance.

Jacobs Deliverables: None

Jacobs Hours: 120

3. **Stakeholder Workshop** – The stakeholder workshop will be led by GPI with contribution and support from Jacobs. The GPI Team will lead one (1) stakeholder workshop for each county for a total of four (4) meetings. Jacobs will help prepare for and participate in these meetings to update the stakeholders on the progress of the LRSP implementation in their respective counties and to receive feedback from stakeholders. Meetings will be attended by one Jacobs employee and anticipated to be an estimated 8 hours per meeting that accounts for travel and attendance.

Jacobs Deliverables: None

Jacobs Hours: 44

4. **Stakeholder Communication** – Jacobs has no proposed involvement in this task.

Jacobs Deliverables: None

Jacobs Hours: 0

5. **Training** – Jacobs will lead the Safe Systems Assessment and LRSP-related trainings with support from GPI and Urban Engineers. This includes the development of two (2) live virtual training sessions that will be recorded and posted for future viewing. Each training course is anticipated to be a maximum of two hours long. Jacobs will develop and present these training sessions, which will follow the topic and agenda proposed by GPI.

5.1. Safe Systems Assessment and LRSP-related Training Course Development – Jacobs will develop a Safe Systems Assessment course that will include an overview of the content that addresses the gaps and needs identified in the safe systems assessment as well as other topics included in the LRSP. The course will be developed as an outline in Word with slide content and speaker notes and will be submitted for review by SJTPO and other



April 2, 2024

Subject: South Jersey Transportation Planning Organization Countywide Local Road Safety Plans Year 3 Implementation

agencies (NJDOT, FHWA, etc.) as required. Upon concurrence of the course outline, a draft presentation with speaker notes will be submitted to SJTPO and other agencies (NJDOT, FHWA, etc.) as required. Upon resolution of review comments, the final training presentation will be submitted to SJTPO.

- 5.2. *Safe Systems Assessment and LRSP-related Training Course Delivery* – Jacobs will conduct two virtual training session for the developed course as a part of ongoing support. Each session will be conducted on the virtual platform preferred by SJTPO (Teams, Go to Meeting, etc.) with the assumption that there will be no cost in software or access subscriptions to the GPI team.

Jacobs Deliverables: One three-hour Safe Systems training slide deck with speaker notes, two (2) virtual training sessions (2 hours/session maximum) to be completed by the end of calendar year 2024

Jacobs Hours: 305

6. **Grant Application Assistance** – GPI will lead this task. Jacobs' will be limited to a review of two (2) grant applications for each county, which is a total of eight (8) applications. Assistance will include reviewing proposed countermeasures, implementation measures, and funding specifications. Review of the grant applications will be recorded using track changes and comments in Microsoft Word.

Jacobs Deliverables: Comments/feedback and track changes in Word for two (2) grant applications per county

Jacobs Hours: 72

7. **Year 1 Implementation Report** – Development of the Year 1 Implementation Report will be developed by GPI. Jacobs' involvement for this task includes reviewing reports for each county for a total of four (4) 25-page reports. These reports will include work completed in Year 1 and the ongoing tasks for Years 2 through 5. Jacobs will provide assistance and feedback to these drafts in the form of track changes and comments in Microsoft Word.

Jacobs Deliverables: Comments/feedback and track changes in Word for one (1) Year 1 report per county for four (4) total reports

Jacobs Hours: 90

A copy of the proposed costs for the aforementioned services is attached. We would be happy to discuss this scope of services further, at your convenience. Thank you for the opportunity to work with you on this exciting project.



April 2, 2024

Subject: South Jersey Transportation Planning Organization Countywide Local Road Safety Plans Year 3 Implementation

Yours sincerely,

Jacobs Engineering Group, Inc.

Alex Maistros, PhD, PE
Project Manager

Jeepsi Patel
Manager of Projects

COST PROPOSAL - Jacobs

SJTPO LRSP Countywide Local Road Safety Plans, Year 3 Implementation Support
April 17, 2024

