

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION  
Policy Board**

**Monday, November 25, 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: September 23, 2024](#)**
- d. **Communications**
  - 1. [FHWA FY 2026 UPWP Planning Emphasis Areas Letter](#)
  - 2. [FTA 2021 Planning Emphasis Areas](#)
  - 3. [NJDOT FY 2026 UPWP Planning Planning Priorities Letter](#)
  - 4. [FY 2026 Subregional Planning Work Programs Memo](#)
- e. **Report of the Technical Advisory Committee – Matthew Pisarski, Chairperson**
- f. **Chairman's Remarks**
- g. **[Report of the Executive Director](#) – Jennifer Marandino**
- h. **Selection of Nominating Committee for 2025 Officers**
- i. **Public Comment** *limit to three (3) minutes per person*
- j. **New Business**
  - 1. **[Resolution 2411-34: Adopting Schedule of Regular Meetings for Calendar Year 2025](#)**  
*Presenter: Jennifer Marandino, Executive Director*  
The Regular Meetings for Calendar Year 2025 of the SJTPO Policy Board will continue to be held in a hybrid format, held in person on the 2<sup>nd</sup> floor Board Room at SJTPO office at 817 East Landis Avenue in Vineland. The schedule includes a proposed change in date for the May meeting due to the Memorial Day holiday.

2. **Resolution 2411-35: Support for the Regional Transportation Alternatives Set Aside (RTA Set Aside) Program Project List**

*Presenter: Jacob Cummings, Program Manager*

NJDOT recently released a list of projects recommended for funding through the Regional Transportation Alternatives Set Aside (RTA Set Aside) Program. The program is jointly administered by NJDOT and the MPOs. Three (3) RTA Set Aside projects were submitted in the SJTPO region, with two projects receiving funding, totaling \$4.970 million. Across the State, eight (8) projects totaling \$18.723M were recommended by the RTA Set Aside Selection Committee.

3. **Resolution 2411-36: Approving a Minor Amendment to the FFY 2024-2033 Transportation Improvement Program for the Statewide Mobility and Systems Engineering Program**

*Presenter: John Peterson, Subregional Program Specialist*

NJDOT requests to increase NHPP funding for Design and Construction (EC) in FFY 2025 from \$6M by \$18.850M to \$24.850M for Calendar Year authorizations associated with NJDOT's Mobility and Systems Engineering Program. The action also increases NHPP funding for EC in FFY 2025 from \$24.850M by \$25M to \$49.850M for FIFA ITS.

4. **Resolution 2411-37: Approving Series of Actions to the FFY 2024-2033 Transportation Improvement Program for Atlantic City**

*Presenter: John Peterson, Subregional Program Specialist*

Atlantic City has requested the deletion of DBNUM S2115 Tennessee Avenue, Atlantic Avenue to Pacific Avenue in FFY 2025, as it is being funded by other means. The \$0.650M programmed in FFY 2025 will be reallocated to DBNUM S2101 Martin Luther King Jr. Boulevard (Mediterranean Avenue to Route 30). Additionally, the Construction funding programmed to DBNUM S1702 Baltic Avenue, Maine to Missouri Avenues in FFY 2025 (\$0.800M) shall be reallocated to the Martin Luther King Jr. Boulevard project. The Baltic Avenue project was fully funded in FFY 2024.

5. **Resolution 2411-38: Adoption of SJTPO's Congestion Management Process (CMP)**

*Presenter: David Heller, Program Manager*

SJTPO has revised and enhanced its Congestion Management Process (CMP) Report from the existing process that was last adopted and approved in November 2018. This report has combined both an updated methodology as well as an activity report. The revised report went through a 30-day Public Comment Period from Wednesday, August 28, 2024, through Thursday, September 26, 2024. No comments were received. Consistent with how SJTPO's Unified Planning Work Program is handled, no public meeting was held, in accordance with recently revised SJTPO's Public Involvement Plan. The [Final Draft of the CMP Report](https://www.sjtpo.org/planning/cmp/) is posted to the SJTPO website at <https://www.sjtpo.org/planning/cmp/>.

6. **Resolution 2411-39: Approving the Selection of WSP USA Inc. as the Consultant Selection for Staff Augmentation**

*Presenter: Jennifer Marandino, Executive Director*

Proposals were sought from qualified firms, or groups of firms, to augment SJTPO's existing staff through consultant services. The project is expected to bridge the gap left by vacancies in three crucial positions to ensure the successful execution of the Fiscal Year (FY) 2025 Unified Planning Work Program (UPWP).

An RFP was released on Thursday, August 22, 2024, with two (2) proposals were received. The TAC-designated Consultant Selection Committee reviewed the proposals and recommends selection of WSP USA Inc., in association with Radin Consulting, (DBE), to advance the effort.

Following negotiations and scope refinement, the total project is \$583,883, with 23.7% DBE/ESBE participation. This project will be funded from Task 25/403 (\$962,000) in the FY 2025 UPWP, effective July 1, 2024. The original and negotiated scope of work are attached along with the associated cost estimate.

7. **Resolution 2411-40: Recognizing the Services of Monica Butler**

*Presenter: Timothy G. Chelius, Former Executive Director*

SJTPO wishes to recognize the services of Monica Butler, Administrative Manager for 30 years of employment and service to SJTPO.

k. **NJDOT Update**

l. **Adjournment**

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

Monday, September 23, 2024 - 10:00 AM

817 East Landis Avenue, 2<sup>nd</sup> Floor Board Room / Virtually using GoToMeeting Platform

Executive Director Marandino announced that any members who dialed into audio conference using their phone, enter their audio PIN to use the control panel for muting. Alternatively, if members dialed into the session, use the keypad command \*6 to mute from the phone. She also requested that members please state their last name before making Motions and Seconds.

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

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

**Members:**

John Risley, Atlantic County  
Andrew Bulakowski, Cape May County *Not present*  
Sandra Taylor, Cumberland County *Not present*  
Benjamin Laury, Salem County *Not present*  
Marty Small, City of Atlantic City *Not present*  
P. Edward McKelvey, Alloway Township  
Leonard Desiderio, Sea Isle City  
Anthony Fanucci, City of Vineland  
Andrew Clark for Sudhir Joshi, NJDOT  
Robert (RJ) Palladino for Louis Millan, NJ TRANSIT  
Dave Zappariello for Stephen Mazur, SJTA

**Also, in attendance:**

Ranae Knowles, Atlantic County  
Benjamin Woodward, Atlantic County  
Leslie Gimeno, Cape May County  
Kathleen Hicks, City of Vineland  
Matthew Pisarski, Cumberland County *in-person*  
Elaina Gable, Cumberland County *in-person*  
Michael Miles, Brown & Connery, LLP  
Brent Van Lith, DRBA  
Jason Simmons, FHWA *in-person*  
Laura Wilton, Governor's Authorities Unit  
Heidi Koering, Resident *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: July 22, 2024**

**On Motion** by Mayor Fanucci and seconded by Commissioner Risley, the minutes of July 22, 2024, were unanimously approved.

#### **TENTATIVE 2025 MEETING SCHEDULE**

Executive Director Marandino reviewed the draft schedule for calendar year 2025 indicating that the schedule includes a proposed change from the Board's normal 4<sup>th</sup> Monday schedule in May to (Tuesday, May 27<sup>th</sup>) due to the Memorial Day holiday. No formal action is required as this has been shared as information only. She indicated that the schedule will be brought to the Board at their November 25<sup>th</sup> meeting for approval, which will allow SJTPO to advertise the meeting in early January. She further noted that the schedule includes the January 2026 Reorganization Meeting on the 27<sup>th</sup>. Unless members see or would like to express any concerns with the dates indicated, Ms. Marandino noted that she does not anticipate any changes, therefore, she asked that members mark their calendars for 2025.

#### **COMMUNICATIONS**

Executive Director Marandino stated that there were no communications included in the packet, however, she shared that Monica Butler, who has been with the organization for more than 30 years submitted her official letter of retirement with a request of January 1, 2025, as her official retirement date. Her last date of employment will be Tuesday, December 31<sup>st</sup>, transitioning into her new role as "Nonna" using personal time starting October 28<sup>th</sup> through December 31<sup>st</sup>. Ms. Marandino noted that Nancy Hammer communicated with the Policy Board related to this September meeting and will continue to correspond with the transition of Monica's retirement, noting that Ms. Hammer is well-versed and has been the main point of contact with the Technical Advisory Committee for more than 20 years.

Along with Commissioner Risley, Chairman Desiderio wished Monica well and thanked her for all her years of service, stating that she will be missed.

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

Chairman Matthew Pisarski reported that at the September 9, 2024, Technical Advisory Committee meeting TAC recommended positive consideration for Resolutions 2409-25 through 2409-32. Ms. Marandino noted that Resolution 2409-33 did not require TAC approval since it is strictly an administrative action.

#### **CHAIRMAN'S REMARKS**

Chairman Desiderio hoped everyone had 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 made available by USDOT. She further noted that the report includes one Administrative Modification for the Statewide Bridge Deck/Superstructure Replacement Program which increased funds by \$8M to allow for the authorization of a bridge project in the NJTPA region. She indicated that since it is a Statewide Program, all MPOs must approve the action.

Additionally, she noted that there are 17 informational modifications which are listed in her report. She

explained that due to the size of the board mailing, only the agenda was attached with all backup information included on the SJTPO website. Moving forward, staff will be mailing the agenda only with the link to the website included for all backup documents. She mentioned that with the end of the federal fiscal year being September 30<sup>th</sup>, there were lots of actions that allowed for the authorization of projects either Statewide or in the SJTPO region.

Ms. Marandino shared that in addition to the Local Lead status chart, a printout of SJTPO Authorized Projects, as of September 14, 2024, was included for reference. She noted that the authorization of several other projects was pending and not included in the eSTIP report shared, including the Cumberland County Federal Road Program and Cape May County's two projects in FFY 2024.

Ms. Marandino mentioned that in the next few months, staff will be working on preparing the FY 2026 Unified Planning Work Program, sharing that an August 27, 2024, letter from NJDOT was included in the packet which detailed the planning priorities that the MPOs should consider incorporating into the upcoming work programs.

Ms. Marandino explained that consideration for Policy Board approval of SJTPO's Mid-Period Progress Report and Performance Plan was brought to the September 9<sup>th</sup> TAC meeting, however, staff subsequently decided that formal approval of the plan was not necessary. A link to the report was shared in the board packet posted to the SJTPO website for information only. She also noted that MPOs that are within or contain part of an 8-Hour Ozone Air Quality Nonattainment Area must prepare a Congestion Mitigation and Air Quality (CMAQ) Mid-Period Progress Report and Performance Plan for their respective metropolitan planning area. The plan prepared by SJTPO has been submitted to NJDOT for inclusion as an attachment to the State's plan.

Ms. Marandino explained that her Executive Director's Report included information about SJTPO's "draft" Congestion Management Process (CMP) document, which is currently available for public comment, with the period opening Wednesday, August 28<sup>th</sup> and lastly through Thursday, September 26<sup>th</sup>. She indicated that the current 2018 CMP document will remain in effect until the November TAC and Policy Board considerations for approval.

And lastly, Ms. Marandino mentioned that Dave Heller and other staff have been working diligently on developing SJTPO's Regional Transportation Plan (RTP) update, known as Forward 2050. The comment period is anticipated to open on Tuesday, November 5<sup>th</sup> (Election Day) and remain open until Thursday, December 5<sup>th</sup>. She shared that SJTPO plans to host two hybrid (in-person and virtual) public meetings in mid-November, one at noon and another in the evening.

### **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 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**  
**On Motion** by Mayor Fanucci and seconded by Andrew Clark, Resolution 2409-25 was opened for discussion.

Executive Director Marandino explained that a Basic Agreement exists between NJDOT, SJTA, and SJTPO outlining policies and procedures related to SJTPO's Unified Planning Work Program activities.

Ms. Marandino stated that the existing agreement was fully executed on December 17, 2019 and that a new agreement must be established every five years. She indicated that NJDOT shared a draft of the 2024 Basic Agreement in early August for review and execution. Both General Counsel for SJTPO and SJTA reviewed the draft agreement with minor edits. The 2024 Basic Agreement was approved by SJTA's Board of Commissioners on September 17<sup>th</sup>.

Ms. Marandino explained that the agreement was updated to include the following: the date, the SJTPO address, NJDOT contacts and other minor edits. The agreement also added a statement indicating that "Parties will accept and submit electronic signatures or scanned copies of signatures in connection with the execution of the Basic Agreement and Task Orders." She noted that SJTPO has been practicing this since COVID and NJDOT is accepting digital signatures on electronic submissions of invoices, which she stated has been very help with expediting documents.

With no further comment, Resolution 2409-25 was unanimously approved by Roll Call Vote.

2. **Resolution 2409-26: Approving a Complete Streets Technical Assistance Program Subcontract Agreement Between the South Jersey Transportation Authority and Rutgers**  
**On Motion** by Mayor Fanucci and seconded by Dave Zappariello, Resolution 2409-26 was opened for discussion.

Executive Director Marandino explained that in July, the Policy Board approved several amendments to SJTPO's current FY 2025 Unified Planning Work Program (UPWP) including adding Task 25/405 Complete Streets Technical Assistance Pilot Program which will provide technical support to implement complete streets initiatives. Ms. Marandino stated that Federal funds for this task will be passed through 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 their activities with their Subregional Planning Work Programs.

Since the agreement contains several SJTPO obligations and will be signed by SJTPO, General Counsel 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 as Exhibits within the Subcontract Agreement. She indicated that the agreement has been reviewed by all parties with a few outstanding issues that need to be resolved with Rutgers sharing a second round of edits recently. A final review by SJTPO General Counsel is pending, and no work shall be started until the agreement is in place. NJDOT has provided SJTPO with the Letter to Incur Cost.

With no further comment, Resolution 2409-26 was unanimously approved by Roll Call Vote.

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

**On Motion** by Mayor Fanucci and seconded by Commissioner Risley, Resolution 2409-27 was opened for discussion.

David Heller explained that using SJTPO's Project Evaluation Process, which was adopted by the Policy Board on July 24, 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. He noted that there was a different scoring process for projects expected to be implemented within years 1-10 of the RTP's release (which translates into years 2025-2034), and years 11-50, which translates into projects expected to be implemented between 2035 and 2050, the horizon year for the Plan.

Mr. Heller stated that the scores were revised slightly based on additional information and input provided by the TAC. Members approved the scores at their September 9, 2024 meeting. The final scores were included as part of the full agenda packet that was posted on the SJTPO website. He noted that while the scores inform SJTPO staff and stakeholders of the priority of the process, a low score does not automatically exclude a project from future funding; just as a high score does not guarantee a project will get future funding.

Mr. Heller explained that whether a project ultimately gets funded depends on a lot of factors; including cost, whether a project is "shovel-ready", political will, available funding sources, and other factors.

Ms. Marandino shared the chart provided for reference indicating that it includes several zeros for scores for Cumberland County projects in years 11-50 and then asked Mr. Heller if he could further elaborate. He explained that the reason these projects were not scored was because Cumberland County did not provide any specific locations or details about projects, but instead advances projects as a road program. Cumberland County indicated that they would use their block grant to help resurface roads, mill and fill repaving, however, since the descriptions were general, scoring was not feasible. Ms. Marandino stated that the projects will be scored once the specific project locations are made available.

With no further comment, Resolution 2409-27 was unanimously approved by Roll Call Vote.

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

**On Motion** by Mayor Fanucci and seconded by Commissioner Risley, Resolution 2409-28 was opened for discussion.

David Heller explained that the Policy Board approved the year-round demographic projections at the municipal (MCD) level for the RTP 2050 update on May 28, 2024, through Resolution 2405-11. However, approval of seasonal population and employment projections for counties and MCDs was not initially included, as they were not yet prepared. He noted that the consultant subsequently prepared the seasonal population and employment projections, which cover 2020 through 2060, in five-year increments.

Mr. Heller noted that this is the first time that SJTPO utilized a data-driven methodology to give a good estimate of seasonal data within the SJTPO region. Previous seasonal estimates relied extensively on survey data to compute seasonal numbers, which generally consist of small data samples that have not been validated. For this set of seasonal projections, a hybrid approach was utilized. He added that for Atlantic and Cape May counties, seasonal factors for several municipalities were developed based on looking at water permit data from campgrounds and marinas, as well as sewerage flow data. Mr. Heller explained that since the approach did not yield a seasonal influx for Cumberland County and very little influx for Salem County, an alternative approach was used to develop seasonal estimates for those respective counties. Essentially, annual visitor data was extracted from a report titled “The New Jersey Visitor Economy” and extrapolated out of 2050.

In summary, the 2050 projections show a 36% increase between year-round and seasonal population for Atlantic County, a 507% increase for 2050 between year-round and seasonal population for Cape May County, over 1.1 million visitors visiting Cumberland County in 2050, which is more than a 700% increase from the projected 2050 year-round population of 149,900. He asked members to keep in mind that this is an annual number, as opposed to a daily total, which is how numbers for Atlantic and Cape May Counties are presented. He continued, sharing that there are more than 410,000 people visiting Salem County in 2050, which is more than 630% increase from Salem’s projected 2050 population of 64,300. He noted that additional information and detail relating to the methodology, as well as depicting the actual seasonal factors and their MCDs, can be found in the Item Sheet.

With no further comment, Resolution 2409-28 was unanimously approved by Roll Call Vote.

5. **Resolution 2409-29: Supporting the FY 2024 Transit Asset Management Plan (TAMP) Targets Set by the New Jersey Transit**  
**On Motion** by Mayor Fanucci and seconded by David Zappariello, Resolution 2409-29 was opened for discussion.

David Heller explained that the Transit Asset Management (TAM) Final Rule prescribed specific transit asset performance measures and targets covering rolling stock, equipment, facilities, and infrastructure/track segments, which are readjusted annually.

Mr. Heller stated that the State Fiscal Year (FY 2023) targets were approved by the SJTPO Policy Board in September 2023, with approval of the FY 2024 targets being considered with this action. He noted that the FY 2024 measures and targets, as well as the previously approved FY 2023 targets, were included as part of the full packet posted on the SJTPO website.

In summary, Mr. Heller explained that NJ TRANSIT met some of the other targets, and did not meet others. However, as with most of the other Federally mandated performance measures, SJTPO supports the performance targets set by NJ TRANSIT.

With no further comment, Resolution 2409-29 was unanimously approved by Roll Call Vote.

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**

**On Motion** by Mayor Fanucci and seconded by Commissioner Risley, Resolution 2409-30 was opened for discussion.

David Heller explained that the Public Transportation Agency Safety Plan (PTASP) regulation requires public transportation providers to establish Safety Performance Targets to address the safety performance measures identified in the National Public Transportation Safety Plan.

Mr. Heller noted that 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 targets and measures for bus operations were included as part of the Item Sheet posted to the website. He stated that each target represents a one-year target for NJ TRANSIT's Bus Operations in calendar year (CY) 2024. As with the NJ TRANSIT's TAMP targets, for some of the measures, NJ TRANSIT has improved from CY 2023, but for others has not improved. As with most of the other Federally mandated performance measures, SJTPO supports the performance targets set by NJ TRANSIT.

With no further comment, Resolution 2409-30 was unanimously approved by Roll Call Vote.

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

**On Motion** by Mayor Fanucci and seconded by Commissioner Risley, Resolution 2409-31 was opened for discussion.

David Heller explained that one of the federally required performance measures for State DOT's and MPOs are CMAQ congestion measures, which consist of Peak-Hour Excessive Delay and Non-Single Occupancy Vehicle (SOV) Travel. These CMAQ congestion targets are based on Urbanized Areas; and a small portion of the SJTPO region falls within the Philadelphia, PA-NJ-DE-MD Urbanized Area (UZA). The area includes northwestern Salem County including parts of Salem City, Carney's Point, and Pennsville, and western Atlantic County (in and around Collings Lakes). Because of this overlap, SJTPO must formally act on these targets for the Philadelphia UZA.

Mr. Heller mentioned that while existing CMAQ congestion targets have been established for the Second Performance Period, which began January 1, 2022 and extends through December 31, 2025, at a meeting on April 25, 2024, DVRPC (the lead agency in setting these targets for the Philadelphia Urbanized Area) recommended increasing the Percent Non-Single Occupancy Vehicle (SOV) 4-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 American Community Survey Data data. He noted that this data is also explained on the Item Sheet associated with the Resolution which was posted on the SJTPO website.

With no further comment, Resolution 2409-31 was unanimously approved by Roll Call Vote.

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**  
**On Motion** by Commissioner Risley and seconded by David Zappariello, Resolution 2409-32 was opened for discussion.

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

Ms. Monaghan stated that within the initial proposal there was consideration for a third year to provide project implementation support for GPI to assist either municipalities or counties to include a total of eight (8) applications for funding; two (2) per county. This third-year effort would be funded through \$662,019.31 carried over from the initial budget (years one and two), with an additional \$76,137.53 to be requested from NJDOT when needed.

Ms. Monaghan explained that this action requires a Second Amendment to the Subcontract Agreement to change the scope of work and cost to include Year 3 Implementation and extend the contract end date to October 31, 2025. Jason Simmons questioned whether the intended grant applications would be for federal discretionary funding, and Ms. Marandino stated yes and that they could be but they might also be advanced through the SJTPO's Local Safety Program, County Municipal Aid, etc.

With no further comment, Resolution 2409-32 was unanimously approved by Roll Call Vote.

9. **Resolution 2409-33: Appointing an Alternate Secretary in the Absence of the Appointed Secretary/Treasurer**  
**On Motion** by Mayor Fanucci and seconded by Andrew Clark, Resolution 2409-33 was opened for discussion.

Executive Director Marandino explained that the Secretary/Treasurer is one of four Policy Board officers elected annually at the Reorganization Meeting in January, noting that currently, Commissioner Risley serves as the Secretary/Treasurer.

Ms. Marandino further explained that if the elected Secretary/Treasurer is unavailable to carry out their specific roles and responsibilities, SJTPO has a resolution that appoints an alternate Secretary. She shared that Monica Butler was appointed as the Alternate Secretary and has been serving in that role since June 28, 2010. With Ms. Butler's pending retirement, a new person must be appointed, therefore, this action will appoint Nancy Hammer or an individual designated by the Chairman or Executive Director to serve.

With no further comment, Resolution 2409-33 was unanimously approved by Roll Call Vote.

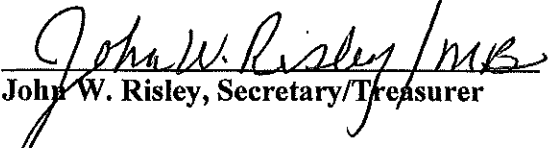
#### **NJDOT UPDATE – Andrew Clark**

Andrew Clark reported that the NJDOT/MPO Collaboration Meeting that was held last week was a good exchange. There was no other information to report on.

**ADJOURNMENT**

**On Motion** by Mayor Fanucci and seconded by Commissioner Risley, the meeting was adjourned at 10:50 a.m.

**Approved Minutes Certified Correct:**

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



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

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

In Reply Refer To:  
HPL-NJ

October 8, 2024

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

Re: FY 2026 UPWP Planning Priorities

Dear Ms. Fackler:

Thank you for your letter of August 19, 2024, requesting the planning priorities for the MPOs FY 2026 Unified Planning Work Programs (UPWP). Per our Mutual Service Standards for the FY 2026 Unified Planning Work Program (UPWP), Federal Highway Administration is requesting the State Department of Transportation and the Metropolitan Planning Organizations (MPO) focus on the following priorities:

- Continue with the Regional Models of Cooperation, and Ladders of Opportunity which were enacted under MAP-21 and the FAST Act
- Focus on building relationships with municipalities and counties in delivering on discretionary grants, building capacity, and expanding collaboration.
- Continue with the cooperative data collection, development, and monitoring of required performance measures and targets. Data sharing and consideration among various planning partners should be incorporated into the transportation planning process as data assets have value across multiple programs.
- Continue to focus on developing projects and programs that will contribute towards the 2-year and 4-year targets set for the National Performance Measures. Collecting and documenting the quantitative data is critical in advancing targets.
- Through transportation plans and infrastructure projects, ensure that efforts are being made to help achieve the national greenhouse gas reduction goals. Activities could include evaluating opportunities to reducing single-occupancy vehicle trips, increasing access to public transportation, and shifting to other lower emission modes of transportation.
- Incorporate Automated/Connected/Electric/Shared-use Vehicles into the planning processes. Appropriate work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure.
- Consider utilizing FHWA's Vulnerability Assessment and Adaptation Framework to develop a Resilience Improvement Plan to increase the resilience of the transportation system and mitigation of stormwater impacts on surface transportation.
- Facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options, particularly to traditionally underserved populations. There are six defined strategies outlined to advance equity and support for underserved and disadvantaged communities.
- Continue to enhance and build off past complete street efforts to ensure roadways are prioritizing safety, comfort, and increased access with the goal of providing an equitable and safe transportation network.
- Continue to seek out meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.

- Coordinate with Federal Land Management Agencies to conduct continuing, comprehensive, and collaborative intermodal transportation planning that facilitates the efficient, and economic movement of people and goods, especially during the development of the STIP.

We encourage the MPOs and the State Department of Transportation to develop and identify work tasks associated with these planning emphasis areas for inclusion in their upcoming UPWP work programs.

If you have any questions, please contact Jason Simmons at [jason.simmons@dot.gov](mailto:jason.simmons@dot.gov) or 609.637.4208.

Sincerely,



Sutapa Bandyopadhyay  
Planning and Program Development Manager  
FHWA NJ Division

cc: Andrew Clark, NJDOT  
Monica Etz, NJDOT  
Sudhir Joshi, NJDOT  
David Behrend, NJTPA  
Jennifer Marandino, SJTPO  
Ariella Maron, DVRPC  
Uzoma Anukwe, FTA  
Ray Tomczak, FTA  
Jason Simmons, FHWA-NJ



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

Office of the Administrator

1200 New Jersey Ave., SE  
Washington, D.C. 20590

Federal Transit  
Administration

December 30, 2021

**Attention:** FHWA Division Administrators  
FTA Regional Administrators

**Subject:** 2021 Planning Emphasis Areas for use in the development of Metropolitan and Statewide Planning and Research Work programs.

