

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION  
Policy Board**

**Tuesday, May 27, 2025 - 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: March 27, 2025](#)**
- d. **Communications**  
[NJ TRANSIT Passenger Advisory Committee](#)
- e. **Report of the Technical Advisory Committee – Matthew Pisarski, Chairperson**
- f. **Chairman's Remarks**
- g. **[Report of the Executive Director](#) – Jennifer Marandino**
- h. **Public Comment *limit to three (3) minutes per person***
- i. **New Business**
  - 1. **[Resolution 2505-11](#): Approving the Selection of Michael Baker International as the Consultant for the Regional Active Transportation Master**  
*Presenter: Jacob Cummings,*  
The Regional Active Transportation Master Plan aims to enhance connectivity by systematically developing and improving a network of pedestrian and bicycle facilities. This involves assessing the Level of Traffic Stress (LTS) on the roadway network in the SJTPO region, among other tasks.

An RFP was released on January 30, 2025, with the TAC-designated Consultant Selection Committee recommending the selection of Michael Baker International, in association with WSP and Drive Engineering (subcontractor and DBE), to advance the technical study.

The original scope of work was well-aligned with SJTPO's goals for the effort. The total project is \$224,589, with 12.55% DBE participation. The consultant's scope of work, schedule, and total cost are attached.

This project will be funded from Task 24/403 (\$66,617 (FHWA-PL) / \$157,972 (FHWA-PL Set-Aside) \$224,589 total) in the FY 2024 UPWP.

2. **Resolution 2505-12: Extending the Appointment of Brown & Connery, LLP as General Legal Counsel to the South Jersey Transportation Planning Organization**

*Presenter: Jennifer Marandino, Executive Director*

SJTPO General Legal Counsel Services was awarded to Brown & Connery, LLP on June 19, 2024, with a Notice to Proceed on July 17, 2024, for a term of one year (July 1, 2024, through to June 30, 2025). The contract allows for a one-year option to renew. SJTPO has been extremely satisfied with General Legal Counsel and desires to exercise its option to renew this contract for the period of one year, from July 1, 2025, through to June 30, 2026.

**j. NJDOT Update**

**k. Adjournment**

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

Monday, March 24, 2025 - 10:00 AM  
817 E. Landis Avenue, 2<sup>nd</sup> Floor Board Room / Virtually using GoToMeeting Platform

The meeting was called to order at 10:05 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 2025, to The Press of Atlantic City, The Daily Journal, and the Clerks of the four-member counties.

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

**Members:**

John Risley, Atlantic County  
Benjamin Laury, Salem County  
Farzana Ahmed, NJDOT  
Daniel Corrigan, SJTA

Andrew Bulakowski, Cape May County  
Leonard Desiderio, Sea Isle City  
Louis Millan, NJ TRANSIT

**Also, in attendance:**

Ranae Knowles, Atlantic County  
Lauren Purdom, Cape May County  
Patrick Farley, Cross County Connection  
Matt Pisarski, Cumberland County *in-person*  
Steve Simone, NJ Office of Planning Advocacy  
Nathan Chadwick, NJ TRANSIT  
Michael Eleneski, Governor's Authorities Unit  
Tim Stearns, Salem County Transportation Program,  
SCOOT  
Maricia Chiarelli  
Nancy Hammer, SJTPO *in-person*  
Jennifer Marandino, SJTPO *in-person*

Doug DiMeo, Atlantic County  
Kathleen Hicks, City of Vineland  
Elena Gable, Cumberland County *in-person*  
Lisa Avichal, NJ Office of Planning Advocacy  
Steve Simone, NJ Office of Planning Advocacy  
Stephen Fowler, NJDOT  
Michael Watson, Brown & Connery, LLP  
Jason Simmons, FHWA *in-person*  
  
Jacob Cummings, SJTPO *in-person*  
John Peterson, SJTPO *in-person*

**APPROVAL OF MINUTES: January 27, 2025**

**On Motion** by Commissioner Bulakowski and seconded by Commissioner Director Laury, the minutes of January 27, 2025, were unanimously approved.

**COMMUNICATIONS**

No communications were presented.

**TECHNICAL ADVISORY COMMITTEE (TAC) REPORT**

TAC Chairman Matthew Pisarski reported that he attended the January 13, 2025, Technical Advisory Committee meeting and stated that the TAC recommended affirmative action for the Resolutions.

**CHAIRMAN'S REMARKS**

There were no remarks from the Chairman.

## **REPORT OF THE EXECUTIVE DIRECTOR**

Jennifer Marandino explained that her report typically includes details about various funding opportunities; however, this month's report touches upon the federal landscape. Ms. Marandino explained that collectively SJTPO have been engaged in conversations with FHWA-NJ, FTA-Region 2, NJDOT, and our MPO partners about the recent executive orders and impacts on our planning work.

She noted that the Association of Metropolitan Planning Organizations (AMPO) has been very helpful and informative, providing updates through their e-newsletter, *The Friday Docket*. Their weekly update is designed to navigate the changing landscape. SJTPO remains committed to advancing our planning work, and adjustments as necessary to ensure compliance with federal guidance.

Ms. Marandino explained that SJTPO's Regional Transportation Plan was approved on January 27<sup>th</sup>, while Executive Orders 12898 on Environmental Justice and 14008 on Justice40 were rescinded on January 20<sup>th</sup>. SJTPO has chosen not to amend the document at this time, which would ensure that the RTP and TIP are consistent with one another. The expectation is that the RTP will be amended at the same time as the TIP adoption in early Fall. The hope is that at that time, there will be more clarity and guidance. She ended noting that she would be happy to answer any questions about the federal landscape to the best of her ability.

She continued and added that the first action today under New Business will be the adoption of the FY 2025 UPWP. In her Executive Director's Report, she detailed informational revisions to the current FY 2024 UPWP, all illustrated in the UPWP Tracker posted to the SJTPO website at [www.sjtpo.org/upwp/](http://www.sjtpo.org/upwp/).

Ms. Marandino explained that the Executive Director's Report highlights two Informational Modifications to the FFY 2024-2033 TIP. She added that also listed is a change to the Statewide Program **Mobility and Systems Engineering Program** and the State-led **Route 40, Atlantic County, Drainage** project in the SJTPO region. Late last week, SJTPO advanced four Informational Modifications for local-led projects in Salem County. The one action delays final design services to FFY 2026 and the other three actions increase funding for preliminary engineering from \$50,000 by \$50,000 to \$100,000.

She explained that her report includes the Local Lead Project Status Chart for the current FFY 2025 projects as well as the HSIP and CMAQ/CRP projects in two additional charts. She wanted to call attention to the key submission dates for the authorization of federal funds this year. The submission deadline for CED & Preliminary Submission to NJDOT's Bureau of Environmental Resources was mid-March, with the Final PS&E Submission Deadline being early June 2025. The full Authorization Package should be submitted to NJDOT no later than July 1<sup>st</sup> for the best chance to have federal funds authorized this year. Subregional partners should coordinate with SJTPO and NJDOT Local Aid with any questions or concerns.

Ms. Marandino also explained that SJTPO currently has five (5) active consultant-led technical efforts. Specific details on each of those studies are included in the memo. Originally, staff anticipated a consultant selection for **South Jersey Travel Demand Model Recalibration** to be made at today's meeting. However, after extensive review and comprehensive internal discussions, SJTPO decided not to proceed. This is a temporary delay allowing staff to investigate strategies to acquire missing data, which may include issuing a new RFP to collect essential data before proceeding with any recalibration of the model.

Ms. Marandino added that she was happy to report that there is an action at today's meeting for Policy Board concurrence to fill the Program Manager of Capital Programming & Project Development position. Several other vacant positions exist, including an Assistant Planner under the new Program Manager of Capital Programming & Project Development and a Principal Planner under the Regional Planning & System Performance area. As previously shared the Administrative Manager position and the Principal Planner under the Safety Initiatives & Complete Streets planning area are newer vacancies due to retirements. She added that she would be coordinating with staff, as appropriate, to seek approval from the Governor's Authorities Unit to advertise the positions and how best to fill the vacancies.

Lastly, as part of her Executive Director's report, there is a listing of five different sessions that will feature SJTPO staff at the NJ TransAction conference on Tuesday, April 15<sup>th</sup> through Thursday, April 17<sup>th</sup>.

Ms. Marandino concluded and added that she would be happy to answer any questions about anything she presented or anything else included in her report.

### **Public Comment**

There were no public comments at this time.

Ms. Marandino explained that an email was sent to SJTPO's General Information mailing list, and the public was advised that this meeting was to be conducted in person and virtually. Members of the public were asked to submit comments on agenda items through the SJTPO general comment form on our website. Ms. Marandino asked Nancy Hammer if any comments were received in advance of today's meeting, Ms. Hammer stated there were not. There were no other comments.

### **NEW BUSINESS**

#### **1. Resolution 2503-05 Adopting the FY 2026 Unified Planning Work Program (UPWP)**

**On Motion** by Commissioner Director Ben Laury and seconded by Commissioner Risley, Resolution 2503-05 was opened for discussion.

Ms. Marandino explained that the FY 2026 UPWP has undergone a 43-day public comment period from Tuesday, December 17, 2024, to and including Tuesday, January 28, 2025, with no comments received from members of the public. Comments from NJDOT were received and addressed in a point-by-point letter included in Appendix H. No formal public meeting was held.

Ms. Marandino explained that the current Draft FY 2026 UPWP is available for review on the SJTPO website. In combination, federal, state, and regional priorities influence the work program in various activities and tasks, including SJTPO's technical studies. She added that this UPWP continues the same Central Staff Program Areas from previous years with a slight change to the name Task 26/152 from Equity & Public Health to Title VI & Public Health. This and other wording revisions were made to ensure compliance with current federal guidance.