Staff Name	Position/Title	Hourly Rate	Hours per Task							Total Hours	Total Labor Cost
			Project Management	Steering Committee Meetings	Stakeholder Workshop	Stakeholder Communication	Training	Grant Application Assistance	Implementation Report		
			1	2	3	4	5	6	7		
Jacobs											
Alex Maistros	Jacobs Project Manager	\$69.82	36	60	32	0	40	32	24	224	\$15,639.68
Will Holik	Engineer	\$57.79	0	0	0	0	40	8	4	52	\$3,005.08
Katie Wright	Jr. Engineer 2	\$43.92	0	32	0	0	60	16	32	140	\$6,148.80
Josh Miller	Jr. Engineer 2	\$47.07	0	0	0	0	60	16	0	76	\$3,577.32
Gina Kunkel	Jr. Engineer 1	\$39.62	36	28	12	0	80	0	32	188	\$7,448.56
Supraja Suresh	Jr. Engineer 1	\$39.89	0	0	0	0	25	0	0	25	\$997.25
Sub-Total Hours and Labor Cost			72	120	44	0	305	72	92	705	\$36,816.69

Direct Expenses		
Mileage		\$ 5,253.00
Printing		
Postage		
Other		\$ -
Other		\$ -
Total =		\$ 5,253.00

Mileage factors in travel expenses (airfare, car rental, meals, lodgings, etc.) for 1 Jacobs representative for 8 in-person steering committee meetings and 4 county stakeholder workshops with the assumption that one trip will cover two of each of these meetings.

Fee Calculation		
Labor Cost		\$36,816.69
Overhead (97.44%)		\$35,874.18
Profit (10% Labor and Profit)		\$7,269.09
Direct Expenses		\$5,253.00
Total Fee =		\$85,212.96



State of New Jersey

DEPARTMENT OF TRANSPORTATION

P.O. Box 600

Trenton, New Jersey 08625-0600

PHILIP D. MURPHY
Governor

FRANCIS K. O'CONNOR
Acting Commissioner

TAHESHA L. WAY
Lt. Governor

April 15, 2024

Mr. Mark Gianetto, Compliance Analyst
Jacobs Engineering Group, Inc.
6312 S. Fiddler's Green Circle, Suite 300 North
Greenwood Village, CO 80111
mark.gianetto@jacobs.com

Dear Mr. Gianetto:

Based on our review of Jacobs Engineering Group Inc.'s submitted Statement of At-Office and At-Site Rate for Fringe Benefit Expense and General and Administrative Expense for the Fiscal Year Ended September 29, 2023, we have determined overhead rates of 87.80 percent should be used for construction inspection projects and 97.44 percent should be used for all other projects for funding purposes on future contracts with the Department.

In addition, a combined rate of 95.61 percent should be used for additional work modifications for contracts entered into prior to your firm selecting to use split rates or the time split rates were required on all new contracts and extra work modifications.

The overhead rates proposed on this overhead letter expire on March 31, 2025.

These rates are subject to audit verification. Our acceptance of these rates does not extend beyond contracts with the New Jersey Department of Transportation. Any other entity contracting the firm is responsible for determining the acceptability of the overhead statement.

If you have any questions, feel free to contact Therese Kim at (609)-963-2387.

Sincerely,

Richard Temmer

Richard Temmer
Manager, Bureau of External Audit

LRSP Implementation Support

URBAN ENGINEERS SCOPE OF SERVICES

April 14, 2024

The GPI Team will be available to provide support to each of the counties' Steering Committees as they advance implementation of their LRSPs for a period of one year. Understanding that the State and MPO have no formal authority over the counties, the work of SJTPO and the GPI Team must provide value from the county stakeholders' perspectives and not become onerous. The GPI Team understands that the selection of countermeasures for systemic implementation must be approved by NJDOT in order to be eligible for future HSIP funding.

Task 1: Project Management - GPI, Jacobs, Urban, FHI

Urban will attend and provide necessary support for twelve (12) monthly coordination calls with SJTPO and twelve (12) monthly email updates in between coordination calls. Monthly invoices and progress reports will be prepared.

Deliverables:

- Biweekly status emails
- Invoices
- Progress Reports

Task 2: Steering Committee Meetings - GPI, Jacobs, Urban, FHI

Urban will schedule, recruit for, coordinate, host, and attend to provide additional support for a maximum of four (4) steering committee meetings with each county steering committee during implementation year 1, a total of 16 meetings. Eight (8) of the steering committee meetings will be held virtually and eight (8) in-person. Urban will arrange meeting times and locations. Where necessary, Urban will recruit additional members or replacement members for county steering committees as appropriate. Urban will host virtual meetings through Microsoft Teams and/or Zoom. Urban will develop meeting minutes to summarize meeting discussions and actions to aid in tracking implementation. We assume one (1) round of revisions for each meeting summary. Urban will support FHI and the GPI Team in uploading appropriate materials to the project website to keep it up-to-date.