With continued focus on transportation planning the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning are jointly issuing updated Planning Emphasis Areas (PEAs). The PEAs are areas that FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program. We recognize the variability of work program development and update cycles, so we encourage field offices to incorporate these PEAs as programs are updated.

Please note that this letter is intended only to provide clarity regarding existing requirements. It is not binding and does not have the force and effect of law. All relevant statutes and regulations still apply.

Sincerely,

Nuria Fernandez  
Administrator  
Federal Transit Administration

Stephanie Pollack  
Deputy Administrator  
Federal Highway Administration

Enclosure

## **2021 Planning Emphasis Areas:**

### **Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future**

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA’s [Sustainable Transportation](#) or FTA’s [Transit and Sustainability](#) Webpages for more information.

*(See [EO 14008](#) on “Tackling the Climate Crisis at Home and Abroad,” [EO 13990](#) on “Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis.” [EO 14030](#) on “Climate-Related Financial Risk,” See also [FHWA Order 5520](#) “Transportation System Preparedness and Resilience to Extreme Weather Events,” FTA’s “[Hazard Mitigation Cost Effectiveness Tool](#),” FTA’s “[Emergency Relief Manual](#),” and “[TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters](#)”)*

### **Equity and Justice<sup>40</sup> in Transportation Planning**

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

[Executive Order 13985](#) (*Advancing Racial Equity and Support for Underserved Communities*) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian

Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

### **Complete Streets**

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

## **Public Involvement**

Early, effective, and continuous public involvement brings diverse viewpoints into the decisionmaking process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decisionmaking processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

## **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). These can be a useful resource in the State and MPO areas covered by these route analyses.

## **Federal Land Management Agency (FLMA) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands

Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

### **Planning and Environment Linkages (PEL)**

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decisionmaking that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

### **Data in Transportation Planning**

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decisionmaking at the State, MPO, regional, and local levels for all parties.



# 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

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Executive Director  
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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 CV<sub>2</sub>X 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



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**Date:** October 15, 2023  
**To:** County Planning Directors  
**From:** John Peterson  
**Re:** FY 2026 Subregional Planning Work Programs

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## **Call for FY 2026 Subregional Planning Work Programs**

An initial draft of SJTPO's FY 2026 Unified Planning Work Program is due to NJDOT in early December. To meet that deadline, we need your assistance in developing the Subregional Planning Work Program, with key due dates as noted below:

Estimate of total cost of work program due ***Friday, November 1, 2024***

Full Work Program write-up and description, including Task III study due ***Friday, November 29, 2024***

### **Format**

For your convenience, copies of your FY 2025 County Work Program have been transmitted via email. Consistent with past practice, there are three basic tasks:

- Task I Administration
- Task II Data File, TIP and Public Participation
- Task III Supportive Studies

Each task should include its objectives, activities, products, due dates, and costs. Task III should also include a statement on the relation of this task to SJTPO's current Regional Transportation Plan (RTP 2050), which can be found on the SJTPO website at [www.sjtpo.org/rtp](http://www.sjtpo.org/rtp).

The last page of the Program proposal should show the funding summary for all three tasks, Federal Share/County match breakdown and the staffing plan (person-days per staff person working on the project). Please specifically note if the County will complete their Task III project in-house, or if the work is to be done through consultant services.

### **Budget**

SJTPO's total federal funding allocation for FY 2026 will be approximately \$343,000, which equates to approximately \$274,560, after accounting for the 20% local share requirement.

- The specific distribution to each of the four counties can fluctuate, depending on the counties' needs and work in the upcoming state fiscal year (FY 2026)
- Each County is encouraged to consider a Task III study that would relate to RTP 2050. However, there is a recognition that funding allocation may be a concern
- Do not hesitate to reach out in advance, but the intention is to discuss at the November 12<sup>th</sup> TAC meeting
- For programming purposes, please provide the County's budget estimates, by Task, by Friday, November 1, 2024



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**Date:** October 15, 2024

**Re:** FY 2026 Subregional Planning Work Programs

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## Content

While the Subregional Planning Work Program proposal will differ for each County, please take note of the following:

- Task I should be confined to administrative work, i.e., submission of the quarterly and final report, and preparation of the FY 2027 Subregional Planning Work Program, and should account for no more than 10% of the total Program budget
- Deliverables from Task II should include products that support regional transportation planning or major Task II projects that counties are anticipating in FY 2026.
  - Example products include a county map or transportation information brochure preparation work, bicycle, and walking trail mapping
  - All products should be specifically identified in the work program
  - Public involvement/outreach will be emphasized as a County Subregional Task II work item. Counties will be asked to promote public involvement in transportation planning and decision-making
- For Task III proposals, please consider activities that support SJTPO priorities such as studies relating to road system improvement, preservation and safety, public transportation system maintenance and improvement, non-motorized (e.g., bicycle and pedestrian) travel and safety, and emergency evacuation. Human services transportation projects to help advance recommendations identified in the Access for All Transit Plan would also be very beneficial. Public outreach efforts related to transportation planning can also be included.
- Please also consider priorities identified by NJDOT and FHWA (many of which are also SJTPO's priorities), which include:
  - Actions that improve access and mobility for low-income and minority populations, persons with disabilities, and senior citizens
  - Resilience of the transportation system including mitigation of stormwater impacts on surface transportation
  - Implementation of Complete Streets
  - Use of Intelligent Transportation System (ITS) architecture to improve traffic operations
- As noted above, you must indicate the relation of this Task III to SJTPO's RTP 2050. It would also be useful to note the relation of the project to your county's long-range transportation plans and activities.

Please be advised that SJTPO's allocation for the Subregional Planning Work Programs does not carry over outside of the specific state fiscal year. As such, please make every effort to fully expend your county's allocation each year.

Should you have any questions related to eligible activities, please do not hesitate to reach out to myself or Jennifer Marandino.



# South Jersey Transportation Planning Organization

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

Leonard Desiderio, *Chairman*

Benjamin H. Laury, *Vice Chairman*

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Jennifer Marandino, P.E.  
*Executive Director*

John W. Risley, *Secretary/Treasurer*

## **EXECUTIVE DIRECTOR'S REPORT –November 25, 2024**

### **REQUEST FOR CREDENTIAL LETTERS**

As in recent years, credential letters will be requested for the January Reorganization Meeting. Formal request letters will be sent in December to the respective Policy Board members with current TAC members copied on the email request. Credential letters should include appointments to the Policy Board and TAC and include an appointment for a representative and an alternate.

### **USDOT PLANNING UPDATES**

#### **EPA Announces \$3 Billion in Awards for Clean Ports Program**

On October 29, 2024, the Environmental Protection Agency (EPA) [announced](#) more than \$3 billion in awards from the [Clean Ports Program](#). The EPA awarded grants to 55 projects in 27 States and territories for zero-emission port equipment and infrastructure, as well as climate and air quality planning. More information is available [here](#). The Delaware River and Bay Authority received \$540,000 for its Primary Port Location at Cape May - Lewes Ferry Terminals. The Port Authority of New York and New Jersey received \$3 M.

#### **FRA Announces \$1 Billion in Available Funding for Intercity Passenger Rail Program**

On October 1, 2024, FRA [announced](#) the availability of more than \$1 billion in funding through the [Federal-State Partnership for Intercity Passenger Rail Program](#) for projects not located in the Northeast Corridor. This program funds capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service. The application deadline is December 16, 2024. More information is available [here](#).

#### **FHWA Announces \$876 Million in Available Funding for PROTECT Discretionary Grant Program**

On October 1, 2024, FHWA announced the availability of \$876 million in funding through the [Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation \(PROTECT\) Discretionary Grant Program](#). The purpose of the PROTECT Program is to provide grants on a competitive basis for projects that seek to strengthen surface transportation to be more resilient to natural hazards through the support of planning activities, resilience improvements, community resilience, evacuation routes, and at-risk coastal infrastructure. **The application deadline is February 24, 2025.** More information is available [here](#).

#### **U.S. DOT Announces \$10 Million in Available Funding to Accelerate Regional Infrastructure**

On October 28, 2024, the U.S. DOT announced the availability of \$10 million in funding through the [Regional Infrastructure Accelerator \(RIA\) Program](#). The RIA Program funds technical resources, planning, and project development to expedite regional transportation infrastructure through innovative financing and delivery methods, including public-private partnerships. **The application deadline is January 9, 2025.** 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:

- [November 25 – Low Carbon Transportation Materials \(LCTM\) Program.](#)
- [December 16 – National Scenic Byways Program \(NSBP\).](#)

## **REGIONAL TRANSPORTATION PLAN (RTP), FORWARD 20250**

The Regional Transportation Plan (RTP) Forward 20250 is a long-range transportation plan that identifies the high-level vision and outlines the transportation projects for at least the next twenty years. It is one of the core products of the SJTPO and is a requirement for any metropolitan planning area to receive federal transportation funds.

SJTPO opened its Public Comment Period for Forward 20250 on Tuesday, November 5, 2024, which will remain open through Thursday, December 5, 2024. SJTPO will also host two (2) hybrid (in-person and virtual) public meetings.

- Thursday, November 14, 2024, Noon
- Tuesday, November 19, 2024, 6:00 PM

If attendance at the public meetings is not possible, comments on the draft [RTP, Forward 20250](#) may be submitted in various other ways as noted on the SJTPO website at [www.sjtpo.org/planning/rtp/](http://www.sjtpo.org/planning/rtp/).

## **FY 2026 UPWP**

The Unified Planning Work Program (UPWP) describes all transportation planning activities to be conducted by SJTPO staff, subregional partners, and other member agencies during FY 2026 (July 1, 2025-June 30, 2026). The first draft of the FY 2026 UPWP will be submitted to NJDOT for review in early December with consideration for formal approval brought to the March 2025 meeting.

FHWA, FTA, and NJDOT have presented their planning priorities for the MPOs FY 2026 work program, shared as part of Communications.

Projections related to available USDOT resources have been calculated along with anticipated operating expenses, while budget estimates for salaries and the technical program are still being determined. The expectation is that SJTPO will advance two consultant-led technical studies including Advanced Feasibility/Concept Development of a section of the Atlantic County Bikeway West Route, and Freight Movement Analysis of Mill Road Corridor in Vineland. Consideration for Design Assistance for County Off-System Bridges may also be considered.

The Call for FY 2026 Subregional Planning Work Programs, shared as part of Communications, outlines relevant information, including dates for when budget estimates and full work program write-ups and descriptions are due. The memo was sent to the County Planning Directors. Work program activities and details will be incorporated into SJTPO's FY 2026 UPWP.

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

The FFY 2025 Local Lead Project Status Chart is attached, which includes projects anticipated to be seeking authorization this federal fiscal year. Two additional charts displaying SJTPO's future HSIP and CMAQ programmed projects are attached.

A summary of FFY 2024 authorizations is also included, which was additionally shared in the November 2024 edition of *On the Go*, SJTPO's digital newsletter.

## **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 November 15, 2024) provides information regarding the status of all technical program efforts.

### **DECEMBER WORKSHOP – Countywide Local Road Safety Plans**

The consultant team for the Countywide Local Road Safety Plan effort will present an overview of the plans, including the process, findings, and next steps to moving into Year 3 Implementation at a workshop in December. A separate plan for each County was developed, but similarities and differences exist between the plans, emphasis areas, and goals, among other areas. The workshop is scheduled for Monday, December 9<sup>th</sup> at 10 AM held in person at the SJTPO office, with an option to participate virtually.

### **PROMOTING SUBREGIONAL PROJECTS**

SJTPO would like to do a better job demonstrating to the public the accomplishments in the region, capturing images of projects, showing the location before and after construction, and highlighting the project or effort through the use of social media or SJTPO's quarterly newsletter On The Go [www.sjtpo.org/onthego/](http://www.sjtpo.org/onthego/).

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



# REGIONAL TRANSPORTATION PLAN (RTP)

*Public Comment Period and Public  
Meetings for the Draft RTP Forward 2050*

[www.sjtpo.org/RTP](http://www.sjtpo.org/RTP)

## WHAT IS THE RTP?

The Regional Transportation Plan (RTP) Forward 2050 is a long-range transportation plan that identifies the high-level vision and outlines the transportation projects for at least the next twenty years. It is one of the core products of the SJTPO and is a requirement for any metropolitan planning area to receive federal transportation funds.

## COMMENT PERIOD & PUBLIC MEETINGS

The comment period for the Draft RTP Forward 2050 will be open from Tuesday, November 5, 2024, through Thursday, December 5, 2024. SJTPO will also host two (2) hybrid (in-person and virtual) public meetings.



**Thursday, November 14, 2024 at Noon**

**&**

**Tuesday, November 19, 2024 at 6:00 PM**

## OTHER WAYS TO COMMENT

- **Online comment Form:** [www.sjtpo.org/RTP](http://www.sjtpo.org/RTP)
- **Email:** [RTP@sjtpo.org](mailto:RTP@sjtpo.org)
- **Direct message** on Facebook ([www.facebook.com/SJTPO](https://www.facebook.com/SJTPO)) or Twitter ([www.twitter.com/SJTPO](https://www.twitter.com/SJTPO))
- **Fax:** 856-794-2549
- **Mail:** RTP Comments, C/O David Heller, 817 East Landis Avenue, 2nd Floor, Vineland, NJ 08360



## ADDITIONAL INFORMATION ON PUBLIC MEETINGS

### LOCATION

- Attend in person at the SJTPO office or virtually via GoToWebinar
  - Register at [www.sjtpo.org/RTP](http://www.sjtpo.org/RTP)

### INCENTIVES

- Light refreshments will be available
- Participants will be eligible to enter SJTPO's gift card raffle\*
- A coloring station will be available for children

\*The full terms and conditions of the gift card incentive raffle are on the RTP webpage.



# EL ANTEPROYECTO DEL PLAN DE TRANSPORTE REGIONAL (RTP)

PERÍODO DE COMENTARIOS PÚBLICOS Y  
REUNIÓN PÚBLICA

[www.sjtpo.org/RTP](http://www.sjtpo.org/RTP)



## ¿QUÉ ES EL RTP?

El Plan de Transporte Regional (RTP) a Futuro 2050 es un plan de transporte de largo alcance que define la visión de alto nivel y describe los proyectos de transporte para los próximos 20 años, como mínimo. Este es uno de los productos fundamentales de la SJTPO y es un requisito para que cualquier área metropolitana de planificación reciba fondos federales para el transporte.

## PERÍODO DE COMENTARIOS Y REUNIONES PÚBLICAS

The comment period for the Draft RTP Forward 2050 will be open from Tuesday, November 5, 2024, through Thursday, December 5, 2024. SJTPO will also host two (2) hybrid (in-person and virtual) public meetings.



**jueves 14 de noviembre de 2024**  
(mediodía)  
**martes 19 de noviembre de 2024**  
(6:00 p.m.)

## OTRAS FORMAS DE COMENTAR

- **Formulario de comentarios en línea:** [www.sjtpo.org/RTP](http://www.sjtpo.org/RTP)
- **Correo electrónico:** [RTP@sjtpo.org](mailto:RTP@sjtpo.org)
- **Mensaje directo en Facebook** ([facebook.com/SJTPO](https://facebook.com/SJTPO)) o **Twitter** ([twitter.com/SJTPO](https://twitter.com/SJTPO))
- **Fax:** 856-794-2549
- **Correo postal:** RTP Comments, C/O David Heller, 817 East Landis Avenue, 2nd Floor, Vineland, NJ 08360

## INFORMACIÓN ADICIONAL SOBRE LAS REUNIONES PÚBLICAS

### UBICACIÓN

- Puede asistir de manera presencial a las oficinas de la SJTPO o de manera virtual por medio de GoToWebinar
  - Regístrese en [www.sjtpo.org/RTP](http://www.sjtpo.org/RTP)

### INCENTIVOS

- Habrá refrigerios ligeros disponibles.
- Los participantes tendrán la oportunidad de participar en el sorteo de tarjetas de regalo de la SJTPO.\*
- Para los niños, habrá disponible una estación para colorear.

\*Todos los términos y condiciones del sorteo de incentivos de tarjetas de regalo se encuentran en la página web del RTP.

# Federal Fiscal Year 2025 Local Lead Project Status

DBNUM	FUNDING INFO		PHASE	COST (millions)	PROJECT NAME	PHASE	COST (millions)		CED		PS&E SUBMISSION		AUTHORIZATION REQUEST	
	YEAR	SOURCE					Programmed	Authorized	Submitted	Approved	Preliminary	Final	Submitted	Approved
X30A	2025	STBGP-AC	PLS	\$0.265	Metropolitan Planning	PLS	\$0.265							
<b>Atlantic City</b>														
S2203	2025	RAISE	CON	\$10.345	Atlantic City Corridor Revitalization and Safety Project	CON	\$10.345							Anticipated Authorization FFY 2025
	2025	CMAQ	CON	\$0.546		CON	\$0.546							
	2025	OTHER	CON	\$2.723		CON	\$2.723							
S1702	2022	STBGP-AC	PE	\$0.142	Baltic Avenue, Maine to Missouri Avenues	PE	\$0.142	\$0.141						9/8/2022
	2023	STBGP-AC	DES	\$0.075		DES	\$0.075			3/25/2024			1/1/2024	Anticipated Authorization 2025
	2024	STBGP-AC	CON	\$1.300		CON	\$1.300	\$3.145		3/25/2024		1/11/2024		9/5/2024
	2025	STBGP-AC	CON	\$0.800		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	PE	\$0.100	Martin Luther King Jr. Boulevard (Mediterranean Avenue to Route 30)	PE	\$0.100	\$0.134						8/19/2023
	2024	OTHER	DES	--		DES	--	--						--
	2026	STBGP-AC	CON	\$1.450		CON	\$1.450							Anticipated Authorization FFY 2026
X065	2022	CMAQ	PE	\$0.475	Pacific Avenue Signal Optimization	PE	\$0.475	\$0.506		8/23/2023				9/20/2022
	2024	OTHER	DES	--		DES	--	--						--
	2024	CMAQ	CON	\$1.200		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.														
S2115	2025	STBGP-AC	CON	\$0.650	Tennessee Avenue, Atlantic Avenue to Pacific Avenue	CON	\$0.650							Anticipated Authorization FFY 2025
<b>Atlantic County</b>														
X107	2023	TA-AC	CON	\$0.723	Cedar Creek/Egg Harbor Lake Pedestrian Connection <i>(Project Sponsor: Egg Harbor City)</i>	CON	\$0.723		7/17/2020	11/30/2020	11/14/2022		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	CON	\$1.500	Mays Landing Bikeway <i>(Project Sponsor: Hamilton Township)</i>	CON	\$1.500							
99358	2022	SRTS	CON	\$1.299	Pleasantville School Transportation Safety Project <i>(Project Sponsor: Egg Harbor City)</i>	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.														
99358	2018	TA-FLEX	FD	\$0.000	Sooy Elementary School Area Sidewalk and ADA Ramp Improvements <i>(Project Sponsor: Town of Hammonton)</i>	FD	\$0.000	\$0.385	3/24/2023	7/13/2023				9/14/2023
	2018	SRTS	CON	\$0.502		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.														
S2309	2025	STBGP-AC	CON	\$2.650	Somers Point - Mays Landing (CR 559); Pitney Road (CR 634)	CON	\$2.650							
X065	2023	OTHER	DES	\$0.290	Ventnor Avenue Signal Synchronization Project <i>(Project Sponsor: City of Ventnor)</i>	DES	\$0.290							--
	2024	CMAQ	CON	\$1.350		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.														
<b>Cape May County</b>														
X107	2024	TA	PE	\$0.580	Crook Horn Creek Nature Trail <i>(Project Sponsor: Ocean City)</i>	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't, 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	PE		Park Boulevard and Central Avenue Pedestrian & Bicyclist Safety Improvements <i>(Project Sponsor: West Cape May Borough)</i>	PE								Anticipated Authorization FFY 2024
Kickoff meeting held on 03/26/2024. DA proposal to be prepared. Under DESIGN ASSISTANCE PROGRAM - GPI														
S2107	2025	STBGP-LSK	CON	\$1.500	East Mill Creek Road (CR 670/US 347), Phase II	CON	\$1.500		2/2/2024					Anticipated Authorization FFY 2025
S2109	2025	STBGP-B5K50K	CON	\$1.600	Seashore Road Phase 2 Resurfacing (CR 626) from Breakwater Road (CR 613) to Tabernacle Road (CR 647)	CON	\$1.600		5/14/2024					Anticipated Authorization FFY 2025

# Federal Fiscal Year 2025 Local Lead Project Status

DBNUM	FUNDING INFO		PHASE	COST (millions) Programmed	PROJECT NAME	PHASE	COST (millions)		CED		PS&E SUBMISSION		AUTHORIZATION REQUEST		
	YEAR	SOURCE					Programmed	Authorized	Submitted	Approved	Preliminary	Final	Submitted	Approved	
<b>City of Vineland</b>															
S2401	2025	SS4A-VINELAND	PE	\$0.151	Chestnut Avenue Safety Improvements and Rehabilitation	PE	\$0.151							Anticipated Authorization FFY 2025	
	2025	SS4A-VINELAND	DES	\$0.151		DES	\$0.151								Anticipated Authorization FFY 2026
	2026	SS4A-VINELAND	CON	\$27.764		CON	\$27.764								Anticipated Authorization FFY 2026
	2027	SS4A-VINELAND	CON	\$0.051		CON	\$0.051								Anticipated Authorization FFY 2027
Administrative TIP amendment 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.															
S2319	2024	CR-VINELAND	PE	\$0.112	Landis Ave & Valley Ave Traffic Signal Upgrade	PE	\$0.112	\$0.043					8/21/2024	8/30/2024	
	2025	CR-VINELAND	FD	\$0.057		FD	\$0.057								
	2026	CMAQ	CON	\$0.550		CON	\$0.550								
Comments received from NJDOT Traffic Engineering 6/19/2024															
S2317	2025	STBGP-B50K200K	PE	\$0.075	Mill Road, Garden Road (CR 674) to Forest Grove Road	PE	\$0.075							Anticipated Authorization FFY 2025	
	2026	STBGP-B50K200K	FD	\$0.075		FD	\$0.075							Anticipated Authorization FFY 2026	
	2027	STBGP-B50K200K	CON	\$1.200		CON	\$1.200							Anticipated Authorization FFY 2027	
S1716	2025	STBGP-B5K50K	CON	\$1.150	Park Avenue, NW Boulevard to West Avenue	CON	\$1.150							Anticipated Authorization FFY 2025	
S2318	2024	STBGP-B50K200K	PE	\$0.075	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		DES	\$0.075		Estimated 1/2025	Estimated 1/2025	--	--	Estimated 8/2025	Anticipated Authorization FFY 2025	
	2026	STBGP-B50K200K	CON	\$1.600		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.														
<b>Cumberland County</b>															
S1403	2025	STBGP4.5K	CON	\$2.300	Cumberland County Federal Road Program	CON	\$2.300							Anticipated Authorization FFY 2025	
	includes:														
04314	2023	HSIP	PE	\$0.500	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		DES	\$0.600							Anticipated Authorization FFY 2024	
	2025	HSIP	CON	\$3.500		CON	\$3.500							Anticipated Authorization FFY 2025	
	2026	HSIP	CON	\$3.500		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	ROW		Cumberland County Pilot Roundabout (West Park Drive)	ROW								7/27/2021	
	2025	HSIP	CON	\$1.035		CON	\$1.035							Anticipated Authorization FFY 2025	
Consultant (Amy Green) authorized for ROW "design services" 7/27/2021 with an agreement end date 9/20/2024; requires Minor Green Acres diversion. Expected CON authorization in FY 2025															
X107	2023	STP-TE	CON	\$0.517	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															
X065			CON	\$2.000	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	2020	TA-FLEX	DES	\$0.225	Millyard Riverfront Walk Project	DES	\$0.225	\$0.330						Anticipated Authorization FFY 2025	
	2020	TA-SA	CON	\$0.900		CON	\$0.900							Anticipated Authorization FFY 2026	
PE-2024, FD-2025, Con. 2026															
X107	2023	TAP-15K	FD	\$0.294	Newport Streetscape Improvement Project (Project Sponsor: Downe Twp)	FD	\$0.294							Anticipated Authorization FFY 2024	
			CON	\$0.990		CON	\$0.990							Anticipated Authorization FFY 2025	

# Federal Fiscal Year 2025 Local Lead Project Status

DBNUM	FUNDING INFO		PHASE	COST (millions) Programmed	PROJECT NAME	PHASE	COST (millions)		CED		PS&E SUBMISSION		AUTHORIZATION REQUEST		
	YEAR	SOURCE					Programmed	Authorized	Submitted	Approved	Preliminary	Final	Submitted	Approved	
<b>Salem County</b>															
S2111	2025	STBGP-LSK	PE	\$0.050	Commissioners Pike (CR 581)	PE	\$0.050							Anticipated Authorization FFY 2025	
	2026	STBGP-LSK	DES	\$0.150		DES	\$0.150								Anticipated Authorization FFY 2026
	2029	STBGP-LSK	CON	\$1.500		CON	\$1.500								Anticipated Authorization FFY 2029
S1406	2023	TTF	CON	\$0.469	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 const. in the amount of \$469,000.00 for milling & paving. LPA cannot complete in-house DES. No LPA docs. submission schedule provided to date.														
04314	2023	HSIP	ROW	\$0.450	Five Points Roundabout	ROW	\$0.450	\$0.091						9/21/2023	
	2024	HSIP	CON	\$2.328		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.															
S1903	2022	STBGP-BSK200K	PE	\$0.060	Griffith Street/ Grant Street (CR 657)	PE	\$0.060	\$0.030						9/7/2022	
	2023	STBGP-BSK200K	DES	\$0.065		DES	\$0.065								Not Authorized in FFY 2023
	2026	STBGP-BSK200K	CON	\$0.750		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															
99358	2022	SRTS	CON	\$0.425	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.															
S2112	2024	STBGP-LSK	PE	\$0.080	Quaker Neck Road (CR 657), Phase II	PE	\$0.080	\$0.283	--	--	--	--	9/18/2024	Authorized	
	2025	STBGP-LSK	DES	\$0.150		DES	\$0.150		Estimated 1/2025	Estimated 1/2025	--	--			Anticipated Authorization FFY 2025
	2028	STBGP-LSK	CON	\$1.500		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: 7/15/2024. Authorized for Preliminary Engineering (PE) on 9/11/2024.															
04314	2023	HSIP	ROW	\$0.200	Six Points Roundabout	ROW	\$0.200	\$0.934						9/21/2023	
	2025	HSIP	CON	\$3.145		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.															
S1908	2023	STBGP-BSK50K	PE	\$0.060	Telegraph Road (CR 540), Phase 2	PE	\$0.060	\$0.118						9/26/2023	
	2023	STBGP-BSK50K	DES	\$0.055		DES	\$0.055								Not Authorized in FFY 2023
	2025	STBGP-BSK50K	CON	\$1.500		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															
S9912	2022	STBGP-FLEX	PE	\$0.080	Welchville Road (CR 540)	PE	\$0.080	\$0.048	--	--	--	--	8/2/2023	9/7/2022	
	2023	OTHER	DES	\$0.065		DES	\$0.065								Not Authorized in FFY 2023
	2026	STBGP-LSK	CON	\$1.500		CON	\$1.500								Anticipated Authorization FFY 2026
S1904	2023	STBGP-LSK	PE	\$0.075	Willow Grove Road (CR 639); <del>Parktown Road (CR 644)</del>	PE	\$0.075	\$0.139	3/3/2021	6/29/2021	--	--	8/17/2023	9/19/2023	
	2024	STBGP-LSK	DES	\$0.075		DES	\$0.075								Not Authorized in FFY 2024
	2027	STBGP-LSK	CON	\$1.500		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 11/2/2023. Agreement is on the agenda for 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 FFY 2024. Anticipated Required Docs: Project description, project cost estimate, project schedule, consultant FD proposal, preliminary design plans, CED.															

Updated October 28, 2024

**Key Submission Dates**

CED & Preliminary Submission to BEPR Deadline: **mid-March**  
 Final PS&E Submission Deadline: **early June 2025**  
 Auth. Pkg. to NJDOT Deadline: **late June 2025**

### SJTPO HSIP PROJECTS

EMPHASIS AREA	PROJECT NAME	SPONSOR	MUNICIPALITY	COUNTY	PHASE	FUND	STATUS OF AUTHORIZATION	2023	2024	2025	2026	2027	2028	2029	2023-2029		
TBD	Countywide Local Road Safety Plan Design Assistance	SJTPO	Various	Various	PE	HSIP	Programmed								\$0.000		
Intersections	Cumberland County Pilot Roundabout - West Park Drive	Cumberland County	Bridgeton City	Cumberland	ROW	HSIP	Authorized 2021								\$ -		
Intersections					CON	HSIP	Programmed			\$1.035							\$1.035
Pedestrians and Bicyclists	FY 2023 Local Safety Design Assistance - Cumberland County Ped & Bike Action Plan	Cumberland County	Various	Cumberland	PE	HSIP									--		
Pedestrians and Bicyclists	Bridgeton Pedestrian Safety Improvements		City of Bridgeton		PE	HSIP	Authorized 2023	\$0.417								\$0.417	
					FD	HSIP	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	

Not Authorized in FFY 2024

Updated October 28, 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		\$1,694				\$ 1,694
X065	Purchase of 7 Replacement Paratransit	Atlantic	Various	Atlantic	SJTPO	n/a	CMAQ	Flexed to NJ TRANSIT	FFY 2018	\$0.616					\$ 0.616
S2319	Passenger Buses	County Transportation Unit	Various	Atlantic	SJTPO	n/a	CR-AC	Flexed to NJ TRANSIT	FFY 2018	\$0.154					\$ 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					\$ 0.480
S2319	Cumberland County Department of Workforce Development "To-Work" Transportation	Cumberland County Department of Workforce	Various	Cape May	SJTPO	n/a	CR-AC	Flexed to NJ TRANSIT	FFY 2018	\$0.136					\$ 0.136
X065	Pacific Avenue Traffic Signal Optimization and ITS Improvements	Atlantic City	Atlantic City	Cumberland	SJTPO	n/a	CR-VINELAND	Flexed to NJ TRANSIT	FFY 2022-24	\$0.128					\$ 0.128
X065	New Jersey Avenue Traffic Signal Synchronization	Cape May County	Borough of Wildwood Crest and City of Wildwood	Cape May	SJTPO	n/a	CMAQ	Flexed to NJ TRANSIT	FFY 2022-24	\$0.334					\$ 0.334
X065	Landis & Valley Traffic Signal Upgrade	Cumberland County	City of Vineland	Cumberland	SJTPO	PE	CMAQ	Authorized	FFY 2022-24						\$ -
X065	Park and West Traffic Signal Upgrade	Cumberland County	City of Vineland	Cumberland	SJTPO	FD	Other	--	--						\$ -
X065	Landis & Valley Traffic Signal Upgrade	Cumberland County	City of Vineland	Cumberland	SJTPO	CON	CMAQ	Programmed	FFY 2022-24		\$1,200				\$ 1,200
X065	Park and West Traffic Signal Upgrade	Cumberland County	City of Vineland	Cumberland	SJTPO	CON	CMAQ	Programmed	FFY 2025-27			\$1,830			\$ 1,830
S2319	Passenger Buses	County Transportation Unit	Various	Atlantic	SJTPO	CON	CR-AC	Programmed	FFY 2025-27			\$0,579			\$ 0,579
X065	Landis & Valley Traffic Signal Upgrade	Cumberland County	City of Vineland	Cumberland	SJTPO	PE	CMAQ	Authorized	FFY 2025-27		\$0,083				\$ 0,083
X065	Park and West Traffic Signal Upgrade	Cumberland County	City of Vineland	Cumberland	SJTPO	FD	CR-VINELAND	Programmed	FFY 2025-27			\$0,057			\$ 0,057
X065	Park and West Traffic Signal Upgrade	Cumberland County	City of Vineland	Cumberland	SJTPO	CON	CMAQ	Programmed	FFY 2025-27				\$0,550		\$ 0,550
X065	Park and West Traffic Signal Upgrade	Cumberland County	City of Vineland	Cumberland	SJTPO	FD	CR-VINELAND	Programmed	FFY 2025-27				\$0,057		\$ 0,057
X065	Park and West Traffic Signal Upgrade	Cumberland County	City of Vineland	Cumberland	SJTPO	CON	CMAQ	Programmed	FFY 2025-27					\$0,550	\$ 0,550

Updated October 28, 2024

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

*Total Programmed*

<i>CMAQ</i>	\$ 1,430	\$ 2,977	\$ 1,830	\$ 0,550	\$ 0,550
<i>CR &gt;200K (AC)</i>	\$ 0,290	\$ -	\$ 0,579	\$ -	\$ -
<i>CR 50K-200K, including CR-VINELAND</i>	\$ 0,128	\$ -	\$ 0,169	\$ 0,057	\$ -
<i>CR-VILLAS</i>	\$ -	\$ -	\$ -	\$ -	\$ -

*CMAQ*

<i>Line Item</i>	\$ 1,670	\$ 1,655	\$ 1,833	\$ 1,900	\$ 1,900
<i>Balance</i>	\$ 0,240	\$ (1,322)	\$ 0,003	\$ 1,350	\$ 1,350

*Additional CMAQ Resources provided by NJDOT*

	\$ 1,096	n/a	n/a	n/a	n/a
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*CR-AC*

<i>Line Item</i>	\$ 0,556	\$ 0,567	\$ 0,579	\$ 0,590	\$ 0,602
<i>Balance</i>	\$ 0,266	\$ 0,567	\$ -	\$ 0,590	\$ 0,602

*CR 50K-200K*

<i>Line Item</i>	\$ 0,115	\$ 0,325	\$ 0,325	\$ 0,331	\$ 0,337
<i>Balance</i>	\$ (0,013)	\$ 0,325	\$ 0,156	\$ 0,274	\$ 0,337

green = within budget

red = overbudget

## Federal Fiscal Year 2024 Project Authorizations

Total Amount Authorized in Federal Fiscal Year 2024: \$90.145 million (20 projects)

<i>Atlantic County:</i>	\$71.625 million	10 projects
<i>Cape May County:</i>	\$5.564 million	2 projects
<i>Cumberland County:</i>	\$11.849 million	5 projects
<i>Salem County:</i>	\$1.107 million	3 projects

### Atlantic County

#### 1. ADA South, Contract 1 with ROW

*Description:* The project involves upgrading curb ramps and sidewalks along previously completed reconstruction projects (Route 30/Pomona Road (CR 575) and Route 52 Causeway) to achieve compliance with ADA Accessibility Guidelines. Pedestrian improvements at signalized intersections will include adding or reconstructing curb ramps, pedestrian push buttons, and countdown "man/hand" type signal heads and crosswalks. Driveways will be re-graded if adjacent to non-compliant curb ramps or a pedestrian access route is not provided across the driveway. ROW acquisition may be needed to construct the curb ramps as described. In addition, to correct non-compliant grading reconstruction to lessen slopes will extend beyond the existing ROW line to bring project Route 30 and Pomona Road into compliance with current ADA standards.

*Municipality:* Galloway Township  
*County:* Atlantic County  
*Sponsor:* NJDOT  
*Phase:* Construction (CON)  
*DBNUM:* 15420A  
*Funding Source:* NHPP/STBGP-FLEX  
*Authorized Date:* 9/17/2024

*Authorized Amount:* \$4.569 million

#### 2. ADA South, Contract 1

*Description:* This project will make Route 9, Meadowview Avenue to Garden State Parkway, Pavement, and Route 47 CR 690 to Howard Street ADA compliant.

*Municipality:* Galloway Township  
*County:* Atlantic County  
*Sponsor:* NJDOT  
*Phase:* Construction (CON)  
*DBNUM:* 16322  
*Funding Source:* STBGP-FLEX  
*Authorized Date:* 9/13/2024

*Authorized Amount:* \$3.314 million

**3. Baltic Avenue, Maine Avenue to Missouri Avenue**

*Description:* Mill and repaving of the roadway with upgrades to ADA ramps, along with improvements to drainage, thermoplastic striping, manholes, gutters, sidewalks, and curbs.

*Municipality:* Atlantic City  
*County:* Atlantic County  
*Sponsor:* Atlantic City  
*Phase:* Construction (CON)  
*DBNUM:* S1702  
*Funding Source:* STBGP-AC/STBGP-FLEX  
*Authorized Date:* 9/05/2024 *Authorized Amount:* \$3.213 million

**4. California Avenue (CR 663)**

*Description:* Improvements include ADA upgrades, sidewalk, curb, driveway, striping, markings, pavement reflectors, drainage, and guide rail. Also, minimal if and where directed quantities of excavation and HMA base, concrete base, and DGA sub-base repairs.

*Municipality:* Atlantic City  
*County:* Atlantic County  
*Sponsor:* Atlantic City  
*Phase:* Construction (CON)  
*DBNUM:* S2102  
*Funding Source:* STBGP-AC/STBGP-FLEX  
*Authorized Date:* 9/09/2024 *Authorized Amount:* \$1.426 million

**5. Ohio Avenue (CR 630)**

*Description:* Improvements include ADA upgrades, sidewalk, curb, driveway, signage, striping, markings, pavement reflectors, drainage, and guide rail. Also, minimal if and where directed quantities of excavation and HMA base, concrete base, and DGA sub-base repairs.

*Municipality:* Absecon City  
*County:* Atlantic County  
*Sponsor:* Atlantic County  
*Phase:* Construction (CON)  
*DBNUM:* S2105  
*Funding Source:* STBGP-AC  
*Authorized Date:* 9/23/2024 *Authorized Amount:* \$1.045 million

**6. Route 9, Chapman Blvd to Route 30 (White Horse Pike)**

*Description:* Pavement reconstruction is needed to improve the existing condition of the pavement, ride quality, and structural capacity to carry the expected future traffic load.

*Municipality:* Linwood City  
*County:* Atlantic County  
*Sponsor:* NJDOT  
*Phase:* Preliminary Engineering (PE)  
*DBNUM:* 19369  
*Funding Source:* NHPP  
*Authorized Date:* 9/9/2024 *Authorized Amount:* \$14.935 million

**7. Route 40, Hamilton Common Drive to West End Avenue (CR 629)**

*Description:* Resurface the pavement within the project limits.

*Municipality:* Hamilton Township  
*County:* Atlantic County  
*Sponsor:* NJDOT  
*Phase:* Construction (CON)  
*DBNUM:* 15370  
*Funding Source:* NHPP  
*Authorized Date:* 7/25/2024 *Authorized Amount:* \$27.255 million  
 8/16/2024 *Authorized Amount:* \$1.156 million

**8. Route 54, Atlantic City Expressway to Route 30 (White Horse Pike)**

*Description:* Resurface the pavement within the project limits.

*Municipality:* Buena Borough  
*County:* Atlantic County  
*Sponsor:* NJDOT  
*Phase:* Construction (CON)  
*DBNUM:* 15379  
*Funding Source:* STBGP-FLEX  
*Authorized Date:* 9/03/2024 *Authorized Amount:* \$12.377 million

**9. Ventnor Avenue Signal Synchronization**

*Description:* Improvements will provide signal optimization on the Ventnor Avenue corridor from Oxford Avenue to Baton Rouge Avenue by upgrading signal equipment and developing traffic signal timing plans that provide two-way progression along this section of Ventnor Avenue, minimizing overall intersection and network delay, reduce emissions, and improve safety.

*Municipality:* Ventnor City  
*County:* Atlantic County  
*Sponsor:* Ventnor City  
*Phase:* Design and Construction (EC)  
*DBNUM:* X065  
*Funding Source:* CMAQ  
*Authorized Date:* 11/01/2024 *Authorized Amount:* \$1.694 million

**10. Upgrade Railroad Crossing Surface and Signals DKT# 10-2022CM Weymouth-Malaga Road**

*Description:* Funding is provided through the Rail-Highway Grade Crossing Program, a Federal Statewide Program. The program will provide funding for the elimination of hazards at rail-highway grade crossings, the rehabilitation of grade crossing surfaces, and the installation of protective warning devices for roadways both on and off the federal-aid system. Funding will also be provided for the traffic control items required during the construction work and the installation of advance warning signs and pavement markings at all highway-rail grade crossings.

*Municipality:* Buena Vista  
*County:* Atlantic County  
*Sponsor:* NJDOT  
*Phase:* Design and Construction (EC)  
*DBNUM:* X35A1  
*Funding Source:* HSIP/RHC  
*Authorized Date:* 7/02/2024 *Authorized Amount:* \$0.641 million

**Cape May County**

**1. East Mill Creek Road (CR 670/US 347), Phase 1**

*Description:* Mill (5") and pave (base course and surface course), upgrade of the existing guide rail, minor drainage improvements, centerline rumble strips, centerline and edge line RPMs, enhanced lane markings, traffic calming approaching Route 47, and possibly high friction surface treatment.

*Municipality:* Dennis Township  
*County:* Cape May County  
*Sponsor:* Cape May County  
*Phase:* Construction (CON)  
*DBNUM:* S2106  
*Funding Source:* STBGP-L5K  
*Authorized Date:* 9/16/2023 *Authorized Amount:* \$2.387 million

**2. Seashore Road Phase 1 (CR 626) from Breakwater Road (CR 613) to Route 47**

*Description:* Following the Pavement Assessment Index, the existing paving surface has surpassed its useful lifespan and is currently rated as fair to poor condition following the Pavement Assessment Index. Mill and repaving with safety improvements, enhanced lane markings, and minor drainage improvements.

*Municipality:* Middle Township  
*County:* Cape May County  
*Sponsor:* Cape May County  
*Phase:* Construction (CON)  
*DBNUM:* S2108

*Funding Source:* STBGP-FLEX  
*Authorized Date:* 9/18/2024  
*Authorized Amount:* \$3.177 million

## **Cumberland County**

### **1. Cumberland County Federal Road Program**

*Description:* Milling of existing roadways and installation of new asphalt overlays with associated drainage structure and pipe replacements, beam guide rail system upgrades, and traffic signal refurbishments where needed. All county signage and striping will be upgraded, and new ADA curb ramps will be installed to current standards if required. All work is proposed within the existing rights-of-way.

*Municipality:* Various  
*County:* Cumberland County  
*Sponsor:* Cumberland County  
*Phase:* Construction (CON)  
*DBNUM:* S1403  
*Funding Source:* STBGP-FLEX  
*Authorized Date:* 9/18/2024  
*Authorized Amount:* \$2.401 million

### **2. Park Avenue/Quigley Avenue (CR 540)**

*Description:* This project includes the milling and paving of Park Avenue, upgrading drainage facilities, and replacing concrete curb, gutter, and sidewalk as needed. The pavement is in poor condition as evidenced by extensive cracking. Portions of the drainage facilities were constructed using outdated and currently failing materials and require upgrades.

*Municipality:* City of Vineland  
*County:* Cumberland County  
*Sponsor:* City of Vineland  
*Phase:* Construction (CON)  
*DBNUM:* S1902  
*Funding Source:* STBGP-B5K200K  
*Authorized Date:* 9/17/2024  
*Authorized Amount:* \$2.010 million

### **3. Reconstruction of South East Avenue**

*Description:* The existing pavement condition is poor to fair. The limits of this project are up for HSIP funding, which includes traffic calming and pedestrian safety improvements.

*Municipality:* City of Vineland  
*County:* Cumberland County  
*Sponsor:* City of Vineland  
*Phase:* Preliminary Engineering (PE)  
*DBNUM:* S2318  
*Funding Source:* STBGP-B50K200K  
*Authorized Date:* 9/03/2024  
*Authorized Amount:* \$0.110 million

**4. Landis Avenue & Valley Avenue Traffic Signal Upgrades**

*Description:* Replacement of outdated traffic signal equipment to ensure that the equipment will comply with modern standards, improvements will include the installation of pedestrian push buttons.

*Municipality:* City of Vineland  
*County:* Cumberland County  
*Sponsor:* City of Vineland  
*Phase:* Preliminary Engineering (PE)  
*DBNUM:* X065  
*Funding Source:* CMAQ  
*Authorized Date:* 8/30/2024 *Authorized Amount:* \$0.043 million

**5. Route 49 Len Drive to Maurice River – Pavement Preservation**

*Description:* Funding is provided through the Rail-Highway Grade Crossing Program, a Federal Statewide Program. The program will provide funding for the elimination of hazards at rail-highway crossings, the rehabilitation of grade crossing surfaces, and the installation of protective warning devices for roadways both on and off the federal-aid system. Funding will also be provided for the traffic control items required during the construction work and the installation of advance warning signs and pavement markings at all highway-rail grade crossings.

*Municipality:* Various  
*County:* Cumberland County  
*Sponsor:* NJDOT  
*Phase:* Design, Right of Way, and Construction (ERC)  
*DBNUM:* X35A1  
*Funding Source:* NHPP  
*Authorized Date:* 4/25/2024 *Authorized Amount:* \$7.285 million

**Salem County**

**1. Quaker Neck (CR 657) Phase II**

*Description:* The proposed improvements will consist of milling and resurfacing the existing pavement. Portions on 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 that 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 removed and replaced with the current eco-friendly cast iron curb pieces.

*Municipality:* Salem City  
*County:* Salem County  
*Sponsor:* Salem County

*Phase:* Preliminary Engineering (PE)  
*DBNUM:* S2112  
*Funding Source:* STBGP-L5K  
*Authorized Date:* 9/18/2024 *Authorized Amount:* \$0.238 million

**2. Upgrade Railroad Crossing Surface and Signals DKT 10-2024CM Action Station Road (CR 653)**

*Description:* Funding is provided through the Rail-Highway Grade Crossing Program, a Federal Statewide Program. The program will provide funding for the elimination of hazards at rail-highway crossings, the rehabilitation of grade crossing surfaces, and the installation of protective warning devices for roadways both on and off the federal-aid system. Funding will also be provided for the traffic control items required during the construction work and the installation of advance warning signs and pavement markings at all highway-rail grade crossings.

*Municipality:* Mannington Township  
*County:* Salem County  
*Sponsor:* NJDOT  
*Phase:* Design and Construction (EC)  
*DBNUM:* X35A1  
*Funding Source:* RHC  
*Authorized Date:* 3/27/2024 *Authorized Amount:* \$0.471 million

**3. Mannington-Yorktown Road**

*Description:* Funding is provided through the Rail-Highway Grade Crossing Program, a Federal Statewide Program. The program will provide funding for the elimination of hazards at rail-highway crossings, the rehabilitation of grade crossing surfaces, and the installation of protective warning devices for roadways both on and off the federal-aid system. Funding will also be provided for the traffic control items required during the construction work and the installation of advance warning signs and pavement markings at all highway-rail grade crossings.

*Municipality:* Mannington Township  
*County:* Salem County  
*Sponsor:* NJDOT  
*Phase:* Design and Construction (EC)  
*DBNUM:* X35A1  
*Funding Source:* STBGP-L5K  
*Authorized Date:* 8/27/2024 *Authorized Amount:* \$0.398 million



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**Date:** November 15, 2024  
**To:** SJTPO Policy Board  
**From:** SJTPO staff  
**Re:** Technical Program Update

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## **FY 2023 Demographics Analysis project completed:** 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.

On May 28, 2024, the SJTPO Policy Board approved the year-round demographic projections. The seasonal projections were approved at the September 23, 2024, Policy Board meeting.

The final outstanding deliverable for this effort was an [Interactive Data Dashboard](#), which has been uploaded to the SJTPO website at <https://www.sjtpo.org/interactive-data-dashboard/>.

## **Active Technical Studies**

**Countywide Local Road Safety Plans ongoing;** ~~Alan Huff~~ Jenna Monaghan  
[www.SafeRoadsSouthJersey.com](http://www.SafeRoadsSouthJersey.com)

*Greenman-Pedersen, Inc. (GPI). in association with Jacobs, Urban Engineers, FHI Studio (DBE), and Techni Quest (DBE/ESBE)*

This technical effort will develop four Countywide Local Road Safety Plans to address the unique safety needs of each county and local jurisdiction. The effort comprises several critical elements, 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 systemic safety countermeasures, development of an investment strategy, and the creation of the Plan documents. The effort supports 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 for this effort 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.

Throughout the plan development work, the team has engaged with elected officials in each county of the plan and solicited their support. The analysis, plan development, and outreach continued with Focus Group meetings, Steering Committee Meetings, and County Workshops.



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**Date:** November 15, 2024

**Re:** Technical Program Update

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The two-year effort was approved for a No Cost Time Extension extending the project to December 31, 2024, for the project team to complete Public Meetings and County Commissioner Meetings. Public meetings for each county were held at the end of October. The project team will present an overview on the Plans to each Counties' Commissioners in November. Each County's plan will need to be endorsed by their respective County Commissioners, providing high-level support which is a requirement within the Federal Safe Streets and Roads for All Action Plan.

A third year was approved to allow for consultant support for project implementation to selected counties and/or municipalities. NJDOT has approved the Year 3 scope of work with a future request for additional funding to be made later.

The project team will be presenting the project process and findings to TAC and Policy Board members at a December 9, 2024 Workshop.

## **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 the Cities of Bridgeton, Millville, and Vineland in preparing construction plans, specifications, and estimates (PS&E) for safety improvement projects selected under SJTPO's Local Safety Program. The 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 15<sup>th</sup>. The initial task will be modified to add funds to advance 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 began on 60%-plans. Survey and base mapping for High Street and 3<sup>rd</sup> Street/Wheaton Avenue in Millville has been completed with 30%-plans delivered to the City in late October. Subconsultant T&M Associates is leading the design work for the City of Bridgeton with survey and base mapping completed.



**Date:** November 15, 2024

**Re:** Technical Program Update

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## **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 8<sup>th</sup>. 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 19<sup>th</sup>. A more complete report which included the draft results was transmitted to SJTPO on September 19<sup>th</sup>. The consultant is working on Task 3, preparing the SJTPO portion of the statewide emissions inventory for NJDEP. The project is approximately 60% complete.

## **Regional Pavement Condition Data Collection** *ongoing*; Jacob Cummings

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

The Regional Pavement Condition Data Collection Study is collecting, processing, and mapping 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.

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. A Notice to Proceed was issued effective July 1, 2024. A project kick-off meeting occurred on Wednesday, July 10, 2024.

At this time, the contract and scope of work only included (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.

The consultant has assembled the baseline map which is being 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. Data collection started in late October and is still anticipated to continue through November.

The consultant has provided the jurisdictions with access to a data collection tracker that provides up-to-date, real-time tracking progress each day across the region. The website database was structured to provide the daily collection mileage breakdown.



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**Re:** Technical Program Update

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Initial conversations related to the Ancillary Data Collection (Task 3), Data Integration (Task 4), and the Pavement Management System Implementation and Analysis and Pavement Management Software Subscription (Task 5) for subregional partners have begun, with SJTPO evaluating the costs before advancing anything further. Tasks 3 and 4 can likely proceed within the existing remaining budget while the staff is investigating the feasibility of advancing Task 5 with the funds allocated to the Strategic Data Management Development effort that has been canceled.

## ***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 effort will 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.

A Request for Proposal (RFP) was anticipated to be released in early October, however, to provide additional time to develop the scope of work, its release was delayed. The RFP is now anticipated to be released on November 21, 2024, with proposals due Tuesday, January 14, 2025. Selection Committee scores are requested by January 28<sup>th</sup> with consultant interviews to be scheduled for the week of February 10<sup>th</sup>, 2025. Consultant selection will be brought before the TAC and Policy Board at their January meetings.

### **Strategic Data Management Development** *canceled*

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?", etc. The study was intended to 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 due to limited staff resources. The Program Manager of Capital Programming & Project Development was expected to manage the project with the position still vacant, the project has been cancelled. 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-



**Date:** November 15, 2024

**Re:** Technical Program Update

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based data provides access to systemwide traffic signal metrics without investing in physical equipment.

An initial purchase of INRIX Signal Analytics data was made in 2022, with a contract period from March 1, 2022, to February 2, 2023. A second-year purchase provided data access through February 28, 2024, with a Second Amendment to Agreement 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 coordinating with the University of Maryland on the paperwork related to providing two additional years of INRIX Signal Analytics data through December 2026.

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**ITEM 2411-34: Adopting Schedule of Regular Meetings for Calendar Year 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 24, 2025 – 10:00 a.m.

Monday, January 26, 2026 – 10:00 a.m. **(Reorganization Meeting)**

**Meeting Location (In-person): 817 East Landis Avenue (2<sup>nd</sup> 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](http://www.sjtpo.org/TitleVI) or contact SJTPO's Title VI Coordinator at [TitleVI@sjtpo.org](mailto:TitleVI@sjtpo.org) or (856) 794-1941. A complaint must be filed within 180 days of the alleged discrimination.

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

### **RESOLUTION 2411-34: Adopting Schedule of Regular Meetings for Calendar Year 2025**

**WHEREAS, the Bylaws of the South Jersey Transportation Planning Organization (SJTPO) require the Policy Board at its Annual Meeting to adopt a Schedule of Regular Meetings to be held during the upcoming Calendar Year; and**

**WHEREAS, in accordance with the New Jersey Open Public Meetings Law, PL-1975 c.235, the SJTPO will require that the Policy Board of the SJTPO, as a public body, within seven (7) days following the annual organization meeting:**

**(1) post prominently and maintain posted throughout the year in at least one public place reserved for such or similar announcements,**

**(2) mail to at least two newspapers, which newspapers shall be designated to receive such notices because they have the greatest likelihood of informing the public within the SJTPO's area of jurisdiction, and**

**(3) submit to the clerk or chief administrative officer of SJTPO and each county clerk of each county encompassed within the jurisdiction of the SJTPO, a schedule of the regular meetings of the Policy Board of the SJTPO to be held during the succeeding year.**

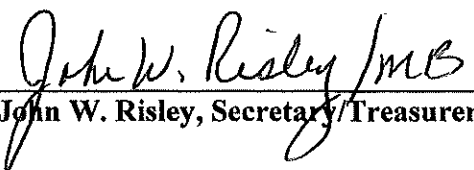
**NOW, THEREFORE, BE IT RESOLVED that the Policy Board of the South Jersey Transportation Planning Organization hereby adopts the attached Schedule of Regular Meetings.**

**BE IT FURTHER RESOLVED that The Press of Atlantic City and The Daily Journal, are hereby designated to receive the meeting schedule and any other notices during the year; and**

**BE IT FURTHER RESOLVED that the Executive Director shall cause the meeting schedule to be posted, mailed, and submitted within seven (7) days following this meeting.**

#### **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 November 25, 2024.**

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

## SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

### **ITEM 2411-35: Support for the Regional Transportation Alternatives Set Aside (RTA Set Aside) Program Project List**

#### **PROPOSAL**

At its November 12<sup>th</sup>, 2024, meeting, the Technical Advisory Committee recommended that the Policy Board approve the project list for Regional Transportation Alternatives Set Aside (RTA Set-Aside) Program funding.

#### **BACKGROUND**

Like the Transportation Alternatives (TA) Set-Aside Program, the RTA Set-Aside provides federal funds for "non-traditional" surface transportation-related projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation's surface transportation-related intermodal system. The current RTA Set-Aside program is being funded under the new Bipartisan Infrastructure Law (BIL). Eligible projects and activities are consistent with previous Transportation Enhancement program criteria.

The RTA Set-Aside program solicitation is administered by the New Jersey Department of Transportation (NJDOT), in partnership with the North Jersey Transportation Planning Authority (NJTPA), the Delaware Valley Regional Planning Commission (DVRPC), and the South Jersey Transportation Planning Organization (SJTPO).

Only those Local Public Agencies considered to be a subregion are eligible to apply for funding; for SJTPO that is Atlantic, Cape May, Cumberland, and Salem Counties, as well as Atlantic City and the City of Vineland. Nonprofit entities are only eligible to partner with any eligible entity on an eligible project.

Proposed projects were required to be consistent with one of the following seven (7) eligible categories:

- Design and construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, and other non-motorized transportation users
- Construction of scenic turnouts, overlooks, and viewing areas.
- Historic preservation and rehabilitation of historic transportation facilities both land and water such as buildings, structures, and canals
- Community improvement activities, specifically: streetscaping and corridor landscaping
- Environmental mitigation to address stormwater management, control, and water pollution prevention or abatement to highway construction or due to highway runoff.
- Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitat.

A total of 12 projects were submitted across the state, with three (3) project applications submitted in the SJTPO region, for a total request of \$12.167 M. The project list during this solicitation included two projects in the SJPTO region, totaling \$4.970 M:

<b>Project Name</b>	<b>Project Sponsor</b>	<b>Project Amount</b>
Sunset Boulevard (CR 606) Shared Use Cape May Pathway and Road Reconstruction Project	Cape May County	\$3,000,000
Main Road and Chestnut Avenue Pedestrian Connections	Vineland City	\$1,970,000

A spreadsheet listing all 12 projects submitted across the state is attached. A total of \$18.723 M of RTA Set-Aside funding was awarded in this solicitation.

**2024 Regional TAP Program  
October 3, 2024**

**NJTPA**

#	Local Aid District	County	Legislative District	Municipalities	Sponsor	Name / Description	Type of Improvement	Phase	Equity Rating	Total Requested	Total Recommended
1	1	Warren County	23	Greenwich Township	Warren County	Morris Canal Trail Improvement Project-Lopatcong Creek Area	Pedestrian Safety	Design;Construction	0	\$1,624,973	\$1,500,000
											\$1,500,000
2	1	Morris County	26	Boonton Town	Boonton Town	Conversion of Morris Canal Greenway Train Trestle to Trail at Rockaway River in Boonton, NJ	Quality of Life	Construction	0	\$4,500,000	
3	2	Essex County	29	Newark City	Newark City	Morris Canal Bikeway	Bikeway	Design;Construction	3	\$4,759,199	
4	2	Hudson County	29, 31	East Newark Borough, Harrison Town, Kearny T	Hudson County	Passaic Ave Safety Improvements	Pedestrian Safety	Design;Construction	3	\$4,759,199	

**DVRPC**

#	Local Aid District	County	Legislative District	Municipalities	Sponsor	Name / Description	Type of Improvement	Phase	Equity Rating	Total Requested	Total Recommended
1	3	Mercer County	15	Ewing Township, Hopewell Township, Lawrence Township, Pennington Borough	Mercer County	Great Western Bikeway	Bikeway	Construction	0	\$3,405,000	\$2,900,000
2	3	Mercer County	15	Trenton City	Trenton City	Marine Terminal Trail and Cooper Field Connector	Bikeway	Construction	3	\$2,093,368	\$2,093,000
3	4	Burlington County	8	Eastampton Township, Pemberton Township, Southampton Township	Burlington County	Rancocas Creek Greenway, Historic Smithville Park to Pemberton Rail Trail/Fort Dix Road	Bikeway	Construction	1	\$6,280,255	\$2,560,000
4	4	Gloucester County	3	Harrison Township	Gloucester County	Harrison Trail (Limits Route 45 Main Street to The Mullica Hill Bypass Cross Walk at Walters road)	Bikeway	Right of Way;Construction	1	\$1,526,643	\$1,400,000
5	4	Camden County	4	Winslow Township	Camden County	Camden County LINK Trail Segments 1D-2 and 1D-3	Bikeway	Construction	3	\$7,081,865	\$3,300,000
											\$12,253,000

**SJTPO**

#	Local Aid District	County	Legislative District	Municipalities	Sponsor	Name / Description	Type of Improvement	Phase	Equity Rating	Total Requested	Total Recommended
1	4	Cape May County	1	Cape May Point Borough, Lower Township, West Cape May Borough	Cape May County	Sunset Boulevard (CR 606) Shared Use Pathway and Road Reconstruction Project	Bikeway	Construction	1	\$6,489,787	\$3,000,000
2	4	Cumberland County	1	Vineland City	Vineland City	Main Road and Chestnut Avenue Pedestrian Connections	Pedestrian Safety	Design;Construction	2	\$2,570,000	\$1,970,000
											\$4,970,000
3	4	Atlantic County	2	Atlantic City	Atlantic City	Pacific Avenue Renaissance - Phase 1	Quality of Life	Design;Construction	3	\$3,107,328	
											\$18,723,000

**Total**

**\$18,723,000**

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2411-35: Support for the Regional Transportation Alternatives Set Aside (RTA Set Aside) Program Project List**

**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 Regional Transportation Alternatives Set Aside (RTA Set Aside) is a federally funded reimbursement program established in 1991 and continued as an eligible program under the Infrastructure Investment and Jobs Act (IIJA); and**

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

**WHEREAS, only Atlantic, Cape May, Cumberland, and Salem Counties, as well as Atlantic City and the City of Vineland, considered to be SJTPO subregional partners were eligible to apply for funding; and**

**WHEREAS, a committee consisting of NJDOT, SJTPO, DVRPC, and NJTPA was charged with applying the selection criteria of the program and preparing the recommended list of projects for approval by the Commissioner of Transportation and the Boards of the three MPOs; and**

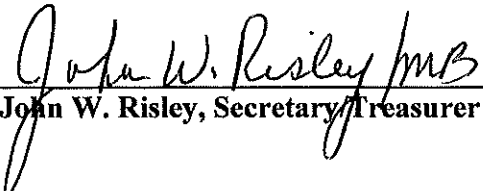
**WHEREAS, two projects in the SJTPO region are recommended for Regional Transportation Alternatives Set Aside funding in the total amount of \$4,970,000; and**

**WHEREAS, at their November 12<sup>th</sup>, 2024 meeting, the SJTPO Technical Advisory Committee supported the recommendation to approve the project list for the Regional Transportation Alternatives Set Aside Program; including Sunset Boulevard (CR 606) Shared Use Cape May Pathway and Road Reconstruction Project (\$3,000,000) in Cape May County and Main Road and Chestnut Avenue Pedestrian Connections (\$1,970,000) in the City of Vineland; and**

**NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the recommended Regional Transportation Alternatives Set Aside project for funding.**

**Certification**

**I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting on November 25, 2024.**

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

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**ITEM 2411-36: Approving a Minor Amendment to the FFY 2024-2033 Transportation Improvement Program for the Statewide Mobility and Systems Engineering Program**

### **PROPOSAL**

At its November 12, 2024, meeting the Technical Advisory Committee (TAC) recommended that the Policy Board approve a Minor Amendment to the FFY 2024-2033 Transportation Improvement Program (TIP), initiated by NJDOT related to the Mobility and Systems Engineering Program.

### **BACKGROUND**

NJDOT has requested to increase National Highway Performance Program (NHPP) funding for Design and Construction (EC) in FFY 2025 from \$6 M by \$18.850 M to \$24.850 M for calendar year authorizations associated with NJDOT's Mobility and Systems Engineering Program. The action also increases NHPP funding for EC in FFY 2025 from \$24.850 M by \$25 M to \$49.850 M for Intelligent Transportation System (ITS) improvements to be implemented for the 23<sup>rd</sup> FIFA World Cup held in New Jersey.

A Concurrence Memo and the Cover Page associated with the eSTIP action are attached for reference for the Statewide Program.



**Date:** September 30, 2024

**To:** Jennifer Marandino, Executive Director

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

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

### **TIP Modification Review – Policy Board Action**

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

The following modification is necessary according to the NJDOT Project Manager. The revisions have been reviewed by SJTPO Capital Programming staff and it found that fiscal constraint is maintained. The TIP modification, falls under the classification of a Minor Amendment and requires Policy Board approval as outlined in the MOU.

### **DBNUM 13306 Mobility and Systems Engineering Program**

NJDOT requests to increase NHPP funding for Design and Construction (EC) in FFY 2025 from \$6M by \$18.850M to \$24.850M for Calendar Year authorizations. The action also increases NHPP funding for EC in FFY 2025 from \$24.850M by \$25M to \$49.850M for FIFA ITS.

The following list is an estimate of federal authorizations for calendar year 2025. Most authorization requests will be submitted by November 28, 2024.

Transcom Tri-State Ops	\$	3.700
Transcom 511/SWIFT	\$	3.700
Transcom DFE	\$	6.250
ITS Resource Center	\$	3.000
Workzone Mobility	\$	1.600
ITS Comm System & Network Program	\$	2.000
ITS Maintenance	\$	1.250
ITS Engineering Design / Con Program	\$	1.600
University of Maryland/TDM	\$	1.750
	\$	<b>24.850</b>

This combined program seeks to improve mobility inclusive of but not limited to Intelligent Transportation Systems (ITS), monitoring Work zone Mobility and Advanced Traveler Information System (ATIS) programs. A combined program will allow for improved, cohesive and sustainable planning, design, procurement and deployment of operations' strategies such as ITS technologies and ATIS. Federal mandates such as: (a) following



**Date:** September 30, 2024

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

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and maintaining ITS Architecture, (b) preparing TMPs for major construction projects, (c) motorist's information sharing (511), (d) "Every Day Counts" initiatives, (e) hard shoulder use, (f) performance measures and, (g) maintenance/upgrade/enhancement of existing ITS infrastructure and hardware are covered under this program.

This program also includes review and development of new technology such as Connected Vehicle and the possible application, design, procurement, testing and deployment of such technologies. The development of contract documents and engineering plans for various projects and ITS contracts is also included. This program includes technical and engineering support needed for the Traffic Operations Centers development, enhancement and maintenance of the existing ITS infrastructure, ATIS associated database and funding for Multimodal Transportation Coordination and Information Related Services.



# State of New Jersey

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

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MPO: **Statewide**

PROJECT: **Mobility and Systems Engineering Program**

DBNUM: 13306

TRACK #: SW-13306-5-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases NHPP funding for EC in FFY 25 from \$6M by \$18.850M to \$24.850M for CY authorizations.  
Increases NHPP funding for EC in FFY 25 from \$24.850M by \$25M to \$49.850M for FIFA ITS.

REASON FOR CHANGE:

Please see attached cost breakdown for CY authorizations.

In anticipation of the 2026 FIFA World Cup, \$25M of ITS work will be completed.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 19  
See NJTPA FY 24-33 Chart 35  
See STATEWIDE FY 24-33 Chart 20  
See DVRPC FY 24-33 Chart 14

CONFORMITY:

PUBLIC INVOLVEMENT:





## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2411-36: Approving a Minor Amendment to the FFY 2024-2033 Transportation Improvement Program for the Statewide Mobility and Systems Engineering Program**

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

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

**WHEREAS, NJDOT is requesting to increase National Highway Performance Program (NHPP) funding for Design and Construction (EC) in FFY 2025 from \$6 M by \$18.850 M to \$24.850M for calendar year authorizations associated with NJDOT's Mobility and Systems Engineering Program; and**

**WHEREAS, the action also increases NHPP funding for EC in FFY 2025 from \$24.850 M by \$25 M to \$49.850 M for Intelligent Transportation System (ITS) improvements to be implemented for the 23rd FIFA World Cup; and**

**WHEREAS, the modification falls under the classification of a Minor Amendment and requires approval by the SJTPO Policy Board as outlined in the Memorandum of Understanding of Statewide Procedures for TIP/STIP Revisions between the DVRPC, NJTPA, SJTPO, NJ TRANSIT, and NJDOT; and**

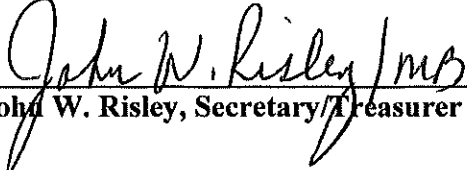
**WHEREAS, the modifications to the projects for federal funding will not have a negative impact on the air quality in the SJTPO region; and**

**WHEREAS, fiscal constraint will be maintained as no additional federal funding is required; and**

**NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves Minor Amendment to the FFY 2024-2033 Transportation Improvement Program for the Statewide Mobility and Systems Engineering Program.**

### **Certification**

**I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of November 25, 2024.**

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

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

### **ITEM 2411-37: Approving Series of Actions to the FFY 2024-2033 Transportation Improvement Program for Atlantic City**

#### **PROPOSAL**

At its November 12, 2024, meeting the Technical Advisory Committee (TAC) recommended that the Policy Board approve a series of Minor Amendments to the FFY 2024-2033 TIP related to the projects in FFY 2025 for the City of Atlantic City.

#### **BACKGROUND**

Atlantic City has requested the following reallocation of federal funding in FFY 2025 as described below:

- The Tennessee Avenue, Atlantic Avenue to Pacific Avenue (DBNUM S2115) project shall be deleted as the City is funding the project by other means. Federal funds are no longer needed for this project. The \$0.650 M programmed for the project in FFY 2025 shall be reallocated to the Martin Luther King Jr. Boulevard project (DBNUM S2101).
- The Baltic Avenue, Maine to Missouri Avenues (DBNUM S1702) project was fully funded in FFY 2024. The federal funds programmed for FFY 2025 are no longer needed for this project. The \$0.800 M programmed for the project in FFY 2025 shall also be reallocated to the Martin Luther King Jr. Boulevard project (DBNUM S2101).
- The \$0.650 M from the Tennessee Avenue project and the \$0.800 M for the Baltic Avenue project shall be reallocated to the Martin Luther King Jr. Boulevard, Mediterranean Avenue to Route 30 (DBNUM S2101). As such, the Martin Luther King Jr. Boulevard project shall be programmed for \$1.450 M of Construction funding in FFY 2025 in addition to the funds previously programmed in FFY 2026.

The eSTIP Cover Page, Before, and After TIP pages associated with the three projects are attached for additional reference.



# State of New Jersey

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

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MPO: **SJTPO**

PROJECT: **Tennessee Avenue, Atlantic Avenue to Pacific Avenue**

DBNUM: S2115

TRACK #: S-S2115-1-M-2024

TYPE OF PROJECT CHANGE: Project Deletion

ACTION TAKEN: Atlantic City has requested the project be deleted with the programmed funds reallocated to DBNUM S1702 Baltic Avenue, Maine to Missouri Avenues

REASON FOR CHANGE:

Improvements to Tennessee Avenue, Atlantic Avenue to Pacific Avenue are being funded using other means

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: reallocated to DBNUM S1702 Baltic Avenue, Maine to Missouri Avenues

CONFORMITY:

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

PUBLIC INVOLVEMENT:

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







# State of New Jersey

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

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MPO: **SJTPO**

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

DBNUM: S1702

TRACK #: S-S1702-2-M-2024

TYPE OF PROJECT CHANGE: Project Phase Advance

ACTION TAKEN: Programmed funds to be reallocated to DBNUM Martin Luther King Jr. Boulevard (Mediterranean Avenue to Route 30) in FFY 205

REASON FOR CHANGE:

Construction of Baltic Avenue, Maine Avenue to Missouri Avenue was fully funded in FFY 2024, CON funding in FFY 2025 is no longer needed

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: funds to be reallocated to DBNUM Martin Luther King Jr. Boulevard (Mediterranean Avenue to Route 30)

CONFORMITY:

PUBLIC INVOLVEMENT:







# State of New Jersey

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

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MPO: **SJTPO**

PROJECT: **Martin Luther King Jr. Boulevard (Mediterranean Avenue to Route 30)**

DBNUM: S2101

TRACK #: S-S2101-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Atlantic City has requested additional CON funding (\$1.450M) be added to the project in FFY 2025, in addition to the programmed CON funding in FFY 2026 (\$1.450M)

REASON FOR CHANGE:

The project cost estimate exceeds the initial allocation of funds, CON will be split between FFY 2025 and 2026 due to availability of STBGP-AC funds

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: funds reallocated from DBNUM S2115 Tennessee Avenue, Atlantic Avenue to Pacific Avenue and DBNUM S1702 Baltic Avenue, Maine to Missouri Avenues

CONFORMITY:

PUBLIC INVOLVEMENT:





## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

### **RESOLUTION 2411-37: Approving Series of Actions to the FFY 2024-2033 Transportation Improvement Program for Atlantic City**

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

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

**WHEREAS, the City of Atlantic City has requested the deletion of Tennessee Avenue, Atlantic Avenue to Pacific Avenue (DBNUM S2115) in FFY 2025, with the \$0.650 M programmed to be reallocated; and**

**WHEREAS, the Baltic Avenue, Maine to Missouri Avenues (DBNUM S1702) project was fully funded in FFY 2024 and the Construction funding programmed for in FFY 2025 shall be reallocated; and**

**WHEREAS, the \$0.650 M from the Tennessee Avenue project and the \$0.800 M for the Baltic Avenue project shall be reallocated to the Martin Luther King Jr. Boulevard, Mediterranean Avenue to Route 30 (DBNUM S2101); and**

**WHEREAS, the Martin Luther King Jr. Boulevard project shall be programmed for \$1.450 M of Construction funding in FFY 2025 in addition to the funds previously programmed in FFY 2026; and**

**WHEREAS, the modification falls under the classification of a Minor Amendment and requires approval by the SJTPO Policy Board as outlined in the Memorandum of Understanding of Statewide Procedures for TIP/STIP Revisions between the DVRPC, NJTPA, SJTPO, NJ TRANSIT, and NJDOT; and**

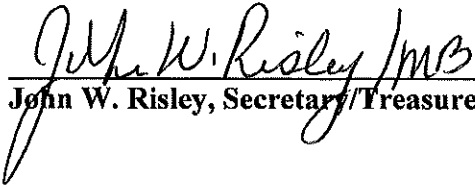
**WHEREAS, the amendments and modifications to the projects for federal funding will not have a negative impact on the air quality in the SJTPO region; and**

**WHEREAS, fiscal constraint will be maintained as no additional federal funding is required; and**

**NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the Minor Amendment to the FFY 2024-2033 Transportation Improvement Program for a series of actions for the City of Atlantic City.**

**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 November 25, 2024.**

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

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

### **ITEM 2411-38: Adoption of SJTPO's Congestion Management Process (CMP)**

#### **PROPOSAL**

At its November 12, 2024 meeting, the Technical Advisory Committee (TAC) recommended that the Policy Board adopt SJTPO's Congestion Management Process (CMP) Report. As part of this report, SJTPO revised and enhanced its CMP from the existing process that was last adopted and approved in November 2018.

#### **BACKGROUND**

The Congestion Management Process (CMP) is a federally required process for metropolitan planning areas with populations exceeding 200,000, including the SJTPO region. The CMP establishes a systematic process, providing effective integrated management and operation of the multimodal transportation system. The CMP is used to identify congested roadways and management strategies, establish multimodal performance measures, identify means of implementation, and evaluate the effectiveness of implemented strategies.

In preparation for the upcoming Regional Transportation Plan update (Forward 2050), SJTPO revised its CMP methodology and provided an updated activity report. The revised methodology takes advantage of expanded vehicle probe data to measure travel time reliability and other congestion performance measures on all major regional roadways. Archived travel time data can be used to measure the extent and severity of congestion regionwide. SJTPO utilizes congestion performance at signalized intersections through the Signal Analytics software.

Appendix A contains the updated CMP Activity Report. The main technical tool used to identify congested locations was the Bottleneck Ranking Tool, although references to other tools are mentioned.

Other minor changes have been made to the CMP report to make it streamlined and project oriented. The Congestion Management Process (CMP) Report was circulated to the TAC and NJDOT staff for review and comment, with all comments being incorporated into the report. The CMP Report went through a 30-day Public Comment Period from Wednesday, August 28, 2024, through Thursday, September 26, 2024. No comments were received. Consistent with how SJTPO's Unified Planning Work Program is handled, no public meeting was held, following the recently revised SJTPO's Public Involvement Plan.

The [Final Draft of the CMP Report](https://www.sjtpo.org/planning/cmp/) is posted to the SJTPO website at <https://www.sjtpo.org/planning/cmp/>.

Once approved, the CMP Report will be incorporated into Forward 2050, as Appendix D.

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

### **RESOLUTION 2411-38: Adoption of SJTPO's Congestion Management Process (CMP)**

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

**WHEREAS, the SJTPO has met the specific Congestion Management Process (CMP) requirements specified in the 23 CFR Part 450.322 of the Metropolitan Planning Rule; has a functioning CMP; and**

**WHEREAS, SJTPO has updated its CMP methodology to take advantage of the expansion of archived travel time data to measure the extent and severity of congestion across the region, utilization of Signal Analytics software to access performance at signalized intersections; and**

**WHEREAS, minor changes to the CMP report, make the process more streamlined and project oriented; and**

**WHEREAS, the CMP Report revised and enhanced its CMP from the existing process that was last adopted and approved in November 2018; and**

**WHEREAS the CMP Report a revised methodology and Activity Report, identifying the most congested locations in the region; and**

**WHEREAS, the updated CMP Report was prepared in advance of the upcoming Regional Transportation Plan update (Forward 2050), and will be incorporated into the RTP as an appendix; and**

**WHEREAS, the CMP Report was circulated to the SJTPO Technical Advisory Committee (TAC) and NJDOT staff for review and comment, with all comments being incorporated into the report; and**

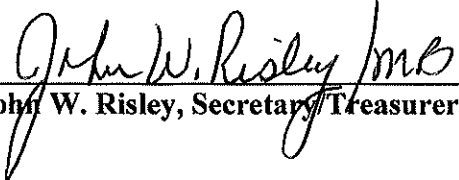
**WHEREAS, the CMP Report went through a 30-day Public Comment Period, and no comments were received; and**

**WHEREAS, at its November 12, 2024 meeting, the TAC recommended Policy Board adopt SJTPO's CMP; and**

**NOW THEREFORE BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby adopts SJTPO's Congestion Management Process Report.**

**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 November 25, 2024.**

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

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

### **ITEM 2411-39: Approving the Selection of WSP USA Inc., in association with Radin Consulting (DBE) as the Consultant for Staff Augmentation**

#### **PROPOSAL**

At its November 12, 2024, meeting, the Technical Advisory Committee (TAC) recommended that the Policy Board approve the selection of WSP USA Inc., in association with Radin Consulting, (DBE), for the Staff Augmentation.

#### **BACKGROUND**

Proposals were sought from a qualified firm, or groups of firms, to augment SJTPO's existing staff through consultant services. The effort is expected to bridge the gap left by vacancies in three crucial positions to ensure the successful execution of the Fiscal Year (FY) 2025 Unified Planning Work Program (UPWP).

Consultant support is requested for the three vacant positions of the Program Manager and Assistant Planner under the Capital Programming & Project Development program area and a Principal Planner under the Regional Planning & System Performance program area.

SJTPO released a Request for Proposals (RFP) on Thursday, August 22, 2024. In addition to the usual question and answer opportunity a Live Q&A session was held using SJTPO's GoToWebinar platform. Proposals were due on Thursday, September 26<sup>th</sup>. Two (2) proposals were received.

The TAC-designated Consultant Selection Committee, consisting of representatives from SJTPO, the City of Vineland, Atlantic, Cape May, and Cumberland Counties, reviewed the proposals. The Consultant Selection Committee selected WSP USA Inc., in association with Radin Consulting (DBE), to assist with the Staff Augmentation effort.

Instead of an interview, a scope refinement meeting was held with members of the project team along with several members of SJTPO staff. The final negotiated scope of work and associated cost estimate is attached for reference. The total project is \$583,883, with 23.7% DBE/ESBE participation.

Consultant support will be provided for six tasks within SJTPO's FY 2025 UPWP, including Task 25/111 Performance-Based Planning, Task 25/113 Transit/Human Services Planning, Task 25/119 Resiliency & Reliability Planning, Task 25/120 Intelligent Transportation Systems Planning, Task 25/131 Transportation Improvement Program (TIP), and Task 25/132 Local Project Development.

As part of work related to Task 25/131, the consultant will work with SJTPO and our state partners to facilitate the development and approval of the FFY 2026-2035 TIP/STIP, which is anticipated to be approved in Fall 2025. As such, the consultant shall remain under contract through the end of September after the Policy Board is expected to approve the FFY 2026-2035 TIP.

This consultant-led effort will be funded from Task 25/403 Staff Augmentation (\$962,000) in the FY 2025 UPWP, effective July 1, 2024. The task order completion date is June 30, 2025, however, given that the consultant will be assisting with the development of the Transportation Improvement Program a No Cost Time Extension will be requested through September 30, 2024.

September 26, 2024

**Ms. Jennifer Marandino, Executive Director**

South Jersey Transportation Planning Organization  
817 East Landis Avenue, 2nd Floor  
Vineland, New Jersey 08360

**RE: Staff Augmentation**

Dear Ms. Marandino:

WSP USA Inc. (WSP) is pleased to submit one digital and one physical copy of our technical proposal to provide Staff Augmentation to support completion of South Jersey Transportation Planning Organization's (SJTPO's) Central Staff Work Program.

WSP welcomes the opportunity to continue our partnership with the SJTPO. For Program Manager under Capital Programming & Project Development and WSP's project manager, we have selected **Andrew Levecchia, PP, AICP**. Prior to joining WSP, Andrew participated in the development of NJ TIPs and the development, review and award of CMAQ funds while sitting on DVRPC's Regional Technical Committee. **Arianna Koudounas, AICP, CPM**, will support Andrew as Assistant Planner. **Ryan Hicks**, will fill the role of Professional Planner under Regional Planning & System Performance. Ryan has previously worked for the Northwestern Indiana Regional Planning Commission (NIRPC) and Boston Region MPO where he managed Congestion Management Processes and oversaw ITS and Coordinated Human Service Transportation Planning tasks. Andrew, Arianna, and Ryan will be assisted in completing tasks by a highly qualified team of professionals at WSP with the requisite knowledge and experience to perform this assignment. **Robert Wilson, AICP**, who has previously served 3 MPO's as Executive Director will provide QA/QC for all requested deliverables.

WSP is pleased to be joined by Radin Consulting, who is a NJ registered engineering consulting firm and certified disadvantaged business enterprise (DBE) that will provide air quality and congestion mitigation analysis services, support Resilience and Reliability Planning, and writing of the TIP, in excess of the 9.95% DBE requirement.

Our Team is comprised of four individuals that all have directly worked for or served on the boards of MPO's throughout the country. We understand the federal requirements and framework in which MPO's operate. Our Team is 100% committed to working with the SJTPO staff to deliver this project according to schedule. The members of the team are available upon notice to proceed and are committed to remain on this project through its completion.

WSP has reviewed the SJTPO Standard Contract Agreement and has identified Exceptions to the Agreement as identified in Section O. As instructed in the RFP, enclosed is one (1) original digital submission. WSP will follow-up with one (1) original via Fed-Ex to your attention. We look forward to a favorable review of our proposal and the opportunity to work with you and your staff. If you have any questions regarding our proposal, please do not hesitate to contact me at 410-246-0536 or email [wesley.mitchell@wsp.com](mailto:wesley.mitchell@wsp.com), or our proposed project manager, Andrew Levecchia at 856-793-1985 or email at [Andrew.Levecchia@wsp.com](mailto:Andrew.Levecchia@wsp.com).

Sincerely,

**Wesley Mitchell, AICP**

Mid-Atlantic Planning Business Lead

WSP USA

2000 Lenox Drive, 3rd Floor

Lawrenceville

NJ 08648

T: 609.512.3500

[wsp.com/usa](http://wsp.com/usa)

### THE WSP TEAM ADVANTAGES

- ✓ Project Manager Andrew Levecchia is experienced and knowledgeable of the SJTPO region and its member governments.
- ✓ Key staff working as a cohesive Team to complete the necessary tasks for the Work Program within a compressed schedule
- ✓ Staff understands the relationships that people have with Transit, Land Use, Infrastructure and Climate Change

# A. NARRATIVE

## Approach

WSP, in partnership with Radin Consulting, will provide an efficient and economical approach to completing each task outlined in the RFP to assist in the completion of SJTPO's Work Program. Along with naming specific staff to each of the requested staff augmentation positions, WSP's approach is designed to maximize efforts by having a team of experts working simultaneously to complete all tasks by June 30, 2025. Each of these technical experts has a variety of experience that uniquely qualify them to augment SJTPO staff, interact with member state and federal agencies, counties and cities, and complete the requested work.

Our team will be led by **Andrew Levecchia PP, AICP** as Project Manager and Program Manager of Capital Programing & Project Development. Andrew has a long history working on NJ and MPO related Transportation Improvement Plans (TIPs). Before his role with WSP, Andrew sat on the Delaware Valley Regional Planning Commission (DVRPC) Executive Committee, Board and Regional Technical Committee where he participated in the development of 7 NJ TIPs and actively participated in the development, review and award of CMAQ funds throughout the DVRPC region. Andrew spent five years (2017-2022) as the President of Cross County Connection TMA and wrote Camden County's Coordinated Human Service Transportation Plan. From 2008 to 2022 he represented Camden County on the South Jersey Transportation Association's United We Ride Coordination Committee.

Directly supporting Andrew is **Arianna Koudounas AICP, CPM serving as the Assistant Planner**. Arianna has several years of wide-ranging experience working directly for the Metropolitan Washington Council of Governments (COG), the metropolitan planning organization for the Washington DC region. Both Andrew and Arianna will work concurrently on **Tasks 25/131: Transportation Improvement Program (TIP)** and **Task 25/132: Local Project Development**. Cole Jordan, PE of Radin Consulting will be assisting them on both tasks. Through Andrew's tenure as former President of the NJ County Planners Association, he has relationships with SJTPO member county Planning Directors and can quickly schedule and facilitate meetings with each member county and city to jump start the TIP Development process and successfully deliver the program at the April 2025 SJTPO TAC meeting.

**Ryan Hicks**, will fill the Principal Planner position. Ryan has worked on a range of regional planning issues and for the past 12 years prior to joining WSP, Ryan revolutionized big data monitoring and expanded the multimodal elements of their CMP. Additionally, Ryan managed

several innovative MPO endeavors on topics such as Roadway Pricing and Pedestrian Level-of-Service. Ryan will manage a team of experts completing the following tasks: **Task 25/111: Performance-Based Planning; Task 25/113: Transit/Human Services Planning; Task 25/119: Resiliency & Reliability Planning; and Task 25/120: Intelligent Transportation Systems Planning.**

John Kovar PE (Radin Consulting) and Lisbeth Concho PHD, PMP (WSP) will collaborate to complete **Task 25/111 Performance – Based Planning**. John brings years of experience related to air quality and congestion mitigation and has over 30 years' experience in the traffic and transportation industry. He understands travel patterns of the South Jersey area having completed critical projects for the SJTA and DVRPC related to safety, infrastructure, and congestion relief. Lisbeth is an expert in Asset Management and systems Engineering and has provided NJ TRANSIT with support on Transit Asset Management Performance (TAMP) Measures and Targets.

**Task 25/113 Transit/Human Services Planning** will be supported by Claire Hutchinson, who prior to joining WSP prepared multiple Coordinated Public Transit-Human Services Transportation Plans for MPOs in California and Arizona. For these efforts, Claire analyzed demographic data, led stakeholder engagement, identified unmet transit needs, and developed recommendations to improve transit access based on forecasted demand.

Next, Cammie Epstein, AICP, ENV SP (Radin Consulting) will lead **Task 25/119 Resiliency & Reliability Planning**. Her experience brings the understanding of extreme weather events as it relates to transportation infrastructure and how to improve the resiliency of infrastructure in crucial areas. Cammie has several years of experience working on infrastructure resiliency and sustainability with New York City Departments of Environmental Protection and Parks and Recreation.

Lastly, **Task 25/120 Intelligent Transportation Systems Planning** will be completed by Jason Morganroth PE, who is a Senior ITS Engineer with an abundance of experience designing, developing and implementing Intelligent Transportation Systems throughout New Jersey and New York.

## Scope of Work and Deliverables

This section lists the deliverables and details our understanding of each Task and list of activities associated with each task. For each activity listed that did not have a specific "product"



assigned to it in the RFP, we have Proposed Deliverables to complete the activity.

Red text is taken directly from the RFP and text in black is the WSP Team's response to each Task's associated activities and listed products.

## Task 25/III: Performance-Based Planning

WSP Team Staff supporting this activity are John Kovar PE (Radin Consulting), Lisbeth Concho PHD, PMP, and Charuvi Begwani, AICP.

The WSP Team is dedicated to advancing transportation performance management through a strategic approach that utilizes system information to make data-driven investment and policy decisions. Our Team is well positioned to address the needs of the South Jersey Transportation Planning Organization (SJTPO) in this proposal. Below we have summarized our approach to the necessary activities under this task.

### Activities and Products (due dates):

1. Review 2-year CMAQ Congestion Targets (part of PM3) in the Atlantic City UZA as set in the Baseline Performance Period Report and monitor performance around congestion from the beginning of the Performance Period (January 2022) to the mid-point of the 2nd Performance Period (January 2024). Evaluate system performance to determine if adjustment of 4-year targets is necessary. This effort will assist in preparing the CMAQ Performance Plan for the midpoint of the 2nd Performance Period, which is due to be submitted to FHWA in October 2024.

**Product 1a.** Technical Memorandum assessing performance in Atlantic City UZA meeting congestion targets as set in the 2nd Period Baseline Performance Report (Summer 2024)

**Product 1b.** CMAQ Mid-Performance Period Progress Report and CMAQ Performance

**Product 1c.** CMAQ Mid-Performance Period Progress Report and CMAQ Performance

For the CMAQ Mid-Performance Period Progress Reports and Performance Plans, our approach will begin with an in-depth data collection process to assess emissions, congestion, and system performance from January 2022 through January 2024. We will use advanced analytical tools to evaluate if the SJTPO region is meeting the established emissions reduction targets. Our team will draft the initial report in early Winter 2025, providing a comprehensive overview and analysis of the region's performance. This draft will be refined based on feedback and transformed into the final report before the end of Winter 2025. Our commitment includes thorough coordination with local stakeholders, ensuring the final documents accurately reflect progress and necessary adjustments to the 4-year targets.

**Deliverable:** Draft and Final CMAQ Mid-Performance Period Progress Report and CMAQ Performance Plan.

2. Review CMAQ emissions from the beginning of the Performance Period (January 2022) to the midpoint of the Performance Period (January 2024) and assess if the SJTPO region is meeting CMAQ emissions reduction targets established in the 2nd Performance Period Baseline Report. Evaluate system performance to determine if adjustments of 4-year targets are necessary. As with CMAQ Congestion targets, this effort will assist in preparing the CMAQ Performance Plan for the midpoint of the 2nd Performance Period, which is due to be submitted to FHWA in October 2024.

**Product 2a.** Technical Memorandum assessing performance in the SJTPO region meeting CMAQ emissions reduction targets as set in the 2nd Period Baseline Performance Report (Summer 2024)

**Product 2b.** Results of CMAQ emissions reduction progress and performance incorporated into CMAQ Mid-Performance Period Progress Report and CMAQ Performance Plan (Fall 2024)

In addressing CMAQ emissions reduction, we will first produce a Technical Memorandum by Winter of 2024, evaluating the SJTPO region's performance against the 2nd Performance Period Baseline Report. This analysis will focus on whether the region is meeting the emissions reduction targets and identify any need for target adjustments. Following this, we will integrate these findings into the CMAQ Mid-Performance Period Progress Report and CMAQ Performance Plan by Winter 2024. This integration will ensure that the final report comprehensively captures the region's emissions reduction progress and aligns with the performance targets.

Our approach realizes that SJTPO staff recommends to the SJTPO September 2024 Policy Board Resolution 2409-31: Adopting the Updated 4-Year System Performance (PM3) CMAQ Congestion Targets for the Philadelphia, PA-NJ-DE-MD Urbanized Area.

**Propose Deliverables:** include Product 2a. Technical Memo to be completed by end of Jan 2025 and for Product 2b. the report will be completed by end of February 2025.

3. Coordinate with the Delaware Valley Regional Planning Commission (DVRPC) and other agencies, as appropriate, in monitoring CMAQ Congestion Targets for the Philadelphia UZA. This effort will assist in preparing the Mid-Performance Report for the 2nd Performance Period, which is due to be submitted to FHWA in October 2024.

Our coordination efforts with the Delaware Valley Regional Planning Commission (DVRPC) will involve closely monitoring CMAQ Congestion Targets for the Philadelphia Urbanized Area (UZA). We will collaborate with DVRPC and other relevant agencies to ensure accurate and timely tracking of congestion performance metrics. This collaborative effort will be crucial for preparing the Mid-Performance Report for the 2nd Period.

**Deliverable:** Prepare the Mid-Performance Report for the 2nd Performance Period. Recommended date of completion Winter 2025.

4. Lead the creation of Greenhouse Gas (GHG) Emissions Reduction Performance Measures and Targets for the Atlantic City UZA and the SJTPO region, following the updated GHG Emissions Performance Measure Rule (23 CFR Part 490). Coordination with DVRPC and other agencies will be conducted as appropriate.

**Product 4a.** GHG Emissions Reduction Targets for the Atlantic City Urbanized Area (Fall 2024)

**Product 4b.** GHG Emissions Reduction Targets for the SJTPO Planning Region (Fall 2024)

To develop Greenhouse Gas (GHG) Emissions Reduction Performance Measures and Targets for both the Atlantic City UZA and the SJTPO region, we will follow the updated GHG Emissions Performance Measure Rule (23 CFR Part 490). Our process will include a comprehensive analysis of current GHG emissions data, followed by the development of targeted reduction measures. We will coordinate with DVRPC and other agencies to ensure that our targets are consistent with broader regional and federal objectives. The final targets for both the Atlantic City UZA and the SJTPO Planning Region will be completed by Winter 2025.

5. Continue coordination with NJDOT and other agencies, as part of participation in NJDOT's Complete Team Committee, in monitoring performance measures and targets to meet federal performance requirements for the National Highway System (NHS), supporting the progress to achieve national performance goals.

We will actively participate in NJDOT's Complete Team Committee to monitor and support the performance measures and targets for the National Highway System (NHS). This ongoing involvement will help ensure that the progress towards national performance goals is tracked effectively, and any necessary adjustments are made in a timely manner. Our role will involve regular communication and collaboration with NJDOT to align regional activities with national objectives.

Deliverable includes preparing Complete Team Committee meeting summaries.

6. Continue to coordinate with NJ TRANSIT and other agencies in developing, establishing, and integrating performance measures and targets for transit asset management and safety.

Our Team will coordinate with DVRPC, NJDOT, NJTPA, FHWA and NJ TRANSIT in the development of a performance management framework that establishes performance measures and targets for transit asset management and safety.

**Product 6a.** SJTPO adoption of the FY 2024 Transit Asset Management Performance (TAMP) Measures and Targets, set by NJ TRANSIT (Fall 2024)

Our approach recognizes that SJTPO staff's recommendation to the September 2024 Policy Board meeting Resolution 2409-29: Supporting the FY 2024 Transit Asset Management Plan (TAMP) Targets Set by the New Jersey Transit completes Product 6a. Nevertheless, our team is prepared to review exiting targets, continue to coordinate with NJ TRANSIT and write a technical memo outlining recommendations future adoption of these targets. (assumes up to 3 meetings with NJ TRANSIT)

Specific transit performance measures have been established by the Federal Transit Administration (FTA) with a focus on keeping assets in a state of good repair. As a major public transit operator, NJ TRANSIT is responsible for reporting on these measures and targets to the National Transit Database on a yearly basis. These measures are classified based on asset category and include rolling stock, equipment, facilities, and infrastructure.

To complete this task, our team will meet with key stakeholders from relevant agencies to integrate the asset performance measures as part of the SJTPO planning process, starting with identifying how these measures align to the strategic goals and the Project Evaluation Criteria and Scoring Process for the development of future Transportation Improvement Programs (TIP). Specific activities include:

1. Review of existing SJTPO goals and strategies to identify alignment with transit performance measures
2. Review of existing SJTPO Project Evaluation Criteria and Scoring Process to identify potential options to embed the transit performance measures as part of the evaluation process
3. Prepare briefing for the SJTPO project management team with recommendations and make subsequent adjustments
4. Meet with key stakeholders from relevant agencies to discuss recommendations
5. Implement recommended approach as part of the Project Evaluation Criteria and Scoring Process

**Deliverable:** Write a technical memo outlining recommendations future adoption of targets.

**Product 6b.** SJTPO adoption of the Calendar Year 2023 Public Transportation Agency Safety Plan (PTASP) Safety Performance Target for Bus Targets (Fall 2024)

Similar to the transit performance measures, the Federal Transit Administration has established seven specific safety performance measures. These include:

1. Total number of fatalities
2. Fatality rate per total Vehicle Revenue Miles by mode
3. Total number of injuries
4. Injury rate per total Vehicle Revenue Miles by mode
5. Total number of safety events



6. Safety event rate per total Vehicle Revenue Miles by mode
7. Mean distance between major mechanical failures by mode

Performance targets for each of these metrics must be developed by transit providers in coordination with states and MPOs, to the extent practical, to promote consistency across transportation modes represented in the state and regional planning process. For Bus, modes are divided into two groups:

1. Fixed Route Bus: motorbus, commuter bus, bus rapid transit, trolley bus and publico.
2. Non-fixed Route Bus: demand response, purchased transportation taxi and vanpool.

To complete this task, our team will meet with key stakeholders from relevant organizations to integrate safety performance targets as part of the Safety Impact criterion in the Project Evaluation Criteria and Scoring Process. Specific activities include:

- Review of existing safety performance targets set by subregional partners
- Review of Safety Impact criterion scoring methodology established in the SJTPO Project Evaluation Criteria and Scoring Process to identify potential options to embed the safety performance targets as part of the scoring
- Prepare briefing for the SJTPO project management team with recommendations and make subsequent adjustments
- Participate in upto three (3) meeting with key stakeholders from relevant organizations to discuss recommendations
- Implement recommended approach as part of the Safety Impact criterion.

**Deliverable:** Prepare briefing for the SJTPO project management team with recommendations and make subsequent adjustments

**7. Incorporate required system performance measures into the regional planning activities and the overall planning process, as required by the MAP-21/FAST Act/IJA rules.**

We will ensure that required system performance measures are seamlessly incorporated into the regional planning activities and overall planning process. This integration will comply with the MAP-21, FAST Act, and IJA rules, ensuring that SJTPO's planning products reflect the latest federal performance management requirements.

**8. Monitor the new federal legislation and subsequent implementation guidance for changes in existing performance management regulations and possible new required performance measures and targets.**

Our team will keep a vigilant eye on new federal legislation and subsequent implementation guidance to stay abreast

of changes in performance management regulations. This proactive monitoring will allow us to adapt our strategies and incorporate any new required performance measures and targets, ensuring continued compliance and relevance.

**9. Continue monitoring the regional transportation system's performance in safety, pavement and bridges, and operations, using federally mandated performance measures, metrics, targets, and other system performance measures and metrics.**

We will continuously monitor the performance of the regional transportation system across safety, pavement, bridges, and operations. Using federally mandated performance measures and metrics, we will assess progress and make recommendations as needed. This ongoing evaluation will ensure that regional planning products reflect current performance metrics and targets.

**10. Continue to build upon the United States Department of Transportation (USDOT) and NJDOT's increasing emphasis on performance-based planning by acquiring additional data, developing other performance measures, and further strengthening the linkage between SJTPO and operations agencies in the hopes of maximizing the performance of the existing and planned transportation system.**

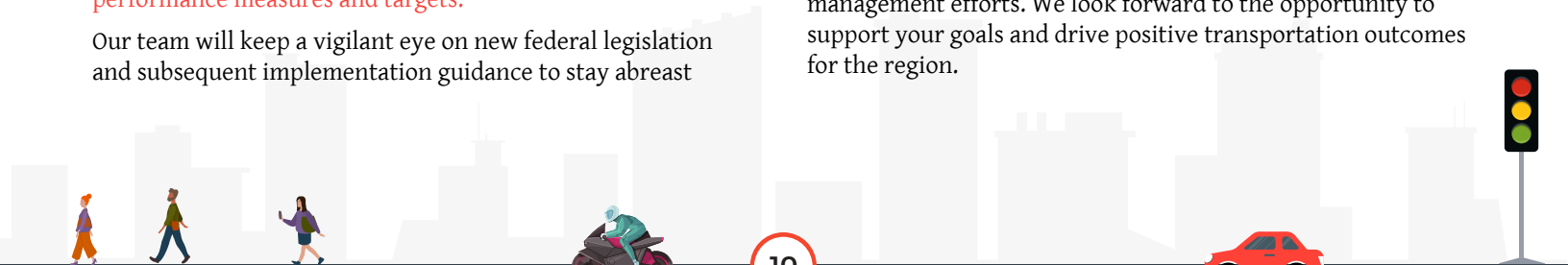
Building on the emphasis of performance-based planning, we will enhance our data acquisition efforts and develop additional performance measures. Strengthening the linkage between SJTPO and operations agencies will be a key focus, aimed at maximizing the performance of both existing and planned transportation systems.

**11. Continue to assist NJDOT, DVRPC, and the North Jersey Transportation Planning Authority (NJTPA) in meeting all associated deadlines of Model Inventory of Roadway Elements (MIRE) fundamental data on county and local roads. Efforts may include:**

- a. Serve as a liaison for NJDOT and county and local roadway owners to collect roadway inventory elements; and
- b. Attend meetings with NJDOT to review collected data and provide guidance as appropriate.

We will serve as a liaison for NJDOT to facilitate the collection of roadway inventory elements from county and local roadway owners. Our responsibilities will include attending up to three (3) meetings with NJDOT, DVRPC and NJTPA to review collected data and provide guidance to ensure accuracy and completeness.

Our Team is committed to delivering high-quality outcomes and contributing to the success of SJTPO's performance management efforts. We look forward to the opportunity to support your goals and drive positive transportation outcomes for the region.



## Task 25/113 Transit/Human Services Planning

WSP Team Staff supporting this activity are Ryan Hicks and Claire Hutchinson

Public transit and human services transportation providers are essential for many residents in the SJTPO region. The WSP team fully understands the critical nature of these services for underserved populations such as older adults, persons with disabilities, and persons or households with lower incomes. The ongoing coordination of public transit and human services transportation providers is a critical responsibility of SJTPO, and essential for furthering the top-ranked goal outlined in the RTP 2050: “Promote accessibility and mobility for the movement of people and goods.” WSP is fully prepared to support SJTPO with ongoing transit and human services planning needs.

### Activities and Products (due dates):

1. In support of RTP 2050 Critical Issue #3, associated with inequitable access, SJTPO will continue to engage NJ TRANSIT and others in discussions to identify specific transit issues, requests, or improvements brought by stakeholders and the public for further investigation and incorporate additional factors surrounding equity into service decisions.

WSP will schedule two (2) meetings with NJ TRANSIT and other transportation providers during the project period to discuss RTP 2050 Critical Issue #3. WSP will utilize the inventory of existing transportation providers included in the Access for All Transit Plan to develop a stakeholder database and determine which organizations to invite. The meetings will advance discussions about how to promote more equitable access to transit throughout the SJTPO planning region. As the RTP is expected to be adopted in Winter 2025, WSP intends to schedule the two stakeholder meetings during late Fall and early Winter 2025.

**Product 1a.** Updated documentation of these efforts related to RTP 2050 Critical Issues #3, associated with inequitable access, including a summary of significant discussions and meetings, and the outcome of these efforts to be incorporated into the RTP update.

**Proposed Deliverable:** The WSP Team will schedule two (2) stakeholder meetings to discuss the issue of inequitable transit access. WSP will prepare all meeting materials, including the agenda, presentation, and discussion prompts. After each meeting, WSP will prepare concise meeting summaries highlighting key takeaways to share with SJTPO and stakeholders. (Winter 2025)

2. Continue to work with NJ TRANSIT and others, as appropriate, to identify and advance conversations related to unmet transit needs in support of RTP 2050 unfunded “critical needs.” This work may involve collaboration related to ridership forecasting to determine if the ridership demand

exists, delineation of the market that the new or improved transit service would encompass, or other assistance as requested by NJ TRANSIT to help justify these investments.

WSP will work with NJ TRANSIT and others to advance conversations related to the unfunded “critical needs” identified in the RTP and to advance the goals of the Access for All Transit Plan. The RTP 2050 identified three unfunded critical transit needs:

- Increased service of the Atlantic City Rail Line
- Bus/transit service to CMC Airport.
- Express bus service from Bridgeton to Atlantic City

The RTP also identified multiple unfunded critical needs related to transit infrastructure, including the need for funding for approximately 45 small to mid-sized vehicles for human services transportation in Atlantic County. WSP will conduct ridership forecasts, identify potential ridership markets, and support other analyses as appropriate to develop feasible solutions for the region’s unfunded critical transit needs.

**Proposed Deliverable:** The WSP Team will develop ridership forecasts, maps, and other analyses, as needed, to identify solutions to the region’s unmet transit needs and provide SJTPO and NJ Transit with justification for greater transit investments in the region. (Ongoing)

3. Continue working with county transit providers and other members of the respective human services transportation county steering committees to carry out the recommendations within SJTPO’s Access for All Transit Plan. This effort would also involve clearly defining the roles in implementing the recommendations.

As mentioned under Activity 1 of Task 25/113, We us the two (2) previously schedule meetings with NJ TRANSIT and other transportation provider, during the project period, to discuss RTP 2050 Critical Issue #3. WSP will also use these meetings as opportunities to discuss the SJTPO’s Access for All Transit Plan. The first meeting will focus on documenting previous progress towards advancing the plan recommendations. The second meeting will focus on defining SJTPO and the other stakeholders’ roles in implementing the remaining recommendations.

**Product 3a.** Updated documentation of progress toward advancing recommendations from SJTPO’s Access for All Transit Plan

**Proposed Deliverable:** WSP will develop a comprehensive spreadsheet detailing progress towards implementing each recommendation of the Access for All Transit Plan. (Winter 2025)

**Product 3b.** Updated list of action items that SJTPO can undertake to help advance outstanding recommendations of the Access for All Transit Plan



**Proposed Deliverable:** WSP will develop a comprehensive spreadsheet detailing action items that the SJTPO and partners can undertake to advance the outstanding recommendations of the Access for All Transit Plan. The spreadsheet will clearly define SJTPO and other stakeholders' roles in implementing each listed action. (Spring 2025)

4. Convene targeted meetings and discussions with county transportation providers or sit on county coordinating committee(s) and other similar committees (e.g., NJ Council on Developmental Disabilities, Council on Access and Mobility (CAM), Rutgers University's Senior Mobility Advisory Team, etc.).

To support the implementation of the Access for All Transit Plan and address RTP Critical Issue #3, WSP will be available to sit in on county coordinating committee and county transportation provider meetings (up to three 3) to further SJTPO's relationships with those entities and advocate for efforts that will address unmet transit needs.

**Proposed Deliverable:** WSP will attend meetings and provide summaries for all meetings attended. (Ongoing)

5. Work with NJDOT, NJ TRANSIT, counties, and members of the respective human services transportation county steering committees to assess safety for non-motorized travelers in disadvantaged and transit-dependent communities. Information will be compiled and, at a minimum, included in future updates of the Access for All Transit Plan.

WSP will schedule one joint stakeholder meeting with services transportation county steering committees to assess safety for non-motorized travelers in disadvantaged and transit dependent communities. The meeting will be designed to identify issues of concern and potential solutions to improve safety for non-motorized travelers.

**Proposed Deliverable:** WSP will summarize safety concerns compiled through engagement with stakeholders across the region and develop an initial list of improvement recommendations to incorporate into future updates of the Access for All Transit Plan. (Spring 2025)

6. Continue to collaborate with DVRPC, NJTPA, CCCTMA, and others on human services transportation issues extending beyond the SJTPO region will continue. Efforts will focus on implementing actions that uphold fairness and improve the coordination of services, access, and mobility for low-income and minority populations, persons with disabilities, and older adults.

Often times transit dependent residents need to travel outside of a specific agency's service area. WSP will continue to collaborate with DVRPC, NJTPA, CCCTMA and other stakeholders beyond the SJTPO region to implement actions which enhance interregional transportation opportunities for disadvantaged populations. The WSP Team will work with stakeholders to identify opportunities for coordination that

will ultimately improve access and mobility for low-income and minority populations, persons with disabilities, and older adults.

**Proposed Deliverable:** We will attend up to three (3) meetings and provide summaries for all meetings attended. (Ongoing)

7. In collaboration with NJ TRANSIT, review, score, and rank applications submitted for the FTA's Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Grant Program, NJ-JARC Grant Program, and others, as appropriate.

WSP's team is experienced at preparing Coordinated Public Transit-Human Services Transportation Plans to support MPOs and regional partners in securing FTA Section 5310 funding. WSP also has experience working with stakeholders to develop FTA Section 5310 project proposals. WSP will be ready, if needed, to collaborate with NJ TRANSIT to review, score, and rank applications submitted to the FTA Section 5310, NJ-JARC, and other related grant programs.

*Product 7a. Summary sheet, including the ranking of submitted projects (contingent upon NJ TRANSIT activity)*

**Proposed Deliverable:** Our team will develop a comprehensive spreadsheet outlining based on the specific grant program's scoring criteria. If necessary, WSP will prepare an accompanying narrative explaining the rationale behind the individual project rankings. (contingent upon NJ TRANSIT activity)

8. Continue to collaborate with NJ TRANSIT and others in identifying the feasibility of future transit enhancements, including the Glassboro-Camden Light Rail Line extension, operational improvements to the Atlantic City Rail Line, and others.

WSP staff will participate in any meetings or feasibility studies for future transit projects, such as the Glassboro-Camden Light Rail Line extension or improvements to the Atlantic City Rail Line. WSP's staff have extensive experience in developing transit projects and will work with SJTPO staff and partner organizations to identify feasible transit enhancements for the region.

**Proposed Deliverable:** WSP will analyze the feasibility of potential transit enhancements. Depending on SJTPO needs, WSP will prepare tables, graphs, maps, and/or short memos explaining our analyses, attend up to two (2) related meetings, and prepare summaries. (Ongoing)

9. Collaborate with NJ TRANSIT in its Stations, Access, Parking, and Site Planning to investigate safety around transit stops and ADA accessibility at transit stations.

Safety and ADA accessibility at transit stops and stations are critical issues for transportation disadvantaged populations. Staff will investigate safety and accessibility issues as they are reported by stakeholders and members of the public through the various coordination efforts discussed previously and will



be available for additional site visits ( up to four 4) as necessary to identify opportunities for improvements.

**Proposed Deliverable:** WSP will develop spreadsheet detailing safety/ADA accessibility issues, attend up to two (2) related meetings, and prepare meeting summaries.

## TASK 25/119 Resiliency & Reliability Planning

WSP Team Staff supporting this activity is Camillie Epstein (Radin Consulting)

As the RFP does not specify any product deliverable for this task our team recognizes the importance of Resiliency and Reliability Planning as it relates to current and future development of infrastructure enhancements in the SJTPO region. Along with representing SJTPO at working sessions and meetings with NJDOT, NJ TRANSIT County Office of Emergency Management (OEM) staff WSP proposes a set of deliverables and outcomes for this task's activities.

### Activities and Products (due dates):

1. Work with NJDOT, NJ TRANSIT, and other partners on risk management strategies for improving the resilience of transportation infrastructure against the impacts of extreme weather.

The WSP Team will attend up to three (3) meetings and working sessions with state and regional partners to advance risk management strategies related to improving the resilience of transportation infrastructure against the impacts of extreme weather.

**Proposed Deliverable:** provide meeting summaries and a list of risk management strategies that can be used by SJTPO and their members for current and future planning efforts.

2. Complemented by work and efforts completed through Task24/401: Regional Vulnerability Framework technical study, determine which assets and under which scenarios could be advanced in a more extensive Regional Vulnerability Assessment study of the SJTPO region.

**Proposed Deliverable:** WSP Team will review the SJTPO 2024UPWP Task24/401: Regional Vulnerability Framework technical study and provide a detailed list of assets and scenarios to be advanced for more extensive Regional Vulnerability Assessment analysis.

3. Aid regional partners and others, as appropriate, in enhancing transportation infrastructure resilience and reliability.

As part of our interactions with regional partners we will discuss the need for and aid them in enhancing transportation infrastructure resilience and reliability, as necessary.

4. Collaborate with NJDOT's Office of Emergency Preparedness, regional partners, and other agencies relevant to evacuation

planning to facilitate coordination of emergency preparedness activities in the region. Efforts will focus on ensuring regional needs are adequately and appropriately addressed.

**Proposed Deliverable:** The WSP Team will collaborate with NJDOT's Office of Emergency Preparedness, regional partners, and other agencies to review existing evacuation plans and ensure that emergency preparedness activities are coordinated throughout the region. We will write a memo outlining the coordination of regional partners and other agencies to ensure that regional need are appropriately and adequately addresses.

5. Build upon roundtable discussions, initially convened in April 2023, with state, regional, and local stakeholders related to efficient emergency planning and operations in support of a strategy identified in the NJ Office of Emergency Management (NJ OEM) Statewide Hazard Mitigation Plan.

In April of this year, the NJ State OEM adopted their 5th Hazard Mitigation Plan. The State's HMP is scheduled to be revised and adopted every 3 years. NJ County Hazard Mitigation Plans are to be revised and readopted every 5 years. Currently, Salem County is in the process of updating their 2017 plan holding public meeting as recently as July of 2024. All other regional partner County plans are up to date.

**Proposed Deliverable:** The WSP Team will review minutes from the April 2023 meeting and meet with regional partners to review Hazard Mitigation Plans and write a memo outlining the status of each regional partners plans and outline the procedure for updating these plans.

## Task 25/120 Intelligent Transportation Systems Planning

WSP Team Staff supporting this activity is Jason Morganroth, PE

### Activities and Products (due dates):

1. Continue to participate in statewide collaboration on the NJ Statewide ITS Architecture. Participate in ITS Architecture Committee (IAC) meetings.

The WSP Team will continue to review the ITS Architecture Committee website <https://www.consystem.com/nj2022/web/index.htm>, to ensure participation at upcoming meetings and events. After attendance at each meeting and event our team will generate a memo highlighting objectives, outcomes items to be completed. This task includes attendance at up to two (2) meetings.

2. Participate in ITSNJ activities, including committee participation and attendance at the ITSNJ Annual Meeting, with the intent of disseminating information to local partners.

The ITSNJ Annual Meeting is scheduled for October 9th, 2024, which is outside of the time frame for this contract. As part of our commitment to ITS in NJ, Jason Morganroth attends this

event annually and will report any pertinent information to SJTPO as needed.

3. Continue to work with regional planning partners to identify ITS strategies and deploy ITS technologies in the SJTPO region

**Product 3a.** Updated Project Information Sheets associated with the New Jersey ITS Architecture Maintenance Project (as needed, based on the development of ITS projects in the region)

The WSP Team will update Project Information Sheets associated with the New Jersey ITS Architecture Maintenance Project (as needed, based on the development of ITS projects in the region) and provide a short memo outlining an ITS Needs Assessment based on regional partners strategies and existing technologies.

4. Continue working with state and regional partners to investigate ways to incorporate automated/connected/electric/shared-use vehicles into the metropolitan planning process. Research activities of other similarly sized MPOs and throughout New Jersey, working to incorporate those strategies.

**Deliverable:** Our team will participate in up to three (3) scheduled meetings, provide meeting summaries and a short memo detailing activities strategies incorporated by other similar sized MPOs and entities in New Jersey.

## Task 25/131 Transportation Improvement Program (TIP)

WSP Team Staff supporting this activity are Andrew Levecchia AICP/PP, Arianna Koudounas AICP/CPM and Cole Jordan, PE

Our team acknowledges that the development of the 2026-2035 TIP will require multiple interactions, meetings, phone calls and site visits with regional partners. Our objective will be to maximize all agencies time by seeking to cover multiple topics in the same meeting and establishing a schedule of regular contact to ensure that all items are completed on a timely basis.

Additional hours outlined in Tasks 6, 7 and 8 include conducting analysis, conducting project feasibility/eligibility assessments, and associated mapping of projects to determine urban/non-urban boundaries and meeting with agencies and facilitating a project pipeline.

### Activities and Products (due dates):

1. Provide technical assistance to member counties and municipalities and assist NJDOT and NJ TRANSIT in preparing financial plans for major capital projects as necessary.

The WSP Team will provide technical assistance to those partner counties and municipalities along with assisting NJDOT and NJ TRANSIT in preparing financial for major capital projects as needed and related to the production of the SJTPO 2026 TIP.

2. Liaise with SJTPO regional partners, NJDOT, and NJ TRANSIT to help facilitate the development and approval of the FFY 2026-2035 TIP/STIP, which is anticipated to be approved in the Fall of 2025, which falls outside of the timeline of this UPWP.

Working within a truncated schedule, the WSP Team is prepared to support regional partners and the SJTPO in developing the FFY2026 -2035 TIP/STIP and identifying new and graduating projects.

**Product 2a.** Year-end Obligation Reports, produced by NJDOT and NJ TRANSIT, to be posted to the SJTPO website (end of federal fiscal year, Fall 2024)

**Proposed Deliverable:** WSP will work with SJTPO to post the Year-end Obligation Reports to the SJTPO website.

3. Process TIP/STIP amendments and modifications needed throughout the year via NJDOT's Electronic Statewide Transportation Improvement Program (e-STIP), conducting public involvement as necessary.

**Product 3a.** Memos to the Executive Director outlining TIP/STIP amendment and modification requests received from NJDOT, NJ TRANSIT, or regional partners (ongoing, as needed)

**Proposed Deliverable:** As needed the WSP Team will write memos to the Executive Director detailing any modifications or amendments to the TIP/STIP from NJDOT, NJ TRANSIT or regional partners

**Product 3b.** TIP amendment/modification tracker to be posted to SJTPO website and provided to TAC and Policy Board (ongoing, updated bi-monthly)

**Proposed Deliverable:** The online TIP amendment/modification tracker will be updated on a bi-monthly basis by the WSP Team.

4. Prepare Self-certification documents, coordinate with federal agency representatives, complete other procedures related to compliance with federal requirements and keep up to date on changes in requirements. Following 23 CFR § 450.336, concurrent with the submission of the TIP, MPOs shall certify at least every four years that the metropolitan transportation planning process is being carried out under all applicable requirements.

**Product 4a.** Initial draft of Self-certification document, to be shared with FHWA in advance of any action related to the FFY 2026-2035 TIP/STIP approval (Summer 2025)

**Deliverable:** The initial draft of the Self-Certification documentation as outlined in 23 CFR § 450.336 and coordination with federal agency representatives to ensure that all procedures related to compliance with federal requirements are met will be prepared by the WSP Team.

5. Continue to refine SJTPO's Project Selection Process, as needed, to ensure planning priorities and regional needs

(e.g., non-vehicular modes of travel, stormwater, land use, public transportation, and other planning priorities) and identify possible areas of conflict between priorities (e.g., between freight and non-motorized travel).

**Product 5a.** Memo outlining any refinements and additions to the SJTPO Project Selection Criteria, including pre-screening consideration of project issues in locations where Complete Streets Priority Areas intersect with the Regional Freight Network (Spring 2024)

Recognizing that the SJTPO Board adopted RESOLUTION 2407-21: Approving a Revised SJTPO Project Evaluation Process during the July 2024 Policy Board meeting completes this task. The WSP Team is prepared to review the Project Selection Criteria process with staff and provide recommendations and refinement if necessary.

**Proposed Deliverable:** Summary of staff discussions related to the need to update the Project Selection Evaluation process focusing on initial pre-screening of locations that are Complete Street Priority Areas that Intersect with the Regional Freight Network.

6. Coordinate with regional partners to develop projects for funding. This effort includes attending meetings, conducting analysis, conducting project feasibility/eligibility assessments, and associated mapping of projects to determine urban/non-urban boundaries.

Knowing that developing a TIP typically takes 12-15 months, the WSP Team, from Day 0, will actively work to expedite the process to ensure that the Draft TIP is prepared by the end of June 2025. Several initial steps will have to be started as soon as the Notice to Proceed is issued. These steps include reviewing the existing TIP to learn about which projects have been completed and which will be removed from the TIP as well as determining the status of the remaining projects and to what level they graduate too. Simultaneously we will schedule meetings with and request candidate projects from subregional partners so that we can start the project pre-evaluation, and evaluation process. Site visits will be included as needed. The list of candidate projects will be sent to NJDOT in early 2025. Our team will review NJDOT candidate project reports and prepare comments, after which we will work to develop the fiscally constrained program, conformity analysis and final project scores for the list of projects to be approved by the TAC at the April 2025 meeting. In May and June of 2025, we will prepare the TIP for Board approval.

7. Continue to coordinate with Federal Land Management Agencies to ensure projects are included in the TIP to facilitate the efficient and economical movement of people and goods.

WSP will coordinate with Federal Agencies like the Pinelands Commission and the South Jersey Economic Development District to ensure project inclusion in the TIP.

8. Facilitate with regional partners to identify future projects several years in advance to establish a 'project pipeline' to better plan for future TIP funding requirements.

WSP will hold up to one (1) meeting each with regional partners and develop a list of future projects to generate a 'project pipeline' for future years of TIP funding.

## Task 25/132 Local Project Development

WSP Team Staff supporting this activity are Andrew Levecchia AICP/PP, Arianna Koudounas AICP/CPM and Cole Jordan, PE

Similar to Task25/131 Transportation Improvement Program many of the interactions requested in this task are related to the maintenance of the existing TIP and development to the new 2026 -2035 TIP. Our team will seek all opportunities to build off the regularly established schedule of meetings, from the previous task, with regional partners, to appropriately use their time by covering multiple related topics during the same meeting or status call.

### Activities and Products (due dates):

1. Work with regional partners, tracking technical issues to ensure the project meets critical milestones and deliverables to receive authorization of federal dollars. This activity includes attending meetings, participating in project status calls, and communicating with regional partners and NJDOT Local Aid.

2. In coordination with NJDOT Local Aid and FHWA, engage with local partners to improve local public agency project delivery and compliance with federal regulations.

3. Continue to organize and facilitate quarterly meetings with regional partners, Local Aid, the Bureau of Environmental Program Resources (BEPR), and other agencies where appropriate.

In reply to items 1 through 3 above, working directly with SJTPO regional partners the WSP Team will attend meetings, participate in project status calls and communicate with regional partners and NJ DOT Local Aid, to catalogue and track technical issues to ensure local projects meet critical milestones and deliverables to receive authorization of federal funding. We will review local public agency project delivery processes and provide recommendations to improve compliance with federal agencies. Additionally, we will develop a list of federal funded and grant funded projects that regional partners are participating in conduct up to three quarterly meeting with NJ DOT Local Aid, Bureau of Environmental Program Resources (BEPR), and other agencies where appropriate.

4. Track the progress of the design phases of projects, including technical issues that may be encountered to predict project readiness and inclusion in the project pool.

**Product 4a.** Status charts for local lead projects, including HSIP, CMAQ, and Carbon Reduction funded projects (ongoing, produced bi-monthly)



**Deliverable:** Our team will review local projects using HSIP, CMAQ and Carbon Reduction funds and update the existing status charts on a bi-monthly basis.

*Product 4b. Summary of end-of-the-year authorizations of SJTPO Local Lead Projects, highlighting federal dollars authorized in the region (end of federal fiscal year, Fall 2024)*

**Deliverable:** Working with SJTPO staff and regional partners our team will summarize the federal authorization of SJTPO Local Lead Projects highlighting the amount of federal investment in the region.

5. Work with local agencies to bring specific issues to the attention of NJDOT and the Local Aid Resource Center for further review and consideration. Issues could include technical issues, such as design challenges or eligibility issues with various funding sources.

6. In coordination with NJDOT Local Aid Resource Center, explore opportunities to engage local public agencies (e.g., municipalities), broaden the coordination between regional partners, and focus on opportunities to access federal funding sources. This effort would also ensure that the agencies are informed on resources and training opportunities.

In reply to items 5 and 6, we will assist local agencies by learning about and understanding their specific funding source eligibility issues and technical items such as design challenges and other like circumstance by coordinating communications with NJDOT and the Local Aid Resource Center. The WSP Team will seek efficiencies by using the regularly schedule quarterly meetings ( up to three 3), with NJDOT and other agencies to fulfill these tasks and broaden coordination between regional partners.

7. Work with regional partners in support of RTP 2050 Critical Issue #4, associated with the regulatory burden, particularly in the Pinelands, to better detail specific barriers being experienced. Begin coordination with neighboring MPOs and counties within the Pinelands to assess similarities and differences of issues, which may include an information exchange among counties and MPOs to share common issues or workable solutions, if identified. The goal is to assist counties in identifying internal solutions to common barriers or to begin conversations with the Pinelands Commission and other state, regional, and local partners to identify solutions.

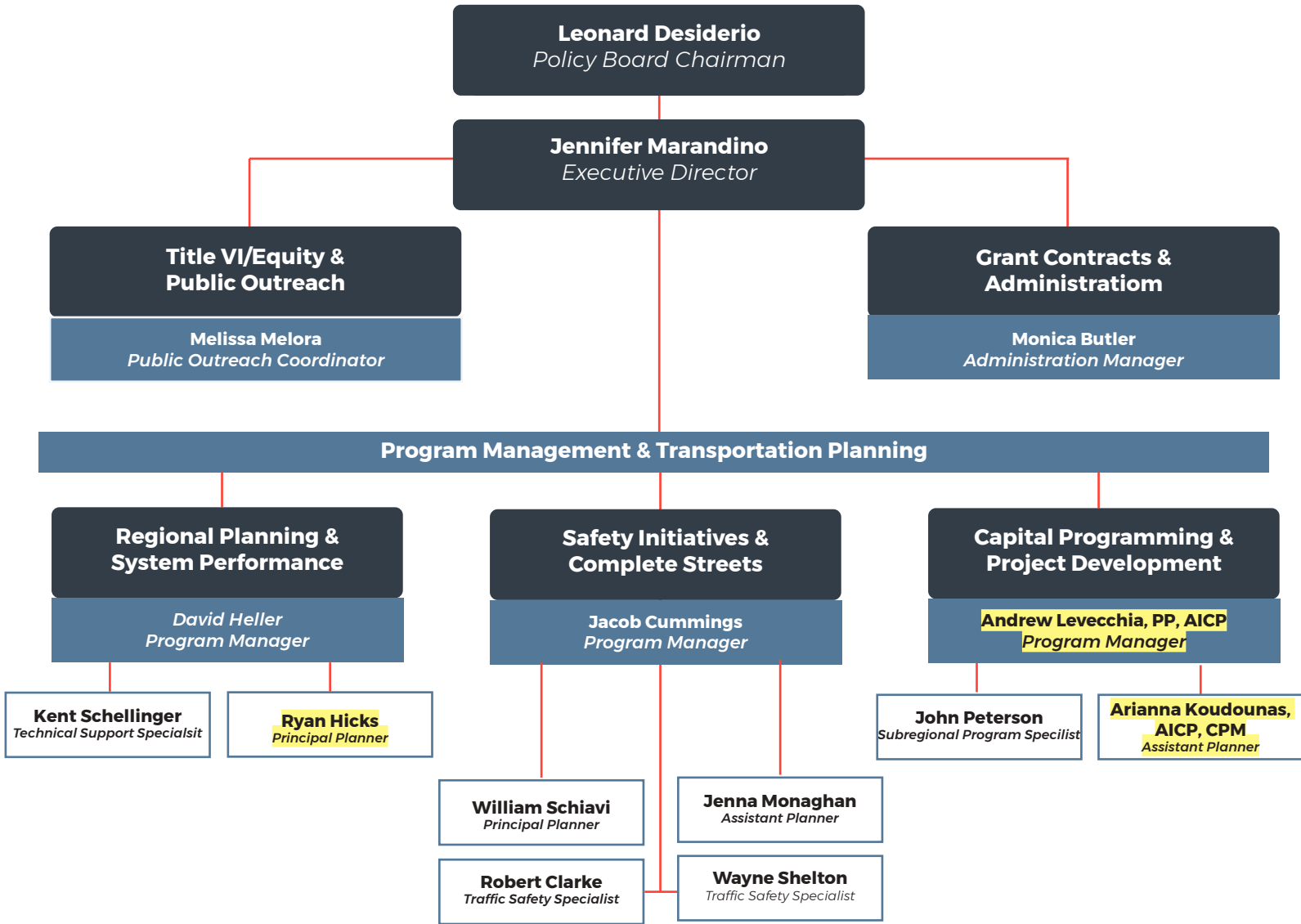
The WSP Team will work with regional partners to identify specific barriers to implementing transportation infrastructure projects experience by the Pinelands Comprehensive Management Plan (CMP) and the Coastal Area Facilities Review Act (CAFRA) of 1973. Our team will liaise with neighboring MPOs and counties within the Pinelands to exchange information and detail shared concerns so that these items can be collectively coordinated with the Pineland Commission, NJ DOT and NJ Department of Environmental Protection.

## Scope and Schedule Considerations

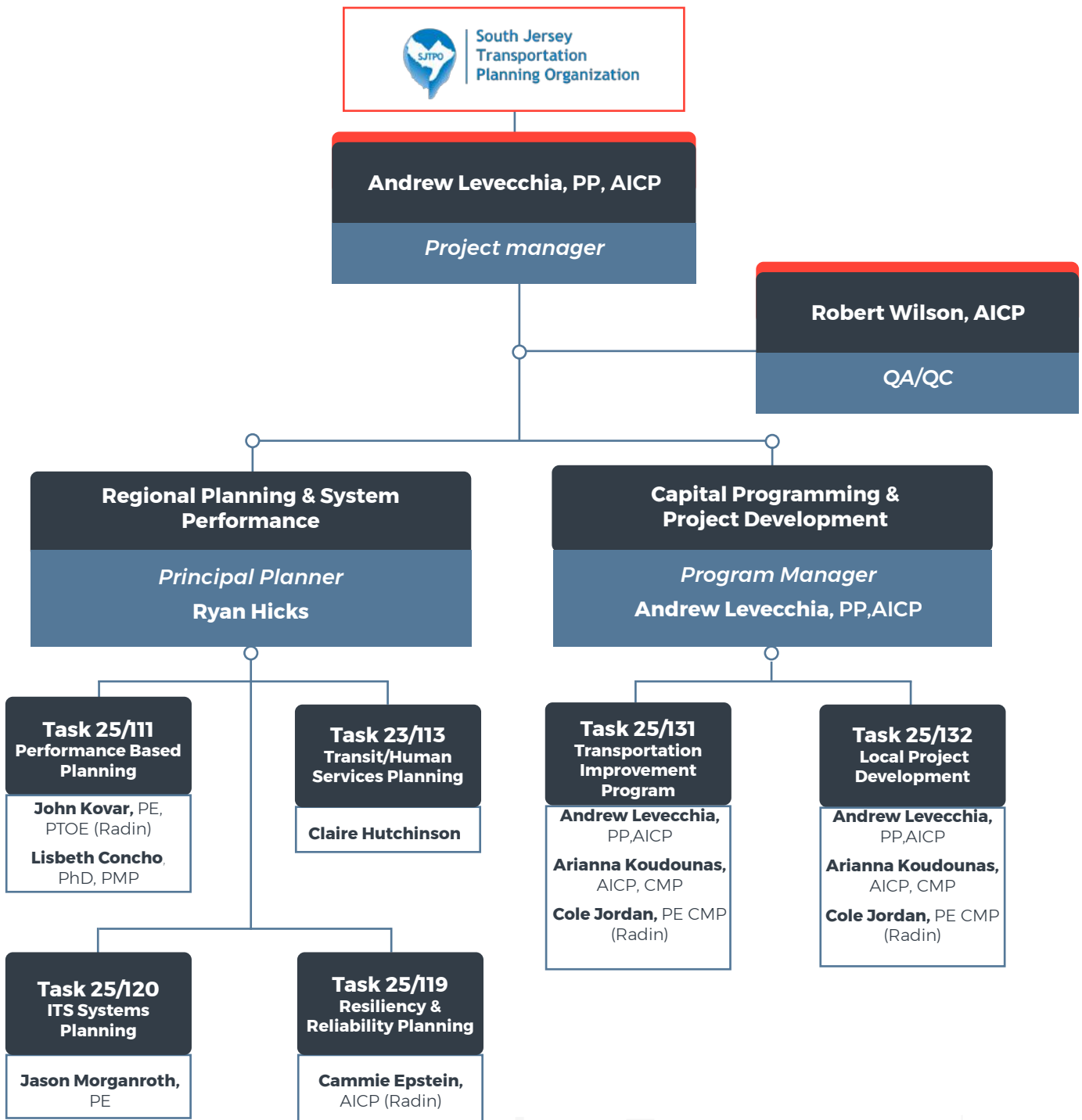
WSP and Radin Consulting acknowledge that several products described in the RFP have due dates that are before the notice to proceed of this Staff Augmentation RFP. For these items we have made suggested dates for delivery and look forward to refining this date with SJTPO as it is understood that some of these dates are regulatory and may need formal request for extension.

# F. ORGANIZATION CHART

## SJTPO ORGANIZATION CHART WITH PROPOSED STAFF



# PROPOSED INTERNAL WSP ORGANIZATION CHART



## **Updated Scope of Work: SJTPO Staff Augmentation** **10/23/2024**

During a meeting held with SJTPO staff on Monday October 21, 2024, the WSP Team reviewed the Staff Augmentation Request for Proposals (RFP) and its associated list of deliverables to better understand the work products that have already been completed and the work products that remain. The section below outlines the six tasks and contains a refined list of products associated with each task. Several tasks detailed in the RFP have been removed from the WSP Team scope of work (SOW) as they have already been or will be completed prior to the Notice to Proceed (NTP) anticipated on November 25, 2024. The remaining tasks keep their original task number listed in the RFP. Tasks that have been removed from the SOW are listed below with strike-through text. Blue text is WSP responses and proposed deliverables for item that have work products.

The enclosed schedule proposes that all tasks – except for Task 25/131 Transportation Improvement Program (TIP) – conclude on June 30<sup>th</sup>, 2025. Task 25/131 will be extended to September 30<sup>th</sup>, 2025, as requested by SJTPO so that WSP can contribute to TIP development until it is adopted by the SJTPO Policy Board in late September of 2025. Individual task schedules will be discussed and finalized during task kickoff meetings with SJTPO staff in early December of 2024 following NTP.

### **DELIVERABLES**

#### **Task 25/111: Performance-Based Planning**

Task Activities and Products:

1.

- ~~Product 1a. Technical Memorandum (Winter 2025)~~
- ~~Product 1b. CMAQ Mid-Performance Period Progress Report and CMAQ Performance Plan; DRAFT (Winter 2025)~~
- ~~Product 1c. CMAQ Mid-Performance Period Progress Report and CMAQ Performance Plan; FINAL (Winter 2025)~~

2.

- ~~Product 2a. Technical Memorandum (Winter 2025)~~
- ~~Product 2b. CMAQ Mid-Performance Period Progress Report and CMAQ Performance Plan (Winter 2025)~~

3.

- ~~Proposed Deliverable 3. Assist in the preparation of the Mid-Performance Report for the 2nd Performance Period. (Winter 2025)~~

3. **The WSP team is prepared to attend up to three (3) quarterly CMAQ meetings with NJ DOT and other partnering agencies.**

4. Lead the creation of Greenhouse Gas (GHG) Emissions Reduction Performance Measures and Targets for the Atlantic City UZA and the SJTPO region, following the updated GHG Emissions Performance Measure Rule (23 CFR Part 490). Coordination with Delaware Valley Regional Planning Commission (DVRPC) and other agencies will be conducted as appropriate.



**Product 4a.** GHG Emissions Reduction Targets for the Atlantic City Urbanized Area

**Product 4b.** GHG Emissions Reduction Targets for the SJTPO Planning Region

**Proposed Deliverable 4:** The requirement for MPOs and states to establish GHG Emissions Reduction Targets has been vacated by the U.S. District Court – as per the March 2024 decision in the Northern District of Texas – and is no longer a direct performance measure. SJTPO has tasked the WSP Team with investigating other similar sized MPOs to identify strategies for moving forward in this new reality, and associated methodologies for target development. The WSP Team will research and meet with up to three (3) similarly sized MPOs and DVRPC. A memo documenting key findings and recommendations will be produced to prepare SJTPO for future iterations of this type of performance measure.

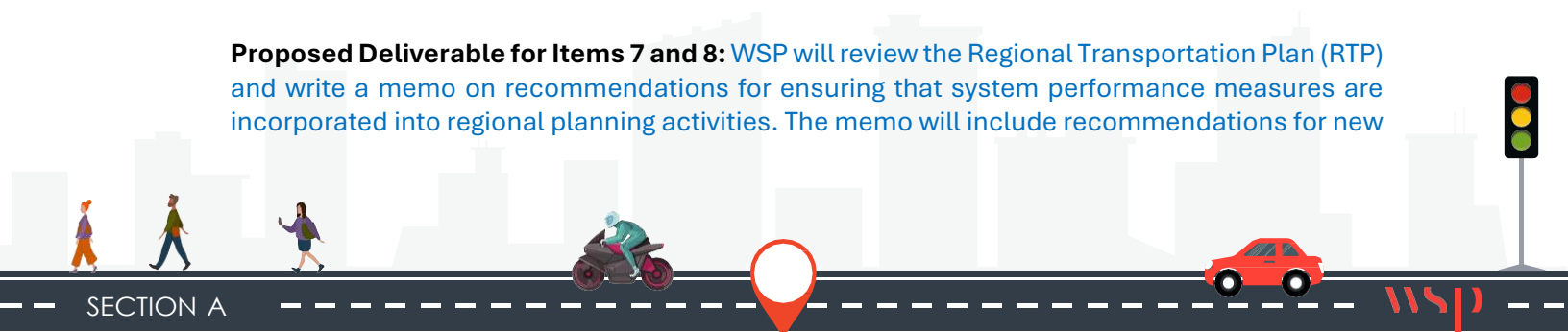
A preliminary list of similarly sized MPOs to SJTPO – by population and geographic location – are listed below:

- Harrisburg Area Transportation Study (PA) Lackawanna-Luzerne Transportation Study (PA)
  - Tri-County Regional Planning Commission (MI)
  - Spokane Regional Transportation Commission (WA)
5. Continue coordination with NJDOT and other agencies, as part of participation in NJDOT's Complete Team Committee, in monitoring performance measures and targets to meet federal performance requirements for the National Highway System (NHS), supporting the progress to achieve national performance goals.

**Proposed Deliverable 5:** Attend up to three (3) Complete Team Committee meetings and report back on recommendations for monitoring performance measures and targets.

- 6.
- **Product 6a.** Recognizing the action taken during the September Policy Board Meeting our team will review existing targets, continue to coordinate with NJ Transit and write a Technical Memo outlining recommendations future adoption of these targets. (assumes up to 3 meetings with NJ Transit)
  - **Product 6b.** SJTPO adoption of the Calendar Year 2023 Public Transportation Agency Safety Plan (PTASP) Safety Performance Target for Bus Targets (Winter 2025) (assumes up to three (3) meetings with FTA and regional transit partners)
7. Incorporate required system performance measures into the regional planning activities and the overall planning process, as required by the MAP-21/FAST Act/IIJA rules.
8. Monitor the new federal legislation and subsequent implementation guidance for changes in existing performance management regulations and possible new required performance measures and targets.

**Proposed Deliverable for Items 7 and 8:** WSP will review the Regional Transportation Plan (RTP) and write a memo on recommendations for ensuring that system performance measures are incorporated into regional planning activities. The memo will include recommendations for new



federal legislation and implementation guidance on performance management regulations as well as updated performance measures and targets.

9. Continue monitoring the regional transportation system's performance in safety, pavement, bridges, and operations, using federally mandated performance measures, metrics, targets, and other system performance measures and metrics.
10. Continue to build upon the United States Department of Transportation's (USDOT) and NJDOT's increasing emphasis on performance-based planning by acquiring additional data, developing other performance measures, and further strengthening the linkage between SJTPO and operations agencies in hope of maximizing the performance of the existing and planned transportation system.
11. Continue to assist NJDOT, DVRPC, and the North Jersey Transportation Planning Authority (NJTPA) in meeting all associated deadlines of Model Inventory of Roadway Elements (MIRE) fundamental data on county and local roads. Efforts may include:
  - a. Serve as a liaison for NJDOT and county and local roadway owners to collect roadway inventory elements; and
  - b. Attend meetings with NJDOT to review collected data and provide guidance as appropriate.

**Proposed Deliverable for Items 9, 10, and 11:** Monitor all changes in the regional transportation system. Prepare a strategy for SJTPO to respond to changes and to incorporate new information into updated and continuing planning efforts, such as future RTPs and TIPs. Additionally, WSP will investigate other MPOs' relationships with MIRE and generate a memo recommending how SJTPO can support data-driven decision making. This task includes up to three (3) meeting with other MPOs, meaning one meeting with DVRPC and up to one meeting each with two (2) similarly sized MPOs.

## 25/113: Transit/Human Services Planning

### Task Activities and Products:

1. In support of RTP 2050 Critical Issue #3, associated with inequitable access, SJTPO will continue to engage NJ TRANSIT and others in discussions to identify specific transit issues, requests, or improvements brought by stakeholders and the public for further investigation and incorporate additional factors surrounding equity into service decisions.

**Product 1a.** Updated documentation of these efforts related to RTP 2050 Critical Issues #3, associated with inequitable access, including a summary of significant discussions and meetings, and the outcome of these efforts to be incorporated into the RTP update.

**Proposed Deliverable 1:** The WSP Team will engage NJ TRANSIT and the four regional partnering counties to discuss Critical Issue #3, Inequitable Access, to learn about existing issues and service



gaps and provide recommendations and findings to be including in the Coordinated Human Services Transportation Plan (Access for All Transit Plan) starting in 2025. WSP will participate in up to two (2) meetings with NJTRANSIT and at least one (1) engagement – meaning phone call or email exchange – with each of the regional county partners.

2. Continue to work with NJ TRANSIT and others, as appropriate, to identify and advance conversations related to unmet transit needs in support of RTP 2050 unfunded “critical needs.” This work may involve collaboration related to ridership forecasting to determine if the ridership demand exists, delineation of the market that the new or improved transit service would encompass, or other assistance as requested by NJ TRANSIT to help justify these investments.

WSP will work with NJ TRANSIT and others to advance conversations related to the unfunded “critical needs” identified in the RTP and to advance the goals of the Access for All Transit Plan. The RTP 2050 identified three unfunded critical transit needs:

- Increased service of the Atlantic City Rail Line
- Bus/transit service to CMC Airport
- Express bus service from Bridgeton to Atlantic City

The RTP also identified multiple unfunded critical needs related to transit infrastructure, including the need for funding for approximately 45 small to mid-sized vehicles for human services transportation in Atlantic County. WSP will conduct ridership forecasts, identify potential ridership markets, and support other analyses as appropriate to develop feasible solutions for the region’s unfunded critical transit needs.

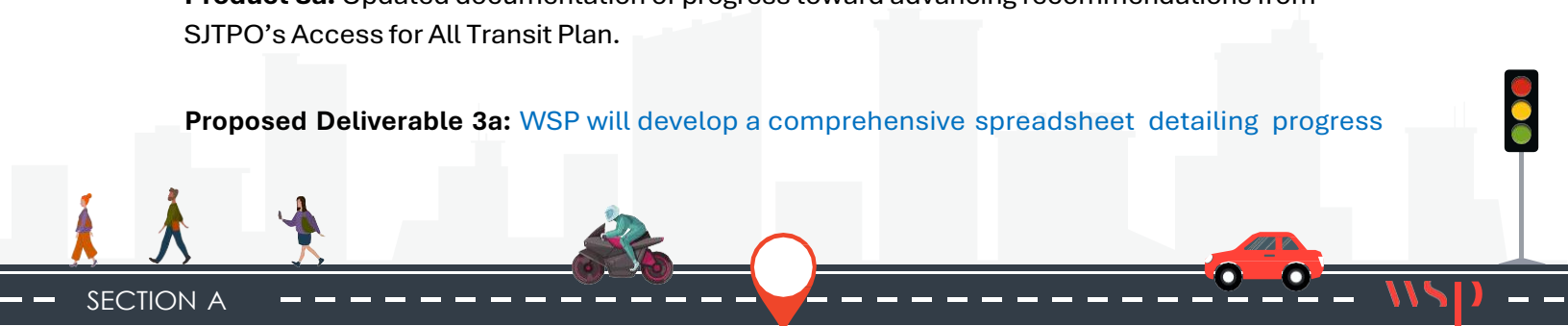
**Proposed Deliverable 2:** Ridership forecasts, maps and a memo outlining identified solutions to the region’s unfunded critical transit needs.

3. Continue working with county transit providers and other members of the respective county human services and transportation steering committees to carry out the recommendations within SJTPO’s Access for All Transit Plan. This effort would also involve clearly defining the roles in implementing the recommendations.

As mentioned under Activity 1 of Task 25/113, WSP will use the two (2) previously scheduled meetings with NJ TRANSIT and another transportation provider, during the project period, to discuss RTP 2050 Critical Issue #3. WSP will also use these meetings as opportunities to discuss SJTPO’s Access for All Transit Plan. The first meeting will focus on documenting previous progress towards advancing the plan recommendations. The second meeting will focus on defining SJTPO and the other stakeholders’ roles in implementing the remaining recommendations.

**Product 3a.** Updated documentation of progress toward advancing recommendations from SJTPO’s Access for All Transit Plan.

**Proposed Deliverable 3a:** WSP will develop a comprehensive spreadsheet detailing progress



towards implementing each recommendation of the Access for All Transit Plan.

**Product 3b.** Updated list of action items that SJTPO can undertake to help advance outstanding recommendations of the Access for All Transit Plan.

**Proposed Deliverable 3b:** WSP will develop a comprehensive spreadsheet detailing action items that SJTPO and partners can undertake to advance the outstanding recommendations of the Access for All Transit Plan. The spreadsheet will clearly define SJTPO and other stakeholders' roles in implementing each listed action.

4. Convene targeted meetings and discussions with county transportation providers or sit on county coordinating committee(s) and other similar committees [e.g., NJ Council on Developmental Disabilities, Council on Access and Mobility (CAM), Rutgers University's Senior Mobility Advisory Team, etc.].

To support the implementation of the Access for All Transit Plan and address RTP Critical Issue #3, WSP will be available to attend up to three (3) county coordinating committee and county transportation provider meetings to further SJTPO's relationships with those entities and advocate for efforts that will help address unmet transit needs.

**Proposed Deliverable 4:** Related to task number 1, WSP will attend meetings and provide summaries for all meetings attended.

5. Work with NJDOT, NJ TRANSIT, counties, and members of the respective human services transportation county steering committees to assess safety for non-motorized travelers in disadvantaged and transit-dependent communities. Information will be compiled and, at a minimum, included in future updates of the Access for All Transit Plan.

WSP will schedule one joint stakeholder meeting with county steering committees to assess safety for non-motorized travelers in disadvantaged and transit dependent communities. The meeting will be designed to identify issues of concern and potential solutions to improve safety for non-motorized travelers.

**Proposed Deliverable 5:** WSP will summarize safety concerns compiled through engagement with stakeholders across the region and develop an initial list of improvement recommendations to incorporate into future updates of the Access for All Transit Plan.

6. Continue to collaborate with DVRPC, NJTPA, CCCTMA, and others on human services transportation issues extending beyond the SJTPO region. Efforts will focus on implementing actions that uphold fairness and improve the coordination of services, access, and mobility for low-income and minority populations, persons with disabilities, and older adults.

Oftentimes transit dependent residents need to travel outside of a specific agency's service area. WSP will continue to collaborate with DVRPC, NJTPA, CCCTMA and other stakeholders beyond the SJTPO region to implement actions which enhance interregional transportation opportunities for disadvantaged populations. The WSP Team will work with stakeholders to identify opportunities for coordination that will ultimately improve access and mobility for low-income and minority populations, persons with disabilities, and older adults.



**Proposed Deliverable 6.:** WSP will attend up to three (3) meetings and provide summaries for all meetings attended.

7.

**Product 7a.** Summary sheet, including the ranking of submitted projects (contingent upon NJ TRANSIT activity)

8. Continue to collaborate with NJ TRANSIT and others in identifying the feasibility of future transit enhancements, including the Glassboro-Camden Light Rail Line extension, operational improvements to the Atlantic City Rail Line, and others.

WSP staff will participate in relevant meetings and/or feasibility studies concerning future transit projects, focusing conversations with NJ TRANSIT on improvements to the Atlantic City Rail Line. WSP's staff have extensive experience in developing transit projects and will work with SJTPO staff and partner organizations to identify feasible transit enhancements for the region.

**Proposed Deliverable 8:** WSP will analyze the feasibility of potential transit enhancements. Depending on SJTPO needs, WSP will: prepare tables, graphs, maps, and/or short memos explaining the analyses conducted, attend up to two (2) related meetings, and prepare summaries.

9. Collaborate with NJ TRANSIT in its stations, access, parking, and site planning to investigate safety around transit stops and ADA accessibility at transit stations.

Safety and ADA accessibility at transit stops and stations are critical issues for transportation disadvantaged populations. Staff will investigate safety and accessibility issues as they are reported by stakeholders and members of the public through the various coordination efforts discussed previously and will be available for additional site visits - up to four (4) - as necessary to identify opportunities for improvements.

**Proposed Deliverable 9:** WSP will develop a spreadsheet detailing safety/ADA accessibility issue, attend up to two (2) related meetings, and prepare meeting summaries.

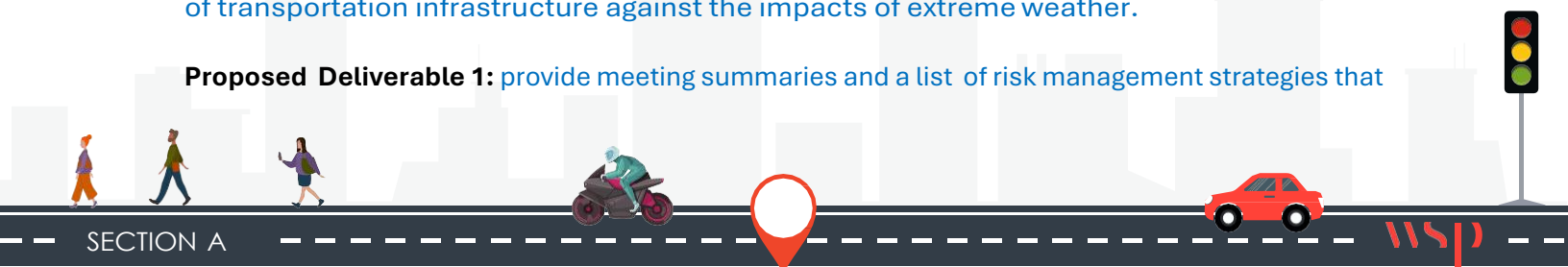
### **Task 25/119: Resiliency & Reliability Planning**

#### Activities and Products:

1. Work with NJDOT, NJ TRANSIT, and other partners on risk management strategies for improving the resilience of transportation infrastructure against the impacts of extreme weather.

The WSP Team will attend up to three (3) meetings and working sessions with state and regional partners to advance risk management strategies related to improving the resilience of transportation infrastructure against the impacts of extreme weather.

**Proposed Deliverable 1:** provide meeting summaries and a list of risk management strategies that



can be used by SJTPO and their members for current and future planning efforts.

2. Complemented by work and efforts completed through Task24/401: Regional Vulnerability Framework technical study, determine which assets and under which scenarios could be advanced in a more extensive Regional Vulnerability Assessment study of the SJTPO region.

**Proposed Deliverable 2:** WSP Team will review the SJTPO 2024 UPWP Task24/401: Regional Vulnerability Framework technical study and provide a detailed list of assets and scenarios to be advanced for more extensive Regional Vulnerability Assessment analysis. WSP will analyze the process and propose a list of next steps in consultation with SJTPO and its subregional partners.

3. Aid regional partners and others, as appropriate, in enhancing transportation infrastructure resilience and reliability.

When interacting with regional partners, WSP will discuss the need for and aid them in enhancing transportation infrastructure resilience and reliability, as necessary.

4. Collaborate with NJDOT's Office of Emergency Preparedness, regional partners, and other agencies relevant to evacuation planning to facilitate coordination of emergency preparedness activities in the region. Efforts will focus on ensuring regional needs are adequately and appropriately addressed.

**Proposed Deliverable 4:** The WSP Team will collaborate with NJDOT's Office of Emergency Preparedness, regional partners, and other agencies to review existing evacuation plans and ensure that emergency preparedness activities are coordinated throughout the region. WSP will write a memo outlining the coordination of regional partners and other agencies to ensure that regional needs are appropriately and adequately addressed.

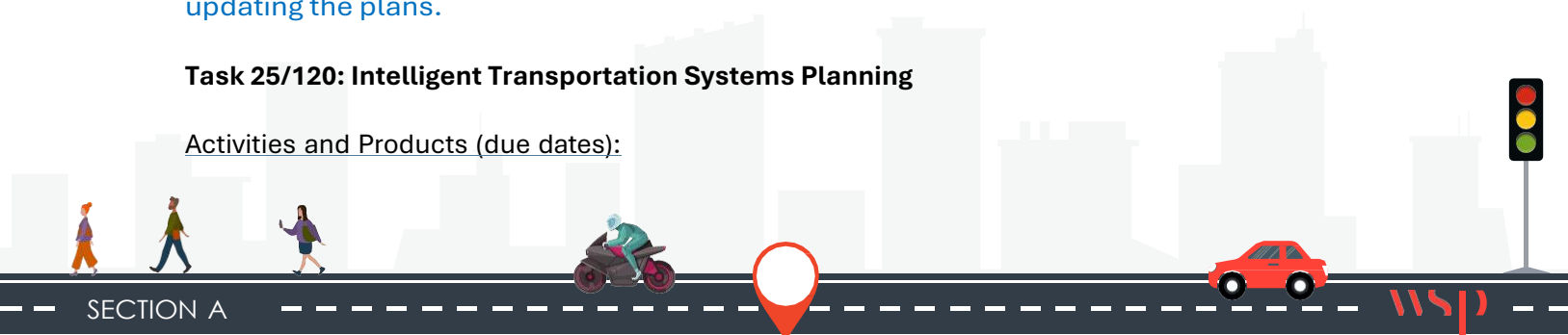
5. Build upon roundtable discussions, initially convened in April 2023, with state, regional, and local stakeholders related to efficient emergency planning and operations in support of a strategy identified in the New Jersey Office of Emergency Management (NJ OEM) Statewide Hazard Mitigation Plan (HMP).

In April of this year (2024), NJ OEM adopted their fifth HMP. The State's HMP is scheduled to be revised and adopted every three (3) years. NJ County HMPs are to be revised and readopted every five (5) years. Currently, Salem County is in the process of updating its 2017 plan and has held public meeting as recently as July of 2024. All other regional partner county plans are up to date.

**Proposed Deliverable 5:** The WSP Team will review minutes from the April 2023 meeting and meet with regional partners to review HMPs and write a memo and a one-page summary outlining the status of each regional partner's plans. WSP will contact NJDOT Chief ESF1 Officer Robert Burd to arrange for a meeting with the regional partners to discuss procedures for updating the plans.

## Task 25/120: Intelligent Transportation Systems Planning

Activities and Products (due dates):



1. Continue to participate in statewide collaboration on the NJ Statewide Intelligent Transportation Systems (ITSNJ) Architecture Committee. Participate in ITS Architecture Committee (IAC) meetings.

The WSP Team will continue to review the ITSNJ Architecture Committee website <https://www.consystec.com/nj2022/web/index.htm>, to ensure participation at upcoming meetings and events. After attendance at each meeting and event, the WSP Team will generate a memo highlighting objectives, outcomes, and items to be completed. This task includes attendance at up to two (2) meetings. WSP will reach out to NJDOT contact Vandana Mathur, who serves as Administrative Analyst IV Supervisor within the Mobility Planning and Research (Desk Phone: (609) 963-2655 / Work Cell Phone: (609) 915-6292). Among other topics covered, WSP will ask Vandana to discuss SJTPO's role in the ITS Architecture and discuss what types of projects (CMAQ) qualify as ITS in the region.

2. Participate in ITSNJ activities, including committee participation and attendance at the ITSNJ Annual Meeting, with the intent of disseminating information to local partners.

The ITSNJ Annual Meeting is scheduled for October 9, 2024, which is outside of the time frame for this contract. As part of WSP's commitment to ITS in NJ, Jason Morganroth – who attends this event annually - will report pertinent information back to SJTPO and regional partners as needed.

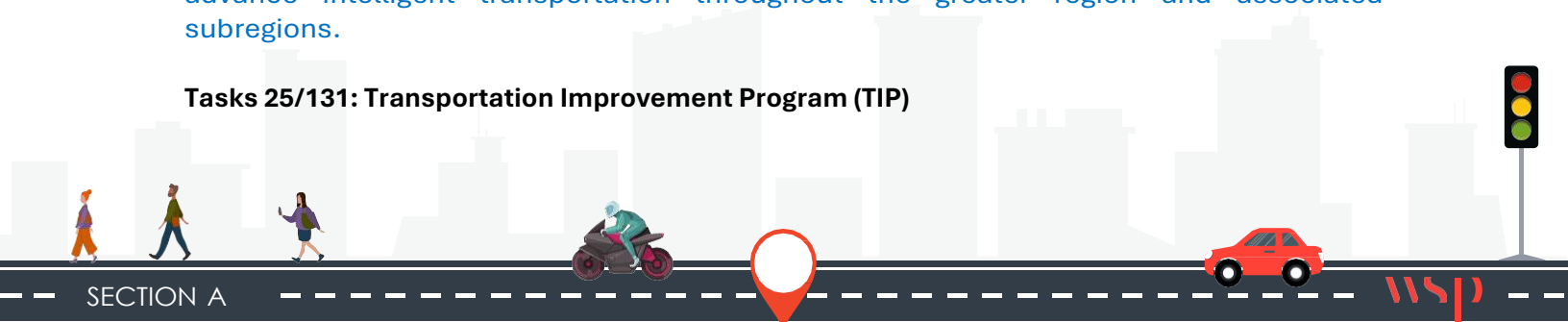
3. Continue to work with regional planning partners to identify ITS strategies and deploy ITS technologies in the SJTPO region.

**Product 3a:** The WSP Team will update Project Information Sheets associated with the New Jersey ITS Architecture Maintenance Project (as needed, based on the development of ITS projects in the region) and provide a short memo outlining an ITS Needs Assessment based on regional partners strategies and existing technologies. Related to the first item under this task WSP will identify the type of projects that qualify as ITS and facilitate a discussion/workshop with the TAC to determine if regional partners have any project that should be included in the ITS Architecture.

4. Continue working with state and regional partners to investigate ways to incorporate automated/connected/ electric/shared-use vehicles into the metropolitan planning process. Research activities of other similarly sized MPOs and throughout New Jersey, working to incorporate those strategies.

**Proposed Deliverable 4.:** The WSP Team will participate in up to three (3) scheduled meetings, provide meeting summaries and a succinct memo detailing strategies incorporated by other similar sized MPOs and entities in New Jersey. The WSP team will investigate the types of ITS improvements that can be included in proposed projects to help advance intelligent transportation throughout the greater region and associated subregions.

#### Tasks 25/131: Transportation Improvement Program (TIP)



Generalized TIP Schedule: WSP recognizes the FFY 2026-2035 Capital Program State Transportation Improvement Plan (STIP) schedule includes the delivery of a list of projects to be approved by the Technical Advisory Committee (TAC) at the April 2025 meeting and preparation of the draft TIP to be ready for the June 2025 Policy Board meeting. From there, SJTPO will likely conduct the public comment period from July 7 – August 24, 2025, with consideration for adoption at the September 8, 2025, Technical Advisory Committee and September 22, 2025, Policy Board meetings.

Activities and Products:

1. Provide technical assistance to member counties and municipalities and assist NJDOT and NJ TRANSIT in preparing financial plans for major capital projects as necessary.

The WSP Team will provide technical assistance to relevant partner counties and municipalities as well as NJDOT and NJ TRANSIT in preparing for major capital projects as needed and related to the production of the SJTPO 2026 TIP. Part of WSP's coordination will include reviewing projects submitted as part of the RTP and determining if other projects can be included in the TIP. WSP will participate in the resource estimate meeting – currently scheduled for January 8, 2025 – which includes FHWA, FTA, MPOs, NJTRANSIT, and NJDOT. SJTPO's desired outcome from this meeting is to gain an understanding of the specific amount of money allocated to the region from each funding source by agency (NJ DOT, NJ TRANSIT, etc.)

2. Liaise with SJTPO regional partners, NJDOT, and NJ TRANSIT to help facilitate the development and approval of the FFY 2026-2035 TIP/STIP, which is anticipated to be approved in the Fall of 2025, which is outside of the timeline of this UPWP.

**Product 2a.** Year-end Obligation Reports, produced by NJDOT and NJ TRANSIT, to be posted to the SJTPO website (end of federal fiscal year, Fall 2024)

Working within a truncated schedule, the WSP Team is prepared to support regional partners and SJTPO in developing the FFY2026-2035 TIP/STIP and identify new and graduating projects. WSP is prepared to support the development of the TIP through its adoption in September 2025.

3. Process TIP/STIP amendments and modifications needed throughout the year via NJDOT's Electronic Statewide Transportation Improvement Program (e-STIP), conducting public involvement as necessary.

**Product 3a.** Memos to the Executive Director outlining TIP/STIP amendment and modification requests received from NJDOT, NJ TRANSIT, and other regional partners on an ongoing basis, as needed.

**Proposed Deliverable 3a:** The WSP Team will write memos, as needed, to the SJTPO Executive Director detailing any modifications or amendments to the TIP/STIP from NJDOT, NJ TRANSIT and other regional partners.

**Product 3b.** TIP amendment/modification tracker to be posted to SJTPO website and provided to TAC and Policy Board on an ongoing basis, with bi-monthly updates.

**Proposed Deliverable 3b.:** The WSP Team will assist with updating the online TIP



amendment/modification tracker and will review the tracker and make recommendations as needed to improve the flow of information to the public.

4. Prepare self-certification documents, coordinate with federal agency representatives, complete other procedures related to compliance with federal requirements and keep up to date on changes in requirements. Following 23 CFR § 450.336, concurrent with the submission of the TIP, MPOs shall certify at least every four years that the metropolitan transportation planning process is being carried out under all applicable requirements.

**Product 4a.** Initial draft of self-certification document, to be shared with FHWA in advance of any action related to the FFY 2026-2035 TIP/ STIP approval.

**Proposed Deliverable 4a:** WSP will prepare the initial draft of the self-certification documentation as outlined in 23 CFR § 450.336 and coordinate with federal agency representatives to ensure that all procedures related to compliance with federal requirements are met. WSP will review any changes or updates to the federal regulations and review the 2023 Federal Certification Report. A draft of the self-certification will be provided to the SJTPO by Spring of 2025 for their review.

5. Continue to refine SJTPO's Project Selection Process, as needed, to ensure planning priorities and regional needs (e.g., non-vehicular modes of travel, stormwater, land use, public transportation, and other planning priorities) and identify possible areas of conflict between priorities (e.g., between freight and non-motorized travel).

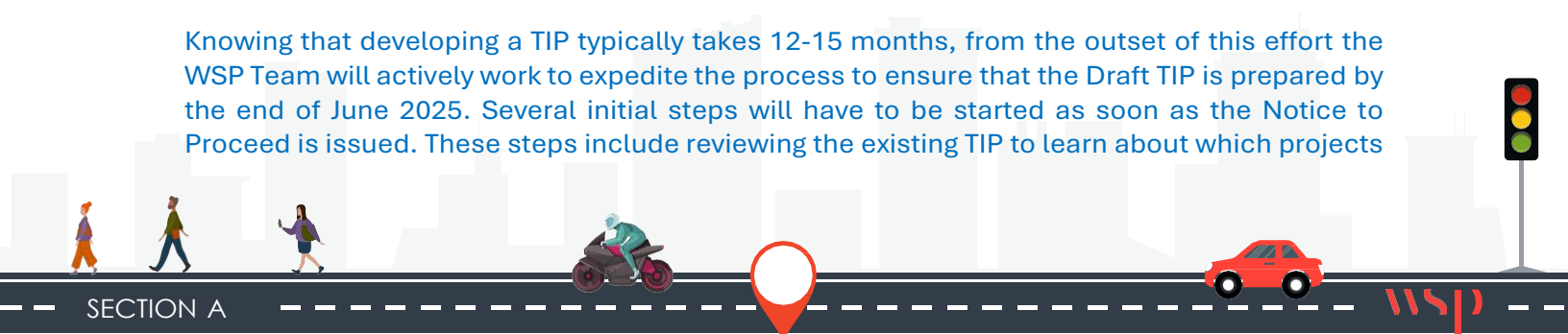
**Product 5a.** Memo outlining any refinements and additions to the SJTPO Project Selection Criteria, including pre-screening consideration of project issues in locations where Complete Streets Priority Areas intersect with the Regional Freight Network (Spring 2024)

Recognizing that the SJTPO Board adopted RESOLUTION 2407-21: Approving a Revised SJTPO Project Evaluation Process during the July 2024 Policy Board meeting, this task has been completed. The WSP Team is prepared to review the Project Evaluation Process providing recommendations for enhancements, ease of project collection, review and scoring. WSP will develop standard operating procedures (SOPs), and schedules for future TIP and RTP cycles.

**Proposed Deliverable 5a:** Summary of staff discussions related to the need to update the Project Evaluation process, focusing on initial pre-screening of locations that are Complete Street Priority Areas that Intersect with the Regional Freight Network.

6. Coordinate with regional partners to develop projects for funding. This effort includes attending meetings, conducting analysis, conducting project feasibility/eligibility assessments, and associated mapping of projects to determine urban/non-urban boundaries.

Knowing that developing a TIP typically takes 12-15 months, from the outset of this effort the WSP Team will actively work to expedite the process to ensure that the Draft TIP is prepared by the end of June 2025. Several initial steps will have to be started as soon as the Notice to Proceed is issued. These steps include reviewing the existing TIP to learn about which projects



have been completed and which will be removed from the TIP as well as determining the status of the remaining projects and to what level they graduate. Concurrently, WSP will schedule meetings with and request candidate projects from subregional partners so that the team can start the project pre-evaluation, and evaluation process. Site visits will be included as needed. The list of candidate projects will be sent to NJDOT in early 2025. The WSP Team will review NJDOT candidate project reports and prepare comments, after which WSP will work to develop the fiscally constrained program, conformity analysis and final project scores for the list of projects to be approved by the Technical Advisory Committee (TAC) at the April 2025 meeting. In May and June of 2025, we will prepare the TIP for Board approval.

WSP will add new projects to the TIP. We will additionally look at options to update the project mapping and evaluate and provide recommendations for cost effective solutions related to the use of GIS or other mapping technologies on the SJTPO website for the mapping of future TIP projects.

7. Continue to coordinate with federal land management agencies to ensure projects are included in the TIP, to ultimately facilitate the efficient and economical movement of people and goods.

WSP will review TIP coordination efforts with similar sized MPOs and provide recommendations for how to include federal agencies that are part of the Eastern Federal Lands Highway Division, such as the U.S. Fish and Wildlife Service (USFWS) and U.S. Coast Guard.

8. Coordinate with regional partners to identify future projects – several years in advance – to establish a project pipeline to better plan for future TIP funding requirements.

Using the project solicitation completed during the Forward 2050 RTP process, WSP will evaluate projects to be listed in the TIP for their readiness and hold up to one (1) meeting each with regional partners to develop a list of future projects that they will be seeking state program funding for, such as Local Bridge Future Needs, and federal funds so that a project pipeline for future years of TIP funding can be generated.

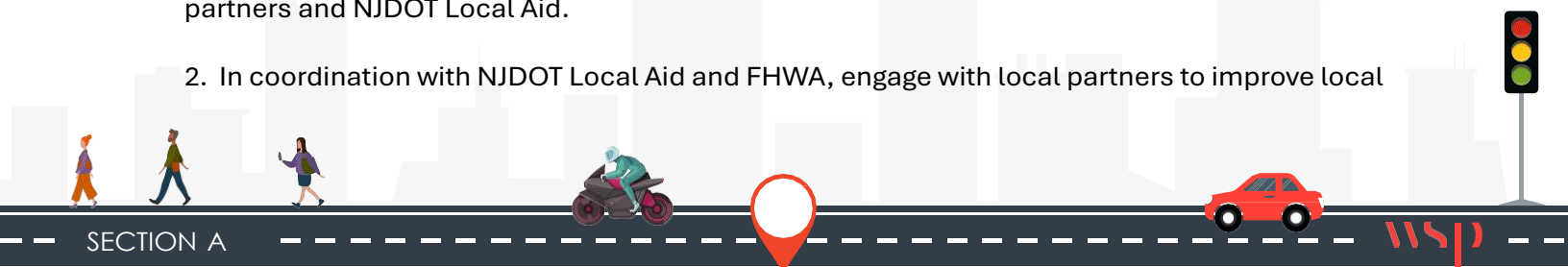
### **Task 25/132: Local Project Development**

Like Task 25/131 Transportation Improvement Program, many of the interactions requested in this task are related to the maintenance of the existing TIP and development to the new 2026 - 2035 TIP. The WSP Team will seek all opportunities to build off the regularly established schedule of meetings with regional partners from the previous task to make the most efficient use of their time.

#### Activities and Products:

1. Work with regional partners, tracking technical issues to ensure the project meets critical milestones and deliverables to receive authorization of federal dollars. This activity includes attending meetings, participating in project status calls, and communicating with regional partners and NJDOT Local Aid.

2. In coordination with NJDOT Local Aid and FHWA, engage with local partners to improve local



public agency project delivery and compliance with federal regulations.

3. Continue to organize and facilitate quarterly meetings with regional partners, Local Aid, the Bureau of Environmental Program Resources (BEPR), and other agencies where appropriate.

In response to Items 1 through 3 above, the WSP Team will attend and participate in up to three (3) NJDOT Local Aid quarterly meetings with subregional partners and up to seven (7) monthly meetings with NJDOT. The WSP Team will review local public agency project delivery processes and provide recommendations to improve compliance with federal agencies. Additionally, WSP will coordinate with NJDOT Local Aid, BEPR, and other agencies on updating the list of federally funded and grant funded projects that regional partners are currently participating in.

4. Track the progress of the design phases of projects, including technical issues that may be encountered to predict project readiness and inclusion in the project pool.

**Product 4a.** Status charts for local lead projects, including HSIP, CMAQ, and Carbon Reduction funded projects (ongoing, produced bi-monthly)

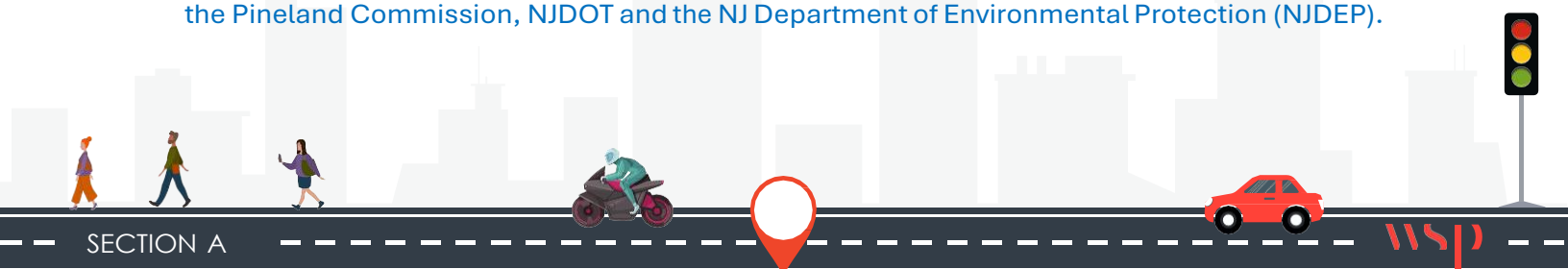
**Proposed Deliverable 4a.:** The WSP Team will review local projects using HSIP, CMAQ and Carbon Reduction funds and provide recommendations for revisions to projects on the bi-monthly status charts and if possible, identify methods to streamline updates and revisions to these charts.

~~5.-Work with local agencies to bring specific issues to the attention of NJDOT and the Local Aid Resource Center for further review and consideration. Issues could include technical issues, such as design challenges or eligibility issues with various funding sources.~~

~~6.-In coordination with NJDOT Local Aid Resource Center, explore opportunities to engage local public agencies (e.g., municipalities), broaden the coordination between regional partners, and focus on opportunities to access federal funding sources. This effort would also ensure that the agencies are informed on resources and training opportunities.~~

7. Work with regional partners in support of RTP 2050 Critical Issue #4, associated with the regulatory burden, particularly in the Pinelands, to better detail specific barriers being experienced. Begin coordination with neighboring MPOs and counties within the Pinelands to assess similarities and differences of issues, which may include an information exchange among counties and MPOs to share common issues or workable solutions, if identified. The goal is to assist counties in identifying internal solutions to common barriers and to begin conversations with the Pinelands Commission and other state, regional, and local partners to identify solutions.

The WSP Team will work with regional partners to identify specific barriers to implementing transportation infrastructure projects experienced by the Pinelands Comprehensive Management Plan (CMP) and the Coastal Area Facilities Review Act (CAFRA) of 1973. The WSP Team will liaise with neighboring MPOs and counties within the Pinelands to exchange information and detail shared concerns so that these items can be collectively coordinated with the Pineland Commission, NJDOT and the NJ Department of Environmental Protection (NJDEP).





# TOTAL COST BY TASK



	Costs by Task							Total Cost by Firm
	Performance Based Planning	Transit/Human Services Planning	Resiliency & Reliability Planning	ITS Planning	Trasportation Improvement Program	Local Project Development	Project Management	
	1	2	3	4	5	6	7	
<b>WSP USA, Inc. (WSP)</b>								
	\$1,051	\$51,766	\$5,256	\$26,110	\$256,409	\$64,408	\$43,185	<b>\$448,186</b>
<b>Radin Consulting</b>								
	\$18,453	\$0	\$18,020	\$0	\$76,646	\$22,578	\$0	<b>\$135,697</b>
<b>Total Cost by Task</b>	<b>\$19,504</b>	<b>\$51,766</b>	<b>\$23,277</b>	<b>\$26,110</b>	<b>\$333,055</b>	<b>\$86,986</b>	<b>\$43,185</b>	<b>\$583,883</b>

\* Radin Consulting will complete 23.78 of this project, in excess of the 9.95% DBE/ESBE goal.

# COST SUMMARY



<b>WSP USA, Inc. (WSP)</b>		
<b>Labor</b>		\$168,007.50
<b>Overhead</b>	140.62%	\$236,252.15
	<b>Subtotal</b>	<b>\$404,259.65</b>
<b>Fee</b>	10%	\$40,425.96
	<b>Subtotal</b>	<b>\$444,685.61</b>
<b>Direct Expenses</b>		\$3,500.00
	<b>WSP Total</b>	<b>\$448,185.61</b>
<b>Radin Consulting</b>		
<b>Labor</b>		\$52,420.40
<b>Overhead</b>	134.03%	\$70,259.06
	<b>Subtotal</b>	<b>\$122,679.46</b>
<b>Fee</b>	10%	\$12,267.95
	<b>Subtotal</b>	<b>\$134,947.41</b>
<b>Direct Expenses</b>		\$750.00
	<b>Radin Total</b>	<b>\$135,697.41</b>
<b>Total Project Cost</b>		<b>\$583,883.02</b>

## Direct Expenses (WSP)

Travel by Personal Vehicle	\$	3,000.00
Reproduction	\$	500.00
<b>Total</b>	<b>\$</b>	<b>3,500.00</b>

## Direct Expenses (Radin)

Travel by Personal Vehicle		\$500.00
Travel by Mass Transit		\$250.00
<b>Total</b>	<b>\$</b>	<b>750.00</b>

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2411-39: Approving the Selection of WSP USA Inc., in association with Radin Consulting (DBE) as the Consultant for SJTPO Staff Augmentation**

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

**WHEREAS, the Fiscal Year 2025 SJTPO Unified Planning Work Program was amended July 22, 2024 to include Federal Highway Administration planning funds for this project as Task 25/403 Staff Augmentation; and**

**WHEREAS, the Notice of Availability of Requests was sent to approximately 309 subscribers on the Requests for Proposals (RFPs) mailing list on August 22, 2024; and**

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

**WHEREAS, two (2) proposals were received; and**

**WHEREAS, the SJTPO Technical Advisory Committee (TAC) at their September 9, 2024 meeting, vested consultant selection authority in a committee consisting of the City of Vineland, Atlantic, Cape May, and Cumberland Counties, and SJTPO staff; which reviewed the proposals and evaluated them according to SJTPO's published criteria; and**

**WHEREAS, the Consultant Selection Committee recommends WSP USA Inc., in association with Radin Consulting (DBE); and**

**WHEREAS, a scope refinement meeting was held in lieu of an interview to develop the final scope of work, ensuring successful execution of SJTPO's FY 2025 UPWP tasks and products; and**

**WHEREAS, the SJTPO TAC, at their November 12, 2024 meeting, endorsed the recommendation of the Consultant Selection Committee and the selection of WSP USA Inc., in association with Radin Consulting (DBE) as the Consultant for SJTPO Staff Augmentation at a total project cost of \$583,883; and**

**WHEREAS, the consultant shall remain under contract through September 30, 2025, to work with SJTPO and our state partners to facilitate the development and approval of the FFY 2026-2035 TIP/STIP, with approval of the document expected in September 2025; and**

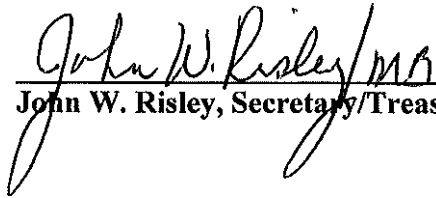
**NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the above selection for SJTPO Staff Augmentation, with a maximum fee of \$583,883 and 23.7% DBE participation; and**

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

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

**Certification**

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of November 25, 2024.

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



**South Jersey  
Transportation  
Planning Organization**

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

Leonard Desiderio, *Chairman*

Benjamin H. Laury, *Vice Chairman*

817 East Landis Avenue, 2<sup>nd</sup> Floor  
Vineland, New Jersey 08360

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

Jennifer Marandino, P.E.  
*Executive Director*

John W. Risley, *Secretary/Treasurer*

**RESOLUTION 2411-40: RECOGNIZING THE SERVICES OF MONICA BUTLER**

**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, Monica Butler was the first SJTPO staff member hired by the SJTPO Policy Board, just after the Organization's establishment in 1993; and**

**Ms. Butler managed the Administrative Operations of SJTPO from January 10, 1994, up until her retirement on January 1, 2025; and**

**WHEREAS, Ms. Butler aptly represented the SJTPO serving as the main point of contact for the SJTPO Policy Board for more than 30 years; and**

**WHEREAS, Ms. Butler continually sought new responsibilities as SJTPO grew over the years, and was instrumental in many of SJTPO's successful programs, including contracting, personnel management, consultant selection, financial administration, and many others, and**

**WHEREAS, Ms. Butler was well respected by her peers in SJTPO's partner agencies and frequently provided them with valuable assistance, and**

**WHEREAS, Ms. Butler was a highly regarded professional whose personal qualities were as valuable to the SJTPO as her administrative skills.**

**NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization acknowledges the many contributions of Monica Butler and extends its appreciation to Ms. Butler for her many years of service to the South Jersey region and wishes her the best in her new role as Nonna to her new grandson. THANK YOU, MONICA!**

**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 November 25, 2024.**

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

Atlantic County | Cape May County | Cumberland County | Salem County  
City of Atlantic City | City of Sea Isle City | City of Vineland | Alloway Township  
NJDOT | NJ TRANSIT | SJTA