

Last updated: 3/24/2025

Under the provisions of federal law and regulation, the approved UPWP can be amended in order to add new tasks, delete tasks, and reallocate funds between tasks. In some instances these changes may warrant approval by the SJTPO Policy Board and subsequent modifications to the Task Order, which authorizes federal funds associated with SJTPO's UPWP. Other revisions are included for information only and do not impact the funding associated with the UPWP. This table lists all revisions that have been made to the UPWP.

<b>Revision #:</b>	9	<b>Revision Made On:</b>	3/24/2025
		<b>Revision Requested By:</b>	SJTPO
		<b>Task Order Modification:</b>	Not Applicable
<b>Task No.:</b>	--	<b>Task Activity:</b>	--
<b>Action Taken:</b>	Informational Revision to UPWP		
<b>Description:</b>	While making other changes, the Project Status and associated Expended to Date figures for active technical studies continuing from previous task orders were updated.		
<b>Revisions Made To:</b>	Project Status and Expended to Date figures related to several Continuing Task Orders within Appendix A were updated along with associated Financial Tables 5b and 11.		

<b>Revision #:</b>	8	<b>Revision Made On:</b>	3/24/2025
		<b>Revision Requested By:</b>	SJTPO
		<b>Task Order Modification:</b>	Not Applicable
<b>Task No.:</b>	25/304	<b>Task Activity:</b>	Subregional Planning Work Programs - Salem County
<b>Action Taken:</b>	Informational Revision to UPWP		
<b>Description:</b>	Salem County requested to change the locations to be studied as part of their Task III study, reflecting requests received from municipalities. New locations include Buck Road (CR 553) from Centerton Road traffic light to Gloucester County line, within Pittsgrove Township, Glassboro Road (CR 619) from US Route 40 to the Gloucester County line in Pilesgrove Township/Upper Pittsgrove Township, and Whig Lane Road (CR 6 60) from Eldridges Hill Road (CR 617) to NJ Route 77 in Pilesgrove Township/Upper Pittsgrove Township.		
<b>Revisions Made To:</b>	Locations to be studied as part of Task III Supportive Studies, Roadway and Intersection Improvement Analysis.		

<b>Revision #:</b>	7	<b>Revision Made On:</b>	3/24/2025
		<b>Revision Requested By:</b>	SJTPO
		<b>Task Order Modification:</b>	Not Applicable
<b>Task No.:</b>	25/303	<b>Task Activity:</b>	Subregional Planning Work Programs - Cumberland County
<b>Action Taken:</b>	Informational Revision to UPWP		
<b>Description:</b>	Cumberland County originally intended to complete their Task III study using consultant support. However, the initial RFP resulted in no responses. The RFP was re-released, but the consultant bid was rejected by the County's Purchasing Department due to a fatal flaw. As such, the County will now exclusively complete this work in-house with county planning staff.		
<b>Revisions Made To:</b>	Task III Supportive Studies description related to work being completed in-house as opposed to with consultant support; along with a change in the Task III Breakdown between Staff and Consultant in Financial Table 10.		

<b>Revision #:</b>	6	<b>Revision Made On:</b>	3/24/2025
		<b>Revision Requested By:</b>	SJTPO
		<b>Task Order Modification:</b>	Not Applicable
<b>Task No.:</b>	25/301	<b>Task Activity:</b>	Subregional Planning Work Programs - Atlantic County
<b>Action Taken:</b>	Informational Revision to UPWP		
<b>Description:</b>	Atlantic County requested to reallocate \$5,000 from Task III to Task II. The new breakdown is as noted Task I \$14,000; Task II \$57,000; and Task III \$71,000. The total funding of \$142,000 remains unchanged.		
<b>Revisions Made To:</b>	Funding breakdown between tasks along with the associated Financial Table 10.		

<b>Revision #:</b>	5	<b>Revision Made On:</b>	3/24/2025
		<b>Revision Requested By:</b>	SJTPO
		<b>Task Order Modification:</b>	Not Applicable
<b>Task No.:</b>	25/100	<b>Task Activity:</b>	Central Staff Work Program
<b>Action Taken:</b>	Informational Revision to UPWP		
<b>Description:</b>	Revisions to Product due dates associated with various Tasks as listed below. In some instances, competing priorities resulted in delays, others are result of ancillary timelines and schedules of others, which impacted the delivery of SJTPO products.		

<b>Revisions Made To:</b>	Task No.	Task Name	Product No.	Original	Due Date	Revised
	25/111	Performance Based Planning	4a.	Fall 2024	canceled in light of Greenhouse Gas Emissions Performance Measure Rule rescission	
			4b.	Fall 2024	canceled in light of Greenhouse Gas Emissions Performance Measure Rule rescission	
	25/113	Transit/Human Services Planning	1a.	Summer 2024	Spring 2025	
			3a.	Summer 2024	Spring 2025	
			3b.	Summer 2024	Spring 2025	
	25/115	Transportation Safety Planning	4a.	Fall 2024	Winter 2025	
			6c.	Winter 2024	canceled, no Phase 1 applications submitted	
	25/152	Equity & Public Health	1c.	ongoing, as needed with the TIP development cycle	canceled in light of Executive Order 14173	
	25/163	Unified Planning Work Program	2a.	August 2025	September 2024	
	25/165	Technical Program Management	1a.	Fall 2024	Winter 2025	

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**Revision #:** 4      **Revision Made On:** 7/22/2024  
**Revision Requested By:** SJTPO  
**Task Order Modification:** Not Applicable

**Task No.:** --      **Task Activity:** --

**Action Taken:** Informational Revision to UPWP  
**Description:** When making other revisions to SJTPO's FY 2025 UPWP, the current status of the NJDOT Continuing Task Orders was updated. A new timeline for Task 24/403 Regional Active Transportation Master Plan was created with the recent of the Program Manager in the Safety Initiatives & Complete Streets area. Additionally, it was noted that due to limited staff resources it is no longer feasible to advance Task 24/404 Strategic Data Management Development. SJTPO will investigate reallocating the resources anticipated for this effort.

**Revisions Made To:** **Financial Tables 5b and 11** have been revised to account for Expended to Date value based on current billing for the projects continuing from previous task orders. The associated text in **Appendix A. Continuing Task Orders** has been updated to reflect the current project status of the studies that will continue to be active during FY 2025.

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**Revision #:** 3      **Revision Made On:** 7/22/2024  
**Revision Requested By:** SJTPO  
**Task Order Modification:** Not Applicable

**Task No.:** --      **Task Activity:** --

**Action Taken:** Informational Revision to UPWP  
**Description:** SJTPO's Congestion Management Process (CMP): Methodology Report will be approved in September 2024.

**Revisions Made To:** The Next Adoption/Completion column was updated in Table 2: Regional Planning Product Milestones to reflect future date of the CMP: Methodology Report.

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**Revision #:** 2      **Revision Made On:** 7/22/2024  
**Revision Requested By:** SJTPO  
**Task Order Modification:** Not Applicable

**Task No.:** --      **Task Activity:** --

**Action Taken:** Informational Revision to UPWP  
**Description:** As approved through a Revised Organizational Structure, the Safety Education & Outreach work was relocated under the Safety Initiatives & Complete Streets Program , along with the Public Outreach, Title VI, and Equity efforts were moved outside the Program Management and Transportation Planning framework. As a result of an employ shifting their focus from resiliency and transit planning to safety and bicycle/pedestrian planning, the Assistant Planner was reassigned to the Safety Initiatives & Complete Streets Program, and the Principal Planner transitioned to the Regional Planning & System Performance Program.

**Revisions Made To:** [SJTPO Policy Board approved SJTPO's Revised Organizational Structure through Resolution 2407-19](#)  
 The SJTPO Employee table under SJTPO Structure within **Section 1. Overview** was updated to reflect new hires, relocation of Safety Education & Outreach and the Public Outreach, Title VI, and Equity efforts, as well as the shifting of current and vacant positions.

Text above the SJTPO Employee table was updated to reflect new hires and the addition of Task 25/403 Staff Augmentation. Similarly the text immediately following the table was updated to reflect SJTPO's new seasonal intern for Summer 2024.

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**Revision #:** 1      **Revision Made On:** 7/22/2024  
**Revision Requested By:** SJTPO  
**Task Order Modification:** 1/1/1900      In Progress

**Task No.:** 25/100      **Task Activity:** Technical Program

**Action Taken:** Approval by SJTPO Policy Board/Task Order Modification  
**Description:** A total of \$2.157 million will be added to SJTPO's FY 2025 UPWP, creating four new tasks within the Technical Program and increasing the budget for existing Task 25/402 South Jersey Travel Demand Model Recalibration. \$700,000 of the total funds will be given to DVRPC to add SJTPO to their existing On-Board and Household Travel Surveys effort in their FY 2025 UPWP. The additional funds will be made available to SJTPO by the New Jersey Department of Transportation (NJDOT) from previous FHWA unobligated Planning (PL) funds \$2,075,636 total (with \$1,375,636 to SJTPO and \$700,000 to DVRPC) and \$81,363.63 of SJTPO's allocation of the FHWA Set-Aside Increasing Safe and Accessible Transportation Options Set-Aside for FY 2025.

**Revisions Made To:** [SJTPO Policy Board approved the action through Resolution 2407-20](#)  
**Task 25/400 Technical Program** was updated to include the addition of four (4) new consultant-led studies within SJTPO's Technical Program, including (Task 25/403 Staff Augmentation, Task 25/404 2025 On-Board and Household Travel Surveys, Task 25/405 Complete Streets Technical Assistance Program Pilot, Task 25/406 Signal Analytics Data). Additionally, the funding available for Task 25/402 South Jersey Travel Demand Model Recalibration was increased from \$130,000 to \$150,000 to allow SJTPO to update the recreational module and collect additional summer counts or other data needed to improve and calibrate the recreational module.

Text within **Section 7. Financial Information** was updated to add the revenue source of Increasing Safe and Accessible Transportation Options Set-Aside.

**Financial Tables 5a, 6, and 7** were revised to reflect additional Technical Program funds.

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