Deliverables:

- Arrange meeting site and schedule meetings
- Provide invitations
- Meeting minutes
- Steering committee coordination and recruitment

Task 3: Stakeholder Workshop - GPI, Jacobs, Urban, FHI

Urban will schedule, recruit for, coordinate, host, and attend to provide additional support for one (1) stakeholder workshop in each county, i.e., four (4) total, to brief stakeholders on LRSP implementation progress and receive input from stakeholders. Urban will maintain and update a list of stakeholders to be invited to each workshop. Where needed, Urban will develop invitation letters and/or coordinate with necessary stakeholders to increase participation in workshops. Urban will provide for costs associated with meeting venues through its direct expense line item. Urban anticipates providing up to three (3) staff members at each workshop. During the workshop event, Urban will provide name tags, coffee/snacks, meeting materials (i.e., pens, notepads, sticky notes) and will record the workshop event to be uploaded to the project website. Urban will support FHI and the GPI Team in uploading appropriate materials to the project website to keep it up-to-date. Urban will develop meeting minutes to summarize meeting discussions and actions to aid in tracking implementation. We assume one (1) round of revisions for each meeting summary.

Deliverables:

- Arrange meeting site and schedule meetings
- Provide invitations
- Stakeholder coordination, recruitment, and management
- Meeting minutes
- Meeting recording
- Meeting materials (i.e., name tags, pens, paper, sticky notes, display boards, etc.)

Task 4: Stakeholder Communication - GPI, Urban, FHI

Urban will develop quarterly newsletters to be provided to stakeholders via ConstantContact, an email management system. Newsletters are defined as LRSP related content to be included in SJTPO's existing newsletter. The content may provide links to the specific LRSP webpages on SJTPO's website.

Deliverables:

- Newsletter
- ConstantContact list maintenance and updates

Task 5: Training - GPI, Jacobs, Urban

Urban will support the GPI Team to develop and conduct training or arrange for training related to Safe Systems Assessment or other LRSP related topics. We will provide for a maximum of two (2) virtual training sessions. This includes identifying participants, scheduling training sessions, venues, and establishing the training agenda, trainers, and materials. Virtual sessions may garner more attendance and can be viewed live as well as posted for future reference at any time. Training sessions will be developed and delivered by subconsultant Jacobs with support from GPI and Urban. Training will be developed and coordinated with NJDOT and other state and federal agencies to prevent duplication of efforts. Urban will be responsible for identifying and inviting participants, scheduling the training sessions, venues, and if desired hosting the virtual training session. Virtual training sessions may also require additional software to facilitate discussions or activities.

Deliverables:

- Two (2) virtual training sessions (2 hours/session maximum)
- Training site arrangement and scheduling
- Identifying training participants and providing invitations
- Virtual training hosting and software needs

Task 6: Grant Application Assistance - GPI, Jacobs, Urban

Urban will support the GPI Team and the SJTPO member counties and municipalities to develop grant applications for projects that include safety countermeasures. Urban assumes supporting a maximum of two (2) applications per county for a maximum of eight (8) applications total. Grant assistance will be provided by GPI with support from Jacobs and Urban Engineers. Grant opportunities may include Safe Streets and Roads for All (SS4A) Supplemental Planning or Implementation grants, SJTPO Local Safety applications, or NJDOT County/Municipal Aid.

Deliverables:

- Two (2) grant applications per county. Maximum of eight (8) applications total.

Task 7: Year 1 Implementation Report - GPI, Jacobs, Urban

Urban will support the GPI Team with meeting information, summaries, documentation, photos, etc. to prepare short reports (25 pages maximum) for each county that summarize work completed in Year 1 and next steps for Years 2 through 5. GPI will develop an outline for SJTPO and Steering Committee approval. GPI will prepare the draft report. We will provide for two rounds of comments from SJTPO and Steering Committee members before finalizing the reports.

Deliverables:

- 25-page Year 1 report for each county. Maximum of four (4) reports.

FIRM INVOLVEMENT

Firm	GPI	Jacobs	Urban	FHI Studio
Project Management	Yes - Lead	Yes (coord calls, invoices, prog reports)	Yes (coord calls, invoices, prog reports)	Yes (coord calls, invoices, prog reports)
Steering Committee Meetings	Yes - Lead	Yes	Yes	Yes
Stakeholder Workshops	Yes - Lead	Yes	Yes	Yes
Stakeholder Communication	Yes	No	Yes – Lead (Newsletter content)	Yes (Website, Social Media)
Training	Yes	Yes – Lead content/ presentation	Yes - Arrangements	No
Grant application assistance	Yes - Lead	Yes	As required	No
Year 1 Implementation Report	Yes - Lead	Yes	Yes	Yes

COST ESTIMATE

Attached a fee estimate for these services.

COST PROPOSAL - Urban Engineers
SJTPO LRSP Countywide Local Road Safety Plans, Year 3 Implementation Support
April 15, 2024

Staff Name	Position/Title	Hourly Rate	Hours per Task							Total Hours	Total Labor Cost
			Project Management	Steering Committee Meetings	Stakeholder Workshop	Stakeholder Communication	Training	Grant Application Assistance	Implementation Report		
			1	2	3	4	5	6	7		
Urban											
Daniel Hutton	Senior Planner	\$42.00	40	180	200	24	40	40	16	540	\$22,680.00
Scott Diehl	Practice Leader	\$100.50	16	0	0	0	0	4	0	20	\$2,010.00
Danielle Baer	Planner	\$39.25	0	224	200	16	40	16	16	512	\$20,096.00
Kimberly Longa	Junior Engineer II	\$36.00	0	0	16	0	2	0	0	18	\$648.00
Brian Longa	Junior Engineer II	\$32.00	0	0	16	0	2	0	0	18	\$576.00
Subconsultant 2 Subtotal			56	404	432	40	84	60	32	1108	\$46,010.00
Sub-Total Hours and Labor Cost			56	404	432	40	84	60	32	1108	\$46,010.00

Direct Expenses		
Mileage		\$ 1,500.00
Printing		\$ 500.00
Postage		\$ 200.00
Other		\$ 4,000.00
Other		\$ -
Total =		\$ 6,200.00

Venues

Fee Calculation		
Labor Cost		\$46,010.00
Overhead (150.05%)		\$69,038.01
Profit (10% Labor and Profit)		\$11,504.80
Direct Expenses		6200
Total Fee =		\$132,752.81

Direct Expense Explanation/Justification

Mileage cost to date = \$2,186.20 as of 2/02/24. We assume Urban staff present at 12 in person meetings during the 3rd year implementation time period.
 Printing cost to date = \$797.80 as of 2/02/24. We assume having a need to provide display boards, flip charts, signage, etc. at Steering Committee meetings, Workshops.
 Postage may be utilized to mail invitations for Workshops, Steering Committee Meetings, and or Trainings.
 Venue cost to date = \$1,395 as of 2/02/24. Venues at no cost to SJTPO have been utilized for the majority of meetings to date. to find appropriate venues for Workshops.
 However, availability of said venues, anticipated attendance at future events, venue availability or choice may affect this and increase cost



State of New Jersey

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

PHILIP D. MURPHY
Governor

DIANE GUTIERREZ-SCACCETTI
Commissioner

SHEILA Y. OLIVER
Lt. Governor

October 4, 2023

Mr. Bernard M. Carolan
Chief Financial Officer
Urban Engineers, Inc.
530 Walnut St.
Philadelphia, PA 19106

Dear Mr. Carolan,

Based on our review of Urban Engineers, Inc.'s submitted schedule of Field and Office Overhead Rates for the year ended December 31, 2022, we have determined overhead rates of 103.61 percent be used for construction inspection projects and 150.05 percent should be used for all other projects for funding purposes on future contracts with the Department. Please note, premium portion of overtime has been excluded from the direct labor base due to NJDOT contracts stipulating that the premium portion of direct labor should be removed from direct labor base.

The combined rate of 133.21 percent should be used for additional work modifications for contracts entered into prior to your firm selecting to use split rates or the time split rates were required on all new contracts and extra work modifications. This rate is for settle-up purposes only.

In accordance with current Department policy, if FCCM is specifically identified in the cost proposals relating to the contract under which the cost is to be claimed, the audited FCCM rate of 0.08 percent should be used.

In addition, the overhead rates proposed on this overhead letter expire on July 1, 2024.

These rates are subject to audit verification. Our acceptance of these rates does not extend beyond contracts with the New Jersey Department of Transportation. Any other entity contracting with the firm is responsible for determining the acceptability of the overhead statement.

If you have any questions, feel free to contact Elkins Larkins at (609) 963-2364.