Ms. Marandino explained that the FY 2026 UPWP contains approximately \$3.78 million plus \$69,000 in Local Match for \$3.85 million in total programmed USDOT resources. An additional \$6.87 million of NJDOT Continuing Task Orders, from previous fiscal years, supplements the Technical Program.

She explained that the Central Staff Work Program includes the budget for Salaries and Labor for all central staff employees as well as the associated Operating and Direct Expenses in the total amount of \$2.018 million. She noted that the supporting financial tables are found at the end of the text of the UPWP document as Tables 5a through 11.

She added that an item sheet provides a summary of the FY 2026 UPWP with a brief write-up of the seven sections of text in the core document.

Ms. Marandino continued and explained that currently, SJTPO central staff is comprised of six full-time and four part-time positions, with five other vacancies for full-time positions. Filling each of those positions would ultimately expand the staff to 11 full-time and four part-time positions; all of which are accounted for within the FY 2026 UPWP. money is also allocated for a seasonal worker to support Central Staff Work Program activities and tasks.

The summary details the work within the Subregional Planning Work Program and how the \$345,000 will be allocated to each County.

She stated that the FY 2026 Technical Program includes three technical studies for a total of \$1.72 utilizing FHWA Statewide Metropolitan Planning (PL) funds, FHWA Set-Aside Increasing Safe and Accessible Transportation Options Set-Aside, and a placeholder of HSIP funds.

Ms. Marandino stated that Jenna Monaghan will serve as the project manager for the Advanced Feasibility/Concept Development - Atlantic County Bikeway West. Jacob Cummings will lead the Freight Movement Analysis of the Mill Road Corridor, and she will lead the Local Safety Program Design Assistance.

She added that in addition to the technical studies programmed for FY 2026, nine (9) technical studies are continuing from seven (7) previous task orders. Additional details related to the Continuing Task Orders are included as part of Appendix A with Table 11 providing an overview of the associated budget and expenditures.

With no further comment, Resolution 2503-05 was unanimously approved by Roll Call Vote.

2. **Resolution 2503-06 Approving a Minor Amendment to the FFY 2024-2033 Transportation Improvement Program to add the Comprehensive Cape May County Bridge Planning Project**

**On Motion** by Commissioner Bulakowski and seconded by Commissioner Risley, Resolution 2503-06 was opened for discussion.

John Peterson explained that the Cape May Bridge Commission has requested a new project, the Comprehensive Cape May County Bridge Planning Project, to be added to the FFY 2024 - 2033 TIP. He added that the Bridge Commission was awarded \$1.98 million of Planning Project grant funding in FY 2022 through the Bridge Investment Program (BIP) for its Planning Project to determine preliminary preferred alternatives to replace four bridges (Townsend Inlet, Corson's Inlet, Grassy Sound, and Great Channel). Mr. Peterson noted that two of the projects would be bundled into one large project, and the remaining two would be advanced as individual bridge projects. To be authorized for the federal BIP grant, the new project must be added to the Transportation Improvement Program (TIP).

Mr. Peterson added that this is a competitive, discretionary grant from FHWA for a planning-level analysis as opposed to implementation. As such, a new section will be added to the TIP, titled Other Federally Funded Projects. He stated that this new section will include projects within the SJTPO region funded by congressionally directed spending, competitive grant programs, and/or other federal mechanisms. He added that the revised FFY 2024-2033 TIP will be available for review on the SJTPO website.

With no further comment, Resolution 2503-06 was unanimously approved by Roll Call Vote.

3. **Resolution 2503-07 Approving an Amendment to the Subcontract Agreement for the Regional Pavement Condition Data Collection to Change the Scope, Cost, and Time**  
**On Motion** by Commissioner Laury and seconded by Commissioner Risley, Resolution 2503-07 was opened for discussion.

Jacob Cummings explained that the action would advance Task 4 (Data Integration) and Task 5 (Pavement Management System Implementation and Analysis/Pavement Management Software Subscription), related to the Regional Pavement Condition Data Collection. This would require a change in the scope, cost, and time to the original subcontract agreement. Mr. Cummings shared that after further negotiations with subregional partners, Tasks 4 and 5 will advance at a proposed total cost of \$73,531.83, excluding \$12,000 for the Optional Public Dashboard Annual Subscription. He added that while all aspects of Tasks 4 and 5 are expected to be completed within 16 weeks of the Notice-to-Proceed, although the request is to extend the project schedule through June 30, 2026. The additional time would enable the consultant team to continue answering questions from subregional partners and SJTPO arising mainly from Task 5.

Mr. Cummings added that in the FY 2025 UPWP, Task 25/401 Regional Pavement Condition Data Collection is budgeted for \$417,694, whereas the total proposed cost for Tasks 1, 2, 4, and 5 (excluding Optional Public Dashboard Annual Subscription) is \$414,563.83.

With no further comment, Resolution 2503-07 was unanimously approved by Roll Call Vote.

4. **Resolution 2503-08 Approving an Amendment to the Subcontract Agreement for the Staff Augmentation effort to Change the Scope, Cost, and Time**  
**On Motion** by Commissioner Bulakowski and seconded by Mayor Fanucci, Resolution 2501-04 was opened for discussion.

Jennifer Marandino explained that WSP USA Inc. is currently under contract to augment SJTPO's existing staff through consultant services, with Radin Consulting serving as DBE on the contract. The consultant support will be provided for six tasks within SJTPO's FY 2025 UPWP. To continue assistance with staff vacancies, SJTPO requested WSP to provide support under Task 25/117 Freight Planning and continued work related to Transit/Human Services Planning (Task 25/113).

She explained that WSP provided a detailed scope of work and cost for the requested additional work, in the amount of \$128,152.50, for a revised total cost of services of \$712,035.50. An Amendment to the Subcontract Agreement is requested, which would add to the original project scope with the contract end date to be extended from September 30, 2025, to June 30, 2026.

Ms. Marandino added that a Task Order modification (PL-SJ-25-01) has been initiated through NJDOT. No additional funds are being requested because there are sufficient funds remaining in the budget for Task 25/403 Staff Augmentation.

With no further comment, Resolution 2503-08 was unanimously approved by Roll Call Vote.

5. **Resolution 2503-09 Authorization to Execute Addendum to Lease Agreement with North Cypress Rentals, LLC for Use of Additional Office Space**

**On Motion** by Commissioner Risley and seconded by Commissioner Laury, Resolution 2503-09 was opened for discussion.

Jennifer Marandino explained that SJTPO currently leases 2nd-floor office space from North Cypress Rentals LLC. Until recently, the space was shared with employees from the Gruccio, Pepper, De Santo & Ruth P.A. law offices. They relocated their offices downstairs, leaving three vacant offices on the 2<sup>nd</sup> Floor.

Ms. Marandino stated that earlier this year, the landlord notified SJTPO that an additional 400 square feet of office space was available for rent, allowing SJTPO to occupy the entire second floor, except for one office rented to the Italian Cultural Foundation of South Jersey.

She noted that the total annual rent obligations were updated by \$300 per month and \$3,600 per year with all other provisions in the lease agreement remaining in effect. The new rent payment will begin with the next semi-annual rent payment due September 1, 2025.

This action would amend the lease agreement to include the use of additional office space, increasing the total square footage from 4,400 square feet to 4,800 square feet and 13 offices to 16 offices.

With no further comment, Resolution 2503-08 was unanimously approved by Roll Call Vote.

6. **Resolution 2503-10 Supporting the Subcommittee Recommendation for Filling SJTPO's Vacant Capital Programming & Project Development Program Manager**

**On Motion** by Commissioner Bulakowski and seconded by Commissioner Risley Resolution 2503-10 was opened for discussion.

Jennifer Marandino explained that SJTPO is seeking to fill the Capital Programming & Project Development Program Manager position left vacant with the resignation of Jason Simmons in mid-February 2023. The position was advertised in April 2024 and November 2023. Interviews for the position were conducted on more than one occasion, most recently in February 2025.

Ms. Marandino explained that a Personnel Subcommittee to approve the recommendation of several new hires was established at the January 27, 2025 Policy Board meeting. The use of the subcommittee shortens the overall hiring process and timeframe by nearly 1.5 months. The subcommittee approves the recommendation of the Executive Director, allowing the action to be taken at the SJTA Board of Commissioners, in advance of approval by the full SJTPO Policy Board.

Ms. Marandino stated that the item sheet for this action highlights the solicitation and interview conducted, which resulted in the top candidate of Alice Gibson. Ms. Gibson is currently

employed by the Cape May County Department of Engineering. Her role as a Project Engineer with Cape May provides her with a comprehensive understanding of the MPO and the federal process for advancing projects. Her experience equips her to step into the role of Program Manager of Capital Programming & Project Development seamlessly.

Ms. Marandino added that the Personnel Subcommittee supported her recommendation at the March 10<sup>th</sup> virtual meeting, which allowed the action to be added to SJTA's Schedule A at their March 19<sup>th</sup> meeting. That action was looked upon favorably, thus beginning the 15-day Governor's Veto period, ending mid-April. The hiring process is underway and the anticipated start date for Ms. Gibson is late April.

A copy of Alice Gibson's cover letter and resume was included in the Policy Board packet for reference.

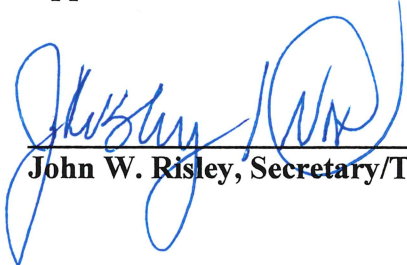
**NJDOT UPDATE**

Farzan Ahmed stated that the modification for Agenda Item #4 Resolution 2503-08 has received preapproval at NJDOT and she is in the process of completing the package.