Sincerely,

Richard Temmer

Richard Temmer
Manager, Bureau of External Audit
EL

SJTPO Local Roads Safety Plan
FHI Studio contributions

Project Management (24 hours)

The GPI Team provides for twelve (12) monthly coordination calls with SJTPO and twelve (12) monthly email updates in between coordination calls. Monthly invoices and progress reports will be prepared.

Senior facilitation (up to 20 meetings) (216 hours)

A Senior facilitator will assist with meeting facilitation or moderation at up to 20 meetings held in person and virtually. These meetings include up to 8 in-person Steering Committee meetings; 8 virtual Steering Committee meetings; and, 4 in-person stakeholder workshops.

Website (12 mo) - (hours: 120, 10/month to maintain and update)

The GPI Team will continue to develop and maintain content on a regular basis throughout the project. The GPI Team will incorporate project branding into the design of the site and will host, develop, and manage the website. The website will include dedicated webpages for each of the four SJTPO counties. Where appropriate, website library materials such as fact sheets and related collateral will be translated into Spanish, Chinese Mandarin, Vietnamese, and Gujarati as needed.

Deliverables: the project website will include

- Ongoing hosting, development, and management of the website
- Subpages for county-specific plans
- Interactive mapping
- Event and milestone schedules
- Online contact form

Social media (32 hours)

Social media messaging will be developed for posting on the SJTPO social media channels. The GPI Team will develop a media plan that includes a social media campaign and calendar to serve two primary goals: increase awareness of the plan and drive traffic to engagement opportunities such as a public meeting.

Translation and Interpretation Coordination (20 hours)

Simultaneous interpretation will be provided upon request for up to four languages at public meetings. Key project documents and other print materials will be translated into up to four languages as appropriate. The total budget for translation and interpretation services will not exceed \$10,000.

Year 1 Implementation Report (46 Hours)

GPI will prepare short reports (25 pages maximum) for each county that summarize work completed in Year 1 and next steps for Years 2 through 5. GPI will prepare the draft report with support from all subconsultants. FHI Studio will support graphic design for the reports. The GPI Team will provide for two rounds of comments from SJTPO and Steering Committee members before finalizing the reports.

Deliverables:

- 25-page Year 1 report for each county. Maximum of four (4) reports.

COST PROPOSAL - FHI Studio

SJTPO LRSP Countywide Local Road Safety Plans, Year 3 Implementation Support

March 25, 2024

Staff Name	Position/Title	Hourly Rate	Hours per Task							Total Hours	Total Labor Cost
			Project Management	Steering Committee Meetings	Stakeholder Workshop	Stakeholder Communication	Training	Grant Application Assistance	Implementation Report		
			1	2	3	4	5	6	7		
FHI											
Ryan Walsh	Senior Facilitator	\$74.88	24	112	48	8	0	0	4	196	\$14,676.48
Leslie Black	Outreach Specialist	\$83.40	0	0	32	4	0	0	2	38	\$3,169.20
Kelsey Kahn	Senior Planner	\$43.82	0	16	8	20	0	0	0	44	\$1,928.08
Sara Grossman	Visual Communications Specialist	\$32.36	0	0	0	80	0	0	40	120	\$3,883.20
Eric Smith	IT Manager	\$60.00	0	0	0	60	0	0	0	60	\$3,600.00
Sub-Total Hours and Labor Cost			24	128	88	172	0	0	46	458	\$27,256.96

Direct Expenses		
	Mileage	\$ 2,500.00
	Printing	\$ 500.00
	Postage	\$ -
	Translation/Interpretation	\$ 10,000.00
	Website	\$ 500.00
Total =		\$ 13,500.00

Fee Calculation		
	Labor Cost	\$27,256.96
	Overhead (158.53%)	\$43,210.46
	Profit (10% Labor and Profit)	\$7,046.74
	Direct Expenses	\$13,500.00
	Total Fee =	\$91,014.16



State of New Jersey

DEPARTMENT OF TRANSPORTATION

P.O. Box 600

Trenton, New Jersey 08625-0600

PHILIP D. MURPHY
Governor

DIANE GUTIERREZ-SCACCETTI
Commissioner

TAHESHA L. WAY
Lt. Governor

December 11, 2023

Alexandra Correa, Director of Finance
Fitzgerald & Halliday, Inc.
416 Asylum Street
Hartford, CT 06103

Dear Alexandra Correa,

Based on our review of Fitzgerald & Halliday, Inc.'s submitted Schedule of Direct Labor, Fringe Benefits, and Indirect Overhead Costs for the Year Ended December 31, 2022, the approved overhead rate of 158.53 percent can be used for funding purposes on future contracts with the Department.

Furthermore, if Fitzgerald & Halliday, Inc. plans to pursue construction inspection work with the Department, Fitzgerald & Halliday, Inc. will need to provide the Department with additional documents to establish a field rate with the Department.

In addition, the overhead rate proposed on this overhead letter expires on July 1, 2024.

This rate is subject to audit verification. Our acceptance of this rate does not extend beyond contracts with the New Jersey Department of Transportation. Any other entity contracting with the firm is responsible for determining the acceptability of the overhead statement.

If you have any questions, feel free to contact Elkins Larkins at (609) 963-2364.

Sincerely,

Richard Temmer

Richard Temmer
Manager, Bureau of External Audit

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2409-32: Approving a Second Subcontract Agreement Amendment to change of Scope, Cost and Time for the Countywide Local Road Safety Plans

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 winning consultants technical scope and cost, and execute a separate Task Order for this technical study; and

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

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

WHEREAS, at its July 22, 2024, meeting the Policy Board Approved an Amendment to the Subcontract Agreement No Cost Time Extension from September 15, 2024 to December 31, 2024; and

WHEREAS, the original proposal included consideration for a third year to include project implementation support to each county as they advance the implementation of their Local Road Safety Plans; and

WHEREAS, project support would include assisting counties and municipalities to develop grant applications for projects that include safety countermeasures; and

WHEREAS, GPI submitted a scope of work for Project Implementation at a total cost of \$738,156.84; and

WHEREAS, there will be \$662,019.31 carried over from the initial budget to be used for Year 3 efforts; resulting in a total revised maximum fee of \$3,135,589.30;

WHEREAS, the Year 3 Project Implementation has been determined as critically necessary for project implementation to advance safety improvements in the SJTPO region; and

WHEREAS, the the contract end date must be extended from December 31, 2024 to October 31, 2025 in order to conduct the Year 3 Project Implementation effort; and

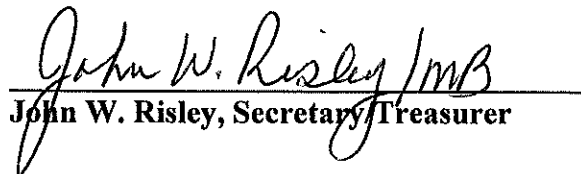
WHEREAS, an additional \$76, 137.53 will be funded using Highway Safety Improvement Program (HSIP) funds, to be requested from NJDOT by way of a Task Order Modification; and

NOW THEREFORE BE IT RESOLVED that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the change in scope of work, cost increase, and time extension for the Countywide Local Road Safety Plans, with a revised maximum fee of \$3,135,589.30; and

BE IT FURTHER RESOLVED that the Policy Board requests that the South Jersey Transportation Authority execute the appropriate contractual arrangements with the consultant on behalf of 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 September 23, 2024



John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2409-33: Approving an Alternate Secretary in the Absence of the Appointed Secretary/Treasurer

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 Officers of the MPO shall consist of a Chairperson, Vice Chairperson and Secretary/Treasurer who shall be members of the MPO; and

WHEREAS, the Officers of the MPO shall be elected by the Policy Board at its Annual Meeting and each Officer shall serve a term of office for one (1) year from January 1 to December 31 and until his or her successor has been duly chosen and qualified; and


WHEREAS, the Secretary/Treasurer shall keep the official records of the MPO's minutes and of the actions taken at meetings of the MPO and shall certify, when required to, copies of records. The Secretary/Treasurer shall have custody of all funds of the MPO and shall perform, in general, all the duties incident to the office of Secretary/Treasurer, and such other duties as may from time to time be assigned by the Policy Board or the Executive Director. The actions of the Secretary/Treasurer shall be consistent with the accounting policies adopted by the Policy Board; and

WHEREAS, in the absence of the Secretary/Treasurer at a Policy Board meeting, the Chairman may designate an alternate Board member to carry out the duties that require attention, such as signatures on meeting minutes, resolutions, etc.; and

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby appoints Nancy Hammer or, when necessary, an individual designated by the Chairman or Executive Director, to serve as Alternate Secretary in the absence of the appointed Secretary/Treasurer.

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 September 23, 2024.


John W. Risley, Secretary/Treasurer