**ADJOURNMENT**

**On Motion** by Commissioner Risley and seconded by Commissioner Bulakowski, the meeting was adjourned at 10:37 a.m.

**Approved Minutes Certified Correct:**



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

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## NJT Passenger Advisory Committee

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From Eleneski, Michael [GOV] <Michael.Eleneski@nj.gov>

Date Tue 4/1/2025 4:46 PM

To Jennifer Marandino <jmarandino@sjtpo.org>

Good Afternoon, Jennifer,

Thank you for taking my call! As we discussed, NJ Transit is looking to fill slots on its South Jersey Passenger Advisory Committee. There is no specific NJ Transit webpage that provides additional information about the Committee, but there is mention of it in the “about us” page under “history and structure” - [About Us | New Jersey Public Transportation Corporation](#).

So, for now I think we are really running off the Passenger Advisory Committee Statute - N.J.S.A. 27:25-4.2. That statute provides “[t]he committee shall consist of 15 voting members, who shall serve a term of four years and without compensation, to be appointed as follows: two members to be appointed by the board members of the Delaware Valley Regional Planning Commission from New Jersey . . . one member to be appointed by the board of the South Jersey Transportation Planning Organization . . . .”

The other requirements are that the members of the committee shall be required to reside in one of the following counties: Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, Mercer, Ocean, or Salem;

And

Either be a regular bus, rail, or light rail rider and primarily use those service routes in the southern part of the State, or have substantial public transportation experience.

There does not appear to be any restriction staff being selected for the positions, but I do not think board members themselves would be accepted.

If you have anyone in mind, please send their name along with their resume to me.

And, if you have any other questions, please let me know!

Best,

Michael Eleneski, Associate Counsel  
Office of the Governor, Authorities Unit  
125 West State Street  
Trenton, New Jersey 08625  
Office: (609) 777-2574  
Cell: (609) 954-9766  
[Michael.Eleneski@nj.gov](mailto:Michael.Eleneski@nj.gov)



# 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 –May 27, 2025**

### **FY25 SAFE STREETS AND ROADS FOR ALL NOFO**

USDOT released the fiscal year (FY) 2025 Notice of Funding Opportunity (NOFO) for the [Safe Streets and Roads for All \(SS4A\)](#) program. The program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. This NOFO makes over \$982 million available, and a similar amount is expected to be available next year in a future funding round.

The SS4A program provides funding for two main types of grants:

- **Planning and Demonstration Grants** are used to develop, complete, or supplement an Action Plan, as well as carry out demonstration activities that inform an Action Plan.
- **Implementation Grants** are used to implement strategies or projects that are consistent with an existing Action Plan and may also bundle funding requests for supplemental planning and demonstration activities that inform the Action Plan.

The NOFO is posted on [Grants.gov](#). The application deadline is June 26, 2025, at 5:00 p.m. (EDT). Visit the updated [SS4A website](#) for additional information on how to apply, frequently asked questions, and resources for filling out your application.

### **MUNICIPAL AID, TRANSIT VILLAGES, BIKEWAYS, AND SAFE STREETS TO TRANSIT APPLICATIONS BEING ACCEPTED**

In late April, the grant solicitation period for NJDOT's Fiscal Year 2026 State Aid programs was opened, along with applications for Municipal Aid, Transit Village, Bikeway, and Safe Streets to Transit programs through July 1, 2025. Grant awards are expected to be announced in November.

The grants are administered by the NJDOT Division of Local Aid and Economic Development. The Local Aid Resource Center provides a central warehouse for local government managers by providing hands-on resources for the application process, raising awareness of grant cycles and proactively communicating program information. For more information about Local Aid programs go to [www.njdotlocalaidrc.com](http://www.njdotlocalaidrc.com); call 609.649.9395; or email [DOT-LocalAID.ResourceCenter@dot.nj.gov](mailto:DOT-LocalAID.ResourceCenter@dot.nj.gov).

### **\$28 MILLION IN FY 2025 LOCAL FREIGHT IMPACT FUND GRANTS ANNOUNCED**

In mid-May, the Murphy Administration announced \$28.0 million in FY 2025 Local Freight Impact Fund grants that help counties and municipalities promote the safe movement of large truck traffic. The Local Freight Impact Fund provides counties and municipalities with funding to make necessary improvements to local roads and bridges that carry commercial truck traffic so that our transportation system continues to support a strong state and regional economy for years to come.”

The Local Freight Impact Fund is a competitive program created as part of the Transportation Trust Fund reauthorization in October 2016. NJDOT received 45 grant applications for the FY 2025 Local Freight Impact

Fund Program, of which 18 grants are being awarded. Those grants represent 10 counties and 16 municipalities. Of the 18 projects, there are 14 roadway preservation projects, two pavement preservation projects, and two truck safety and mobility projects. Click here for a [full list of project awards](#), of which four (4) are in the SJTPO region totaling \$5.5 million.

## **FFY 2024-2033 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) MODIFICATIONS**

### ➤ **Administrative Modifications**

NJ TRANSIT has requested approval of 10 actions to move prior year funds to the FFY 2024 funding year, which fall within the thresholds for Administrative Modifications. The actions were approved by the Executive Director and include the following NJ TRANSIT projects:

- DBNUM T210 Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)
- DBNUM T08 Bus Support Facilities and Equipment
- DBNUM T09 Bus Vehicle and Facility Maintenance/Capital Maintenance
- DBNUM T39 Preventive Maintenance-Rail
- DBNUM T53E Locomotive Overhaul
- DBNUM T111 Bus Acquisition Program
- DBNUM T112 Rail Rolling Stock Procurement
- DBNUM T135 Preventive Maintenance-Bus
- DBNUM T151 Section 5311 Program
- DBNUM T500 Technology Improvements

### ➤ **Informational Modifications**

NJDOT requested approval of two (2) eSTIP actions to change to the funding source on the following Statewide program and SJTPO project:

- DBNUM X154D Drainage Rehabilitation & Improvements
- DBNUM 15397 Route 9, CR 559 (Mays Landing Road) to Bayview Drive.

A [TIP Concurrence Memo](#), along with the After page associated with all 12 eSTIP actions, is attached for reference.

### ➤ **Additional Actions**

NJDOT advanced three (3) eSTIP actions related to the following two (2) programs. All three actions advance a cost increase and a change of funding source for each project

- DBNUM X66 Traffic Monitoring Systems
- DBNUM X51 Pavement Preservation
  - Revision #2
  - Revision #3

Two (2) additional actions were shared as part of the August Redistribution exercise, with more anticipated to be submitted in the upcoming week(s). Both actions advance a project cost increase in support of authorization in FFY 2025

- DBNUM 15448 Route 322, Bridge over Great Egg Harbor River:
- DBNUM 17306 Route 55, Bridges over Route 47

All actions were within the thresholds of an Informational Modification and were advanced by NJDOT. Before and After TIP pages associated with the five (5) above actions are included for reference.

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

The FFY 2025 Local Lead Project Status Chart is attached. The chart includes the 2025 HSIP and CMAQ/CRP projects, separately displayed in two additional project charts.

### **TECHNICAL PROGRAM UPDATE**

SJTPO currently has five (5) active technical studies: Countywide Local Road Safety Plans, Local Safety Program Design Assistance, Regional Pavement Condition Data Collection, Staff Augmentation, and the Complete Streets Technical Assistance Program Pilot. Consultant selection for the Regional Active Transportation Master Plan is pending approval this month. The attached memo provides information regarding the status of all technical program efforts.

### **CURRENT STAFF VACANCIES**

SJTPO's Unified Planning Work Program (UPWP) includes a budget for 11 full-time and four (4) part-time employees when fully staffed. Currently, SJTPO central staff is comprised of seven (7) full-time and four (4) part-time positions, with four (4) other vacancies for full-time positions.

With prior approval from the Governor's Authorities Unit, SJTPO posted the Seasonal Intern and Administrative Manager positions on Wednesday, April 16<sup>th</sup>, whereas the Assistant/Principal positions were posted on Thursday, April 24<sup>th</sup>. Advertisement for the Principal Planner within the Safety Initiatives & Complete Streets area is not being sought currently.

The application period for the Administrative Manager position closed on Thursday, May 1<sup>st</sup>, with the Seasonal Intern position closing on Thursday, May 15<sup>th</sup>. The application period for the Assistant/Principal positions will remain open through Monday, June 9<sup>th</sup>. This staggered approach balances the urgency of filling vacancies with the need to conduct thorough and effective recruitment tailored to the nature of each role.

This timeline for the Seasonal Intern and Administrative Manager positions assumes that the positions will be considered by the SJTA Board of Commissioners on Wednesday, June 18<sup>th</sup>, and at a Special Meeting of the SJTPO Policy Board to be held on Monday, June 23<sup>rd</sup>. The timeline for the Principal/Assistant positions has consideration by the SJTA Board of Commissioners on Wednesday, July 16<sup>th</sup>, and concurrence by SJTPO's Policy Board on Monday, July 28<sup>th</sup>.

All four positions will be vetted and approved by a three-person subcommittee of the SJTPO Policy Board before the SJTA Board meeting. The Personnel Subcommittee designated at SJTPO's January 27<sup>th</sup> Policy Board meeting will be utilized for filling the vacant positions.

### **JUNE 24, 2025 POLICY BOARD SPECIAL MEETING**

SJTPO will need to convene a Policy Board meeting on Monday, June 23<sup>rd</sup>, deviating from our usual every-other-month schedule, to approve the filing of the Administrative Manager position and the hiring of a Seasonal Intern. Holding this special meeting will allow the positions to be considered by the SJTA Board of Commissioners on Wednesday, June 18<sup>th</sup>, leading to a summer start date.

### **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.



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**Date:** May 2, 2025

**To:** Jennifer Marandino, Executive Director

**From:** Alice Gibson, Program Manager

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

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## **TIP Modification Review**

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

The following modifications are necessary according to NJ TRANSIT Project Manager. The revisions have been reviewed by SJTPO Capital Programming staff, and it found that fiscal constraint is maintained. The TIP modifications, as listed below, fall within the MOU guidelines of Administrative Modification, to be approved by the SJTPO Executive Director. In addition to these modifications, there are Informational Modifications for information only.

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

## **Revision Requesting Modification**

### **Administrative Modifications**

#### **1. DBNUM T210 Bus Vehicle and Facility Maintenance/Capital Maintenance**

NJ TRANSIT is requesting a change to move prior year (FFY 2024) funds to the FFY 2025 funding year in the SJTPO region for Section 5307 in the amount of \$7.967 M, Section 5337 in the amount of \$1.144 M, Section 5339 in the amount of \$0.853 M, and STP-TE in the amount of \$0.280 M.

Prior year funds are also being moved in the DVRPC region for Section 5307 in the amount of \$.186M, Section 5339 in the amount of \$7.798M, and STP-TE in the amount of \$0.920M.

Prior year funds will move in the NJTPA area for Section 5307 in the amount of \$0.566M, Section 5337 in the amount of \$21.287M, Section 5339 in the amount of \$18.304M, STP-TE in the amount of \$2.800M, FHWA PROTECT in the amount of \$6.680M, and STP funds in the amount of \$180.000M (to support the Secaucus-Meadowlands Transitway project, which will improve transit connectivity between Secaucus Junction Station on the Northeast Corridor and the Meadowlands Sports Complex in East Rutherford, NJ).

#### **2. DBNUM T08 Bus Support Facilities and Equipment**

NJ TRANSIT is requesting a change to move prior year (FFY 2024) funds to the FFY 2025 funding year in the SJTPO region for Section 5307 in the amount of \$0.255M.



**Date:** May 2, 2025

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NJ TRANSIT is requesting to move the prior year funds to the FFY 2025 funding year in the DVRPC area for Section 5307 in the amount of \$0.250.

Prior funds will move in the NJTPA area for CR-FLEX in the amount of \$10.949M, Section 5307 in the amount of \$9.619M, Section 5337 in the amount of \$1.373M, Section 5339/5307 in the amount of \$3.055M, STBGP-NY/NWK in the amount of \$83.100M.

**3. DBNUM T09 Bus Vehicle and Facility Maintenance/Capital Maintenance**

NJ TRANSIT is requesting a change to move prior year (FFY 2024) funds to the FFY 2025 funding year in the SJTPO region for Section 5339 in the amount of \$5.122M.

NJ TRANSIT is requesting to move the prior year funds to the FY2025 funding year in the DVRPC area for Section 5339 in the amount of \$16.830M.

Prior year funds will move in the NJTPA area for Section 5339 in the amount of \$51.223.

**4. DBNUM T39 Preventive Maintenance-Rail**

NJ TRANSIT is requesting a change to move prior year (FFY 2024) funds to the FFY 2025 funding year in the SJTPO region for Section 5307 in the amount of \$3.261M.

NJ TRANSIT is requesting to move prior year funds to the FY2025 funding year in the DVRPC area for Section 5307 in the amount of \$2.021M and Section 5337 in the amount of \$7.463M.

Prior year funds will move in the NJTPA area for Section 5307 in the amount of \$219.810M and Section 5337 in the amount will move in the NJTPA area for Section 5307 in the amount of \$219.810M and Section 5337 in the amount of \$107.489M.

**5. DBNUM T53E Locomotive Overhaul**

NJ TRANSIT is requesting a change to move prior year (FFY 2024) funds to the FFY 2025 funding year in the SJTPO region for Section 5337 in the amount of \$1.331M.

NJ TRANSIT is requesting to move prior year funds to the FY2025 funding year in the DVRPC area for Section 5337 in the amount of \$4.176M.

Prior year funds will move in the NJTPA area for Section 5307 in the amount of \$4.176M, Section 5337 in the amount of \$79.699M.

**6. DBNUM T111 Bus Acquisition Program**

NJ TRANSIT is requesting a change to move prior year (FFY 2024) funds to the FFY 2025 funding year in the SJTPO region for Section 5339 in the amount of \$0.226M

NJ TRANSIT is requesting to move prior year funds to the FY2025 funding year in the DVRPC area for Section 5339 in the amount of \$0.365M.



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Prior year funds will move in the NJTPA area for Section 5339 in the amount of \$15.174M.

**7. DBNUM T112 Rail Rolling Stock Procurement**

NJ TRANSIT is requesting a change to move prior year (FFY 2024) funds to the FFY 2025 funding year in the SJTPO region for Section 5307 in the amount of \$0.629M and Section 5337 in the amount of \$1.369M.

NJ TRANSIT is requesting to move the prior year funds to the FY2025 funding year in the DVRPC area for Section 5307 in the amount of \$2.971M and Section 5337 in the amount of \$8.005M.

Prior year funds will move in the NJTPA area for Section 5307 in the amount of \$61.947M, Section 5337 in the amount of \$140.739M and CMAQ in the amount of \$100.000M.

**8. DBNUM T135 Preventive Maintenance-Bus**

NJ TRANSIT is requesting a change to move prior year (FFY 2024) funds to the FFY 2025 funding year in the SJTPO region for Section 5307 in the amount of \$2.344M.

NJ TRANSIT is requesting to move prior year funds to the FY2025 funding year in the DVRPC area for Section 5307 in the amount of \$1.906M.

Prior year funds will move in the NJTPA area for Section 5307 in the amount of \$45.192M.

**9. DBNUM T151 Section 5311 Program**

NJ TRANSIT is requesting a change to move prior year (FFY 2024) funds to the FFY 2025 funding year in the SJTPO region for Section 5311 in the amount of \$0.414M.

NJ TRANSIT is requesting to move prior year funds to the FY2025 funding year in the NJTPA area for Section 5311 in the amount of \$4.143M.

**10. DBNUM T500 Technology Improvements**

NJ TRANSIT is requesting a change to move prior year (FFY 2024) funds to the FFY 2025 funding year in the SJTPO region for Section 5307 in the amount of \$0.870M.

NJ TRANSIT is requesting to move prior year funds to the FY2025 funding year in the DVRPC area for Section 5307 in the amount of \$0.943M.

Prior year funds will move in the NJTPA area for Section 5307 in the amount of \$2.870M and STP-TE in the amount of \$2.800M.



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**Date:** May 2, 2025

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

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## **Informational Modifications**

### **1. DBNUM X154D Drainage Rehabilitation & Improvements**

NJDOT is requesting a change to the funding source, changing \$23.000M of PFP funding for (EC) Design and Construction in FFY 2025 to STBGP-FLEX.

### **2. DBNUM 15397 Route 9, CR 559 (Mays Landing Road) to Bayview Drive**

NJDOT is requesting a change to the funding source, changing \$10.250M of NHPP funding for Construction (CON) in FFY 2025 to STBGP-FLEX. The action also updates the project mileposts from 32.4 - 43.8 to 32.64 - 43.80.

## **Staff Recommendation**

As Program Manager of Capital Programming & Project Development, I recommend the approval of the nine Administrative Modifications listed above and provide you with the Informational Modifications for information only.

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

(AFTER)

TRACK #: NJT-T210-4-M-2024	REVISION #: 4	DATE: 3/25/25 1:51:25PM
PROJECT NAME: Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)		
DBNUM: T210	UPC:	MILEPOST(S):
COUNTY: Various		
MUNICIPALITY: Various		

Funding is provided for projects or project elements that are designed to enhance mass transportation service or use and are physically or functionally related to transit facilities as outlined in FTA Circular 9030.1E., including funding for a Statewide Bus Signs and Shelter Maintenance Upgrade Program and historic restoration of NJ TRANSIT facilities. Federal assistance was awarded for the U.S. Route 9 Bus Rapid Transit project in the amount of \$470,000. Funds are being funded with FHWA STP funds for the Newark Intermodal project in the amount of \$500,000. The Secaucus to Meadowlands Transitway project will provide transit improvements between Secaucus Junction on the Northeast Corridor and the Meadowlands Sports Complex in East Rutherford, NJ in the amount of \$180M. FY2024 FHWA PROTECT funds will support the Bus Garage Resiliency assessment project, the Hoboken Division Phase I Resiliency project, the Peckman River Bridge Reconstruction project and the Rail Right of Way Green Infrastructure Study.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction section of the STIP.

Per previous NJTPA Board Action, reflects the transfer of Carbon Reduction funds in the amount of \$27.306M to the Greenway and Transitway project.

In the FY24FY33 STIP, this funding will be obligated and managed as Sec 5307.

ASSET MANAGEMENT CATEGORY: Mass Transit Assets-Bus

SPONSOR: NJ TRANSIT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT):

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT: Various

STRUCTURE NO.:

**UNOBLIGATED PRIOR YEAR FUNDING**

<b>Description</b>	<b>MPO</b>	<b>Fund</b>	<b>Year</b>	<b>Amount</b>
Transit Enhancements	NJTPA	SECT 5307	2023	\$0.000
Transit Enhancements	SJTPO	STP-TE	2023	\$0.000
Transit Enhancements	NJTPA	CRRSAA-NY/NWK	2023	\$0.000
Transit Enhancements	DVRPC	SECT 5339	2023	\$0.000
Transit Enhancements	DVRPC	SECT 5307	2023	\$0.000
Transit Enhancements	NJTPA	SECT 5337	2023	\$0.000
Transit Enhancements	NJTPA	SECT 5339	2023	\$0.000
Transit Enhancements	SJTPO	SECT 5339	2023	\$0.000
Transit Enhancements	NJTPA	CR-NY/NWK	2023	\$0.000
Transit Enhancements	DVRPC	STP-TE	2023	\$0.000
Transit Enhancements	SJTPO	SECT 5307	2023	\$0.000
Transit Enhancements	NJTPA	STP-TE	2023	\$0.000
Transit Enhancements	SJTPO	SECT 5337	2023	\$0.000



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(AFTER)

TRACK #: NJT-T08-6-M-2024	REVISION #: 6	DATE: 3/10/25 1:30:46PM
PROJECT NAME: Bus Support Facilities and Equipment		
DBNUM: T08	UPC:	MILEPOST(S):
COUNTY: Various		
MUNICIPALITY: Various		

The Buses and Bus Facilities Section 5339 program provides funds through a statutory formula to maintain NJ TRANSIT's bus fleet, including to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. This includes technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and two discretionary components. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the introduction Section of the STIP.

Using Flex funding from FHWA and NJDOT to the FTA and NJ TRANSIT to supplement resources to project development and construction. Projects include Hilton Bus Garage Modernization and Electrification at \$68.1 million, Passaic Bus Terminal at \$15 million, and Meadowlands Garage BEB Depot Phase 1 at \$10.494 million.

In the FY24FY33 STIP, this funding will be obligated and managed as Sec 5307.

ASSET MANAGEMENT CATEGORY: Mass Transit Assets-Bus

SPONSOR: NJ TRANSIT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT):

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT: Various

STRUCTURE NO.:





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

(AFTER)

TRACK #: NJT-T39-2-M-2024	REVISION #: 2	DATE: 4/1/25 8:57:36AM
PROJECT NAME: Preventive Maintenance-Rail		
DBNUM: T39	UPC:	MILEPOST(S):
COUNTY: Various		
MUNICIPALITY: Various		

State of Good Repair Grants - 5337 and Urbanized Area Formula Grants - 5307. This program provides funding for the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law. Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP.

ASSET MANAGEMENT CATEGORY: Mass Transit Assets-Rail

SPONSOR: NJ TRANSIT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT):

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT: Various

STRUCTURE NO.:

<b><i>UNOBLIGATED PRIOR YEAR FUNDING</i></b>				
<b><i>Description</i></b>	<b><i>MPO</i></b>	<b><i>Fund</i></b>	<b><i>Year</i></b>	<b><i>Amount</i></b>
Preventive Maintenance-Rail	DVRPC	SECT 5307	2023	\$0.000
Preventive Maintenance-Rail	DVRPC	SECT 5337	2023	\$11.023
Preventive Maintenance-Rail	SJTPO	SECT 5337	2023	\$3.057
Preventive Maintenance-Rail	SJTPO	SECT 5307	2023	\$0.000
Preventive Maintenance-Rail	NJTPA	SECT 5337	2023	\$152.163
Preventive Maintenance-Rail	NJTPA	SECT 5307	2023	\$76.389



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(AFTER)

TRACK #: NJT-T53E-3-M-2024	REVISION #: 3	DATE: 3/14/25 12:21:53PM
PROJECT NAME: Locomotive Overhaul		
DBNUM: T53E	UPC:	MILEPOST(S):
COUNTY: Various		
MUNICIPALITY: Various		

Funding is provided for service reliability to the locomotive fleet based on manufacturer replacement and service standards to maintain equipment through its useful life. In-house staff ensure that each locomotive engine continues to properly function in terms of reliability and fuel consumption, without being remanufactured, specified to work output or miles and that the locomotive complies with all applicable emission standards.

ASSET MANAGEMENT CATEGORY: Mass Transit Assets-Rail

SPONSOR: NJ TRANSIT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT):

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT: Various

STRUCTURE NO.:

<b>UNOBLIGATED PRIOR YEAR FUNDING</b>				
<i>Description</i>	<i>MPO</i>	<i>Fund</i>	<i>Year</i>	<i>Amount</i>
Locomotive Overhaul	DVRPC	SECT 5337	2023	\$0.000
Locomotive Overhaul	DVRPC	STATE	2023	\$0.300
Locomotive Overhaul	SJTPO	SECT 5337	2023	\$0.000
Locomotive Overhaul	NJTPA	STATE	2023	\$0.000
Locomotive Overhaul	NJTPA	SECT 5307	2023	\$0.000
Locomotive Overhaul	SJTPO	STATE	2023	\$0.060
Locomotive Overhaul	NJTPA	SECT 5337	2023	\$0.000





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(AFTER)

TRACK #: NJT-T112-3-M-2024	REVISION #: 3	DATE: 4/1/25 9:31:18AM
PROJECT NAME: Rail Rolling Stock Procurement		
DBNUM: T112	UPC:	MILEPOST(S):
COUNTY: Various		
MUNICIPALITY: Various		

This program provide funds for the replacement of rail rolling stock, including engineering assistance and project management, to replace over-aged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next ten years. Funding is provided to support vehicles\equipment (for rail operations). Annual funds are provided for Comet V single-level car lease payments, Electric Locomotive lease payments, Diesel Locomotive lease payments, Dual Power Locomotives and Multi-Level rail car lease payments and other upcoming rolling stock lease payments. Pay-as-you-go funding is also programmed for Multi-Level vehicles and other rolling stock.

Toll Credit and/or State Transportation Trust Funds (TTF) will be used as the non-federal match. An explanation of toll credit and can be found in the Introduction Section of the STIP.

**CMAQ:**

Funding for Rail Rolling Stock Procurement will include CMAQ funds. Rail Rolling Stock Procurement is CMAQ eligible because it meets federal eligibility requirements. The project will provide funding for the purchase of 25 commuter vehicles to support the Portal North Bridge (PNB) project. Refer to DB T538 ? Portal North Bridge where funds to support the design, engineering, construction and necessary initiatives are listed and explained. For the CMAQ justification see "CMAQ Report for NJ TRANSIT".

ASSET MANAGEMENT CATEGORY: Mass Transit Assets-Rail Rolling Stock Debt

SPONSOR: NJ TRANSIT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT):

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT: Various

STRUCTURE NO.:

<b>UNOBLIGATED PRIOR YEAR FUNDING</b>				
<i>Description</i>	<i>MPO</i>	<i>Fund</i>	<i>Year</i>	<i>Amount</i>
Rail Rolling Stock Procurement	NJTPA	STATE	2023	\$83.730
Rail Rolling Stock Procurement	SJTPO	SECT 5307	2023	\$0.000
Rail Rolling Stock Procurement	DVRPC	STATE	2023	\$5.280
Rail Rolling Stock Procurement	DVRPC	SECT 5307	2023	\$0.000
Rail Rolling Stock Procurement	NJTPA	SECT 5307	2023	\$0.000
Rail Rolling Stock Procurement	NJTPA	SECT 5337	2023	\$0.000
Rail Rolling Stock Procurement	DVRPC	SECT 5337	2023	\$0.000
Rail Rolling Stock Procurement	SJTPO	STATE	2023	\$1.120
Rail Rolling Stock Procurement	NJTPA	CMAQ	2023	\$0.000
Rail Rolling Stock Procurement	SJTPO	SECT 5337	2023	\$0.000

MPO	PHASE	FUND	Amounts in Millions of Dollars									
			FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
DVRPC	CAP	CMAQ		3.750	4.395	4.395	4.395	4.395	4.395	4.395	4.395	4.395
DVRPC	CAP	SECT 5307	0.000	3.708	1.442	1.442	1.442	1.442	1.442	1.442	1.442	1.442
DVRPC	CAP	SECT 5337	0.000	13.551	3.728	3.728	3.728	3.728	3.728	3.728	3.728	3.728
DVRPC	CAP	STATE	10.592	10.801	11.002	11.002	4.760	4.447	4.447	4.447	4.447	4.447
NJTPA	CAP	CMAQ	0.000	170.456	69.675	69.675	69.675	69.675	69.675	69.675	69.675	69.675
NJTPA	CAP	SECT 5307	0.000	73.625	22.852	22.852	22.852	22.852	22.852	22.852	22.852	22.852
NJTPA	CAP	SECT 5337	0.000	228.663	59.099	59.099	59.099	59.099	59.099	59.099	59.099	59.099
NJTPA	CAP	STATE	132.944	147.452	133.752	133.752	73.520	70.493	70.493	70.493	70.493	70.493
SJTPO	CAP	CMAQ		0.794	0.930	0.930	0.930	0.930	0.930	0.930	0.930	0.930
SJTPO	CAP	SECT 5307	0.000	0.785	0.305	0.305	0.305	0.305	0.305	0.305	0.305	0.305
SJTPO	CAP	SECT 5337	0.000	2.542	0.789	0.789	0.789	0.789	0.789	0.789	0.789	0.789
SJTPO	CAP	STATE	0.986	0.761	1.072	1.072	0.947	0.941	0.941	0.941	0.941	0.941

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New Jersey Department of Transportation

(AFTER)

TRACK #: NJT-T135-2-M-2024	REVISION #: 2	DATE: 4/1/25 9:23:15AM
PROJECT NAME: Preventive Maintenance-Bus		
DBNUM: T135	UPC:	MILEPOST(S):
COUNTY: Various		
MUNICIPALITY: Various		

Urbanized Area Formula Grants - 5307. This program provides funding for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law.

Toll Credit will be used as the non-federal match. An explanation of toll credit can be found in the Introduction Section of the STIP. In addition, expenditures are for costs of projects in specific years only.

ASSET MANAGEMENT CATEGORY: Mass Transit Assets-Bus

SPONSOR: NJ TRANSIT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT):

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT: Various

STRUCTURE NO.:

<b>UNOBLIGATED PRIOR YEAR FUNDING</b>				
<i>Description</i>	<i>MPO</i>	<i>Fund</i>	<i>Year</i>	<i>Amount</i>
Preventive Maintenance-Bus	DVRPC	SECT 5337	2023	\$0.000
Preventive Maintenance-Bus	SJTPO	SECT 5307	2023	\$0.000
Preventive Maintenance-Bus	NJTPA	SECT 5307	2023	\$0.000
Preventive Maintenance-Bus	DVRPC	SECT 5307	2023	\$0.000

MPO	PHASE	FUND	Amounts in Millions of Dollars									
			FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
DVRPC	CAP	SECT 5307	0.000	26.128	40.791	45.153	63.261	65.309	67.398	69.528	71.701	73.918
NJTPA	CAP	SECT 5307	0.000	118.913	124.145	137.423	192.533	198.766	205.123	211.607	218.222	224.967
SJTPO	CAP	SECT 5307	0.000	9.716	12.415	13.742	19.253	19.877	20.512	21.161	21.822	22.497

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New Jersey Department of Transportation

(AFTER)

TRACK #: NJT-T151-1-M-2024	REVISION #: 1	DATE: 4/1/25 11:20:49AM
PROJECT NAME: Section 5311 Program		
DBNUM: T151	UPC:	MILEPOST(S):
COUNTY: Various		
MUNICIPALITY: Various		

Formula Grants for Rural Areas - 5311 program provides capital, planning, and operating assistance to support public transportation in rural areas with populations of less than 50,000. MATCH funds are provided from NJ TRANSIT and local funds.

ASSET MANAGEMENT CATEGORY: Local System Support-NJ TRANSIT Local System Support

SPONSOR: NJ TRANSIT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT):

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT: Various

STRUCTURE NO.:

<b>UNOBLIGATED PRIOR YEAR FUNDING</b>				
<i>Description</i>	<i>MPO</i>	<i>Fund</i>	<i>Year</i>	<i>Amount</i>
Section 5311 Program	SJTPO	STATE	2023	\$0.010
Section 5311 Program	SJTPO	SECT 5311	2023	\$0.000
Section 5311 Program	SJTPO	MATCH	2023	\$0.000
Section 5311 Program	DVRPC	STATE	2023	\$0.020
Section 5311 Program	DVRPC	SECT 5311	2023	\$0.000
Section 5311 Program	NJTPA	MATCH	2023	\$0.000
Section 5311 Program	DVRPC	MATCH	2023	\$0.000
Section 5311 Program	SJTPO	ARP 5311	2023	\$0.000
Section 5311 Program	DVRPC	ARP 5311	2023	\$0.000
Section 5311 Program	NJTPA	SECT 5311	2023	\$0.000
Section 5311 Program	NJTPA	STATE	2023	\$0.070
Section 5311 Program	NJTPA	ARP 5311	2023	\$0.000



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New Jersey Department of Transportation

(AFTER)

TRACK #: NJT-T500-2-M-2024	REVISION #: 2	DATE: 4/1/25 12:01:26PM
PROJECT NAME: Technology Improvements		
DBNUM: T500	UPC:	MILEPOST(S):
COUNTY: Various		
MUNICIPALITY: Various		

This element funds improvements to passenger communication and fare collection systems and other information technology improvements to meet internal and external customer needs. Funding is included for Public Address Upgrades/Onboard Communication Systems, Bus Radio System Upgrade Program, GIS Systems, TVM Replacement/Expansion, Smart Card Technology and improvements at stations systemwide, computer systems and services, photocopy lease payments, ADA Access Link computer upgrades and upgrades to increase efficiency and productivity of NJ TRANSIT's technology infrastructure to support services to customers.

ASSET MANAGEMENT CATEGORY: Mass Transit Assets-Technology

SPONSOR: NJ TRANSIT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT):

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT: Various

STRUCTURE NO.:

<b>UNOBLIGATED PRIOR YEAR FUNDING</b>				
<i>Description</i>	<i>MPO</i>	<i>Fund</i>	<i>Year</i>	<i>Amount</i>
Technology Improvements	SJTPO	SECT 5307	2023	\$0.000
Technology Improvements	SJTPO	STATE	2023	\$1.180
Technology Improvements	NJTPA	STATE	2023	\$0.000
Technology Improvements	DVRPC	STATE	2023	\$3.870
Technology Improvements	NJTPA	SECT 5307	2023	\$0.000
Technology Improvements	NJTPA	STP-TE	2023	\$0.000
Technology Improvements	DVRPC	SECT 5307	2023	\$0.000









# 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: **Traffic Monitoring Systems**

DBNUM: X66

TRACK #: SW-X66-3-M-2024

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

ACTION TAKEN: Adds \$.300M of STBGP-FLEX funding for PLS in FFY 25.

REASON FOR CHANGE:

Supporting Traffic Monitoring System (TMS) Traffic Volumes Data Collection.

MPO ACTION REQUIRED: Informational

FISCAL CONSTRAINT:

Comments: See Statewide FY24-33 Chart 38.

CONFORMITY:

PUBLIC INVOLVEMENT:







# State of New Jersey

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

Revision #2

**MPO:** Statewide

**PROJECT:** Pavement Preservation

**DBNUM:** X51

**TRACK #:** SW-X51-2-M-2024

**TYPE OF PROJECT CHANGE:** Change of funding source

**ACTION TAKEN:** Reduces SJTPO STBGP-FLEX funding for ERC in FFY 25 from \$5.000M by \$5.000M to \$0.000.  
Reduces DVRPC STBGP-FLEX funding for ERC in FFY 25 from \$10.000M by \$7.820M to \$2.180.  
Changes \$10.000M of STATEWIDE NHPP funding for ERC in FFY 25 to STATEWIDE STBGP-FLEX.  
Increases STATEWIDE STBGP-FLEX funding for ERC in FFY 25 from \$10.000M by \$12.820M to \$22.820M.

**REASON FOR CHANGE:**

To support Pavement Preservation South Contract-2, FY 2024. Project is located across multiple MPOs therefore must utilize the STATEWIDE line instead of individual MPO lines. Project is located in Atlantic, Burlington, Cumberland, Gloucester, and Salem counties.

**MPO ACTION REQUIRED:** Informational

**FISCAL CONSTRAINT:**

**Comments:** See DVRPC FY24-33 Chart 22, SJTPO FY24-33 Chart 22, and Statewide FY24-33 Chart 39.

**CONFORMITY:**

**PUBLIC INVOLVEMENT:**







# State of New Jersey

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

Revision #3

MPO: **Statewide**

PROJECT: **Pavement Preservation**

DBNUM: X51

TRACK #: SW-X51-3-M-2024

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

ACTION TAKEN: DVRPC - Reduces NHPP funding for ERC in FFY 25 from \$35.000M by \$31.199M to \$3.801M.  
DVRPC - Increases STBGP-FLEX funding for ERC in FFY 25 from \$2.180 by \$10.485 to \$12.665M.  
SJTPO - Reduces NHPP funding for ERC in FFY 25 from \$10.000M by \$10.000M to \$0.000M.  
STATEWIDE - Increases STBGP-FLEX funding for ERC in FFY 25 from \$22.820M by \$32.626M to \$55.446M.

**Summary:**

Reduces DVRPC funding by \$20.714M.

Reduces SJTPO funding by \$10.000M.

Increases STATEWIDE funding by \$32.626M.

Overall funding increase of \$1.912M

**REASON FOR CHANGE:**

The realignment of funding and increase are to support upcoming authorizations identified in the August Redistribution exercise - See attached

MPO ACTION REQUIRED: Administrative action

**FISCAL CONSTRAINT:**

Comments: See DVRPC FY24-33 Chart 24, SJTPO FY24-33 Chart 24, and Statewide FY24-33 Chart 40.

**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: **Route 322, Bridge over Great Egg Harbor River**

DBNUM: 15448

TRACK #: S-15448-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases BFP funding for ROW in FFY 25 from \$0.360M by \$0.640M to \$1.000M.

REASON FOR CHANGE:

As part of the August Redistribution exercise, this increase is to support the authorization of Route 322, Bridge over Great Egg Harbor River.

MPO ACTION REQUIRED: Informational

FISCAL CONSTRAINT:

Comments: See SJTPO FY24-33 Chart 23.

CONFORMITY:

PUBLIC INVOLVEMENT:



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

(BEFORE)

Route 322, Bridge over Great Egg Harbor River			
DBNUM:	15448	UPC: 154480	MILEPOST(S): 41.42-41.42
COUNTY:	Atlantic		
MUNICIPALITY:	Hamilton Twp		

Initiated by the Bridge Management System, this project will replace the structurally deficient bridge, built in 1931 and widened in 1959.

ASSET MANAGEMENT CATEGORY: Bridge Assets-Bridge Rehab and Replacement SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT):

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT: 2 STRUCTURE NO.: 0119154

MPO	PHASE	FUND	Amounts in Millions of Dollars											
			FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033		
SJTPO	ROW	BFP		0.360										
SJTPO	CON	NHPP						14.450						



# 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: **Route 55, Bridges over Route 47**

DBNUM: 17306

TRACK #: S-17306-2-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases BFP funding for DES in FFY 25 from \$2.500M by \$0.300M to \$2.800M.

REASON FOR CHANGE:

As part of the August Redistribution exercise, this increase is to support the authorization of Route 55, Bridges over Route 47.

MPO ACTION REQUIRED: Informational

FISCAL CONSTRAINT:

Comments: See SJTPO FY24-33 Chart 23.

CONFORMITY:

PUBLIC INVOLVEMENT:





# 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							
	2025	CMAQ	CON	\$1.200		CON	\$1.200							3/20/2025
	2025	OTHER	CON	\$2.723		CON	\$2.723							
CED approved, CM/CI awarded to Colliers, CON funding authorized for \$1.20M on 3/20/2025 using CMAQ funds														
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				
	2024	STBGP-AC	CON	\$1.300		CON	\$1.300	\$3.145		3/25/2024	1/11/2024			
	2025	STBGP-AC	CON	\$0.000		CON	\$0.000			3/25/2024	1/11/2024			
	DBE Goal was certified at 4%. CM/CI awarded to Lexa, awaiting NJDOT concurrence to have pre-construction meeting and begin project (CON). \$800k slated for 2025 reallocated to Martin Luther King project.													
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
	2025	STBGP-AC	DES	\$1.450		CON	\$1.450	--						--
	2026	STBGP-AC	CON	\$1.450		CON	\$1.450							Anticipated Authorization FFY 2025
CED approved, Design being funded by AC, Construction to be funded from Tennessee Avenue and Baltic Avenue construction projects. CM/CI RFP has been awarded to CME.														
X065	2022	CMAQ	PE	\$0.475	Pacific Avenue Signal Optimization	PE	\$0.475	\$0.506		8/23/2023				9/20/2022
	2024	STBGP-AC	DES	--		DES	--	--						--
	2024	CMAQ	CON	\$1.200		CON	\$1.200			8/23/2023			Estimated 9/2025	Anticipated Authorization FFY 2025
S2115	2025	STBGP-AC	CON	\$0.000	Tennessee Avenue, Atlantic Avenue to Pacific Avenue	CON	\$0.000	--	--	--	--	--	--	--
	2025 funds slated for construction have been reallocated to Martin Luther King project.													
<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 11/2025
	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. A revised agreement between EHC and Atlantic County needs regarding the maintenance of the completed improvements													
X107	2023	TA	CON	\$1.500	Mays Landing Bikeway <i>(Project Sponsor: Hamilton Township)</i>	CON	\$1.500							
Hamilton Township is in the process of entering into an agreement for design assistance with NJDOT and GPI.														
99358	2022	SRTS	CON	\$1.299	Pleasantville School Transportation Safety Project	CON	\$1.299							6/13/2024
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. D005846 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							
CED was received at Local Aid and forwarded directly to BEPR. No PIC information has been received.														
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	Anticipated Authorization ffy 2025
Project has been authorized and preconstruction meeting to be held in May.														
99358	2024	SRTS	CON	\$0.376	City of Linwood Pedestrian Improvement Project <i>(Project Sponsor: Linwood City)</i>	CON	\$0.376							
Project selected for FY 2024 SRTS funding														
99358	2024	SRTS	CON	\$0.771	Somers Point School Safety Project <i>(Project Sponsor: Somers Point City)</i>	CON	\$0.771							
Project selected for FY 2024 SRTS funding														
S1912	2025	STBGP-AC	CON	\$0.169	Brigantine Avenue (CR 638), 2nd Street South to Terminus	CON	\$2.650							
County was authorized for federal funds (STBGP-AC) funds in FFY 2023 for \$1.846 million on June 28, 2023. However, the County is requesting an additional \$169,486.44 based on the current cost estimate; SJTPO approved this request via email to NJDOT Capital Programmed 4/4/2025.														
<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'g. 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 2026
Kickoff meeting held on 03/26/2024. DA proposal to be prepared. Under DESIGN ASSISTANCE PROGRAM - GPI														
S2107	2025	STBGP-L5K	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-FLEX	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
99358	2024	SRTS	CON	\$0.925	Upper Township School District Pedestrian and Bike Safety Project <i>(Project Sponsor: Upper Township)</i>	CON	\$0.925							
Project selected for FY 2024 SRTS funding														

# 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	<b>Chestnut Avenue Safety Improvements and Rehabilitation</b>	PE	\$0.151	\$1.305	--	--	--	--	11/15/2024	11/15/2024	
	2026	SS4A-VINELAND	DES	\$0.151		DES	\$0.713			Estimated 7/2025		Estimated 06/2026	Estimated 09/2026	Estimated 12/2026	Anticipated Authorization FFY 2026
	2027	SS4A-VINELAND	CON	\$27.764		CON	\$24,764.000							Estimated 12/2026	Anticipated Authorization FFY 2027
	2028	SS4A-VINELAND	CON	\$0.551		CON	\$0.551								Anticipated Authorization FFY 2028
COV provided comments on Design Recommendations report on 4/28. Discussions with Conrail/NJDOT Railroad in progress															
S2319	2024	CR-VINELAND	PE	\$0.112	<b>Landis Avenue &amp; Valley Avenue Traffic Signal Upgrade</b>	PE	\$0.112	\$0.043						8/21/2024	8/30/2024
	2025	CR-VINELAND	FD	\$0.057		FD	\$0.057			2/26/2025		Estimated 6/2025	Estimated 10/2025	Estimated 1/2026	
	2026	CMAQ	CON	\$0.550		CON	\$0.550								
PIC mtg was completed on 4/2/25. PPT & Mtg minutes sent to NJDOT LA on 4/11/25. Waiting for CED approval from BEPR.															
S2317	2025	STBGP-B50K200K	PE	\$0.075	<b>Mill Road, Garden Road (CR 674) to Forest Grove Road</b>	PE	\$0.075		--	--	--	--	Estimated 5/2025	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	
Contract award request to be on 5/20/25 council mtg. Award concurrence pkg to be submitted to NJDOT LA tent. on 5/23/25															
S1716	2025	STBGP-B5K50K	CON	\$1.150	<b>Park Avenue, NW Boulevard to West Avenue</b>	CON	\$1.150			Estimated 4/2025		Estimated 5/2025	Estimated 8/2025	Estimated 8/2025	Anticipated Authorization FFY 2025
revising CED plan. Submitting to NJDOT before end of week of 05/02/25.															
S2318	2024	STBGP-B50K200K	PE	\$0.075	<b>Reconstruction of South East Avenue</b>	PE	\$0.075	\$0.098	--	--	--	--	8/14/2024	8/14/2024	9/3/2024
	2025	STBGP-B50K200K	DES	\$0.075		DES	\$0.075			Estimated 4/2025	Estimated 5/2025	Estimated 5/2025	Estimated 5/2025	1.15	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 Pennoni to submit CED and Preliminary Plans by 5/1/25. PIC scheduled for 5/7/25															
S2319	2025	CR-VINELAND	PE	\$0.112	<b>Park and West Traffic Signal Upgrade</b>	PE	\$0.112		--	--	--	Estimated 5/2025	Estimated 5/2025	Anticipated Authorization FFY 2025	
	2026	CR-VINELAND	FD	\$0.057		FD	\$0.057							Anticipated Authorization FFY 2026	
	2027	CMAQ	CON	\$0.550		CON	\$0.550							Anticipated Authorization FFY 2027	
design consultant award concurrence package sent to NJDOT LA on 4/25/25.															
<b>Cumberland County</b>															
S1403	2025	STBGP-L5K	CON	\$2.300	<b>Cumberland County Federal Road Program</b>	CON	\$2.300			11/26/2024				Anticipated Authorization FFY 2025	
includes: CR 610 (Cedarville Road) from Bailey Road to CR 692 (Ramah Road) in Lawrence Township - M.P. 4.82 to 7.53 // CR 626 (Roadstown Road) from CR 604 (Gum Tree Corner Road) to CR 647 (Marlboro Road / Willis Road) in Stow Creek Township - M.P. 1.56 to 2.34 // CR 634 (Morton Avenue) from CR 666 (Bridgeton Avenue) to NJ 56 (Landis Avenue) in Deerfield Township - M.P. 4.07 to 5.12.															
04314	2023	HSIP	PE	\$0.500	<b>FFFY 2023 Local Safety Design Assistance - Cumberland County Pedestrian &amp; Bike Action Plan</b>	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	2025	HSIP	ROW		<b>Cumberland County Pilot Roundabout (West Park Drive)</b>	ROW								7/27/2021	
		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 12/31/2025; Project underway in ROW phase - requires Minor Green Acres diversion; County Board of Commissioners to approve Agreement Modification #3 in May 2025.															
X107	2023	STP-TE	CON	\$0.517	<b>Maurice River Bikeway Trail - Phase V</b> <i>(Project Sponsor: City of Millville)</i>	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	<b>Millville Broad Street Traffic Signal Upgrades</b> <i>(Project Sponsor: CON - City of Millville)</i>	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	<b>Millyard Riverfront Walk Project</b>	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-L5K	FD	\$0.294	<b>Newport Streetscape Improvement Project</b> <i>(Project Sponsor: Downe Twp)</i>	FD	\$0.294							Anticipated Authorization FFY 2024	
			CON	\$0.990		CON	\$0.990							Anticipated Authorization FFY 2025	
Project underway in preliminary engineering phase; consultant awaiting receipt of CED to complete PE; FD proposal authorized but still not received by County. Agreement end date 2027.															

# 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-L5K	PE	\$0.050	Commissioners Pike (CR 581)	PE	\$0.050							Anticipated Authorization FFY 2025	
	2026	STBGP-L5K	DES	\$0.150		DES	\$0.150								Anticipated Authorization FFY 2026
	2029	STBGP-L5K	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 cons't. in the amount of \$469,000.00 for milling & paving. LPA cannot complete in-house DES. No LPA docs. submission schedule provided to date.															
04314	2023	HSIP	ROW	\$0.450	Five Points Roundabout	ROW	\$0.450	\$0.091					Estimated 9/21/2023		
	2024	HSIP	CON	\$2.328		CON	\$2.328						Estimated 8/2024	Anticipated Authorization FFY 2024	
Right of Way is still incomplete, still waiting on final PS&E submission.															
S1903	2022	STBGP-B5K200K	PE	\$0.060	Griffith Street/ Grant Street (CR 657)	PE	\$0.060	\$0.030						9/7/2022	
	2023	STBGP-B5K200K	DES	\$0.065		DES	\$0.065							Not Authorized in FFY 2023	
	2026	STBGP-B5K200K	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-L5K	PE	\$0.080	Quaker Neck Road (CR 657), Phase II	PE	\$0.080	\$0.283	--	--	--	--	9/18/2024	Authorized	
	2025	STBGP-L5K	DES	\$0.150		DES	\$0.150		Estimated 1/2025	Estimated 1/2025	--	--		Anticipated Authorization FFY 2025	
	2028	STBGP-L5K	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 2/28/24. 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-B5K50K	PE	\$0.060	Telegraph Road (CR 540), Phase 2	PE	\$0.060	\$0.118						9/26/2023	
	2023	STBGP-B5K50K	DES	\$0.055		DES	\$0.055							Not Authorized in FFY 2023	
	2025	STBGP-B5K50K	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-L5K	CON	\$1.500		CON	\$1.500							Anticipated Authorization FFY 2026	
S1904	2023	STBGP-L5K	PE	\$0.075	Willow Grove Road (CR 639); <del>Perkintown Road (CR 644)</del>	PE	\$0.075	\$0.139	3/3/2021	6/29/2021	--	--	8/17/2023	9/19/2023	
	2024	STBGP-L5K	DES	\$0.075		DES	\$0.075							Not Authorized in FFY 2024	
	2027	STBGP-L5K	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. The agreement is on the agenda for 12/6/2023 to accept the agreement. Salem County has a proposal from the highest-ranking consultant that includes FD phase services to be authorized in FFY 2024. Salem Co submitted the required documents to NJDOT, letter dated 11/19/2024 (revised proposal, cost estimate dated 11/18/2024, and project schedule) seeking authorization of Final Design funds in the amount of \$69,191.24.															

Updated May 2, 2025

**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	Placeholder				\$1,000				\$1,000		
Intersections	Cumberland County Pilot Roundabout - West Park Drive	Cumberland County	Bridgeton City	Cumberland	ROW	HSIP	Authorized			\$ 0.0310					\$ 0.0310		
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									\$0.000		
Pedestrians and Bicyclists	Bridgeton Pedestrian Safety Improvements		City of Bridgeton			PE	HSIP	Authorized	\$0.417								\$0.417
						FD	HSIP	Programmed				\$0.295					\$0.295
						ROW	HSIP	Placeholder					\$0.050				\$0.050
						CON	HSIP	Placeholder									\$0.000
Pedestrians and Bicyclists	High Street Pedestrian Safety Improvements		City of Millville			PE	HSIP	Authorized	\$0.387								\$0.387
						FD	HSIP	Programmed				\$0.210				\$0.210	
						CON	HSIP	Placeholder					\$4,000			\$4,000	
						PE	HSIP	Authorized	\$0.307							\$0.307	
Pedestrians and Bicyclists	East Avenue Pedestrian Safety Improvements		City of Vineland			FD	HSIP	Programmed				\$0.154					\$0.154
						CON	HSIP	Placeholder					\$3,170			\$3,170	
						PE	HSIP	Authorized	\$0.387							\$0.387	
						FD	HSIP	Programmed				\$0.295				\$0.295	
Pedestrians and Bicyclists	3rd Street and Wheaton Avenue Traffic Calming and Pedestrian Safety Improvements		City of Millville			CON	HSIP	Placeholder						\$3,500		\$3,500	
		PE		HSIP		Authorized 2019								\$0.000			
Intersections	Salem County Roundabout (Five Points)	SJTPO	Pittsgrove Twp	Salem	PE	HSIP	Authorized 2019								\$0.000		
Intersections		SJTPO			FD	HSIP	Authorized 2020							\$0.000			
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							\$0.876		
Intersections		SJTPO			FD	HSIP	Authorized 2020	\$0.876						\$0.876			
Intersections		Salem County			ROW	HSIP	Authorized 2023	\$0.934						\$0.934			
Intersections		SJTPO			CON	HSIP	Programmed				\$3,145			\$3,145			

Initial project authorization 2021

Not Authorized in FFY 2024

Updated May 1, 2025

SJTPO HSIP Total Programmed \$ 4,275 \$ - \$ 0,031 \$ 4,282 \$ 14,900 \$ - \$ - \$ 23,488

## 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					\$ 0.7700
S2319	Passenger Buses	County Transportation Unit	Various	Atlantic	SJTPO	n/a	CR-AC		FFY 2018	\$0.154					
X065	Procurement of 5 low emission, unleaded fuel, body on chassis mini-buses	Cape May County Fare Free Transportation	Various	Cape May	SJTPO	n/a	CMAQ	Flexed to NJ TRANSIT	FFY 2018	\$0.480					\$ 0.6160
S2319						n/a	CR-AC		FFY 2018	\$0.136					
S2319	Cumberland County Department of Workforce Development "To-Work" Transportation	Cumberland County Department of Workforce	Various	Cumberland	SJTPO	n/a	CR-VINELAND	Flexed to NJ TRANSIT	FFY 2022-24	\$0.128					\$ 0.4620
X065						n/a	CMAQ		FFY 2022-24	\$0.334					
X065	Pacific Avenue Traffic Signal Optimization and ITS Improvements	Atlantic City	Atlantic City	Atlantic	SJTPO	PE	CMAQ	Authorized	FFY 2022-24						\$ -
						FD	Other	--	--						
						CON	CMAQ	Authorized	FFY 2022-24			\$1,200			\$ 1,200
X065	New Jersey Avenue Traffic Signal Synchronization	Cape May County	Borough of Wildwood Crest and City of Wildwood	Cape May	SJTPO	CON	CMAQ	Programmed	FFY 2025-27			\$1,830			\$ 2,409
S2319						CON	CR-AC	Programmed	FFY 2025-27			\$0,579			
X065	Landis & Valley Traffic Signal Upgrade	Cumberland County	City of Vineland	Cumberland	SJTPO	PE	CMAQ	Authorized	FFY 2025-27	\$0.083					\$ 0.6620
						FD	CR-VINELAND	Programmed	FFY 2025-27			\$0,029			
						CON	CMAQ	Programmed	FFY 2025-27				\$0,550		
X065	Park and West Traffic Signal Upgrade	Cumberland County	City of Vineland	Cumberland	SJTPO	PE	CR-VINELAND	Programmed	FFY 2025-27			\$0,098			\$ 0.6830
						FD	CR-VINELAND	Programmed	FFY 2025-27				\$0,035		
						CON	CMAQ	Programmed	FFY 2025-27					\$0,550	

Updated April 30, 2025



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**Date:** May 12, 2025  
**To:** SJTPO Policy Board  
**From:** SJTPO staff  
**Re:** Technical Program Update

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### ***Active Technical Studies***

**Countywide Local Road Safety Plans** *ongoing*; 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 was approved at the May 2022 Policy Board meeting. To date, four Countywide Local Road Safety Plans have been developed that address the unique safety needs of each county and local jurisdiction. The effort included 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. NJDOT issued and executed the Task Order in late September. A kick-off meeting was held on October 11, 2022. As part of the Task Order, a modification was made to extend the effort into Year 3. This was approved by the Policy Board at the September 2024 meeting.

The plans were completed in December 2024 and endorsed by their respective County Commissioners as part of the Federal Safe Streets and Roads for All Action Plan requirement process. The Plans can be found at [www.saferoadssouthjersey.com/](http://www.saferoadssouthjersey.com/). In addition to the completed plans, data from the extensive data collection effort is now available on [NJGIN](http://NJGIN).

The Year 3 Project Implementation is underway and providing consultant support for project implementation to selected counties and/or municipalities. Stakeholder meetings were held in each of the counties in March 2025 to kick off the 3<sup>rd</sup> year effort and begin to develop strategies to advance the plans. Training for municipalities and Counties for safety implementation will be held in Summer 2025.

**Local Safety Program Design Assistance** *ongoing*; 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 in preparing construction plans, specifications, and estimates (PS&E) for safety improvement projects selected under SJTPO's Local Safety Program, advancing projects from the Cumberland County Bicycle and Pedestrian Safety Action Plan, including:



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- 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 held on December 15, 2023. 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 and work towards 60%-plans is progressing. Continued coordination with the overlapping East Avenue project (Walnut to Chestnut Reconstruction project) is required. CED submission is expected to be in September 2025, with authorization of FD (DES) anticipated in mid-December.

Survey and base mapping for High Street and 3<sup>rd</sup> Street/Wheaton Avenue in Millville has been completed with 30%-plans delivered, with comments from the City shared during a project status meeting. Additional discussions will take place as the project progresses to 60%. CED submission is expected to be in September 2025, with authorization of FD (DES) anticipated in mid-December.

Subconsultant T&M Associates is leading the design work for the City of Bridgeton with survey and base mapping completed. Designs for the Bridgeton projects (Atlantic and Irving Avenues) are progressing with a 30% submission delivered in mid-January. The consultant team will follow up with the City to obtain comments. CED submission is expected to be in November 2025.

Design is progressing on schedule for a 30% submission of High Street Pedestrian Safety Improvements to Millville, delivered to the City in mid-March. CED submission is expected to be in December 2025.

Project Fact Sheets have been developed for all four project locations as part of the Public Involvement Action Plan. A project website will be created and housed on SJTPO's website. This will act as a central information hub for the project. The website may include resources about the project such as the project fact sheet, project location map, PowerPoint presentations (if applicable), educational materials, renderings, and project schedule.

## **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 1,900 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 to complete this effort at the May 2024 Policy Board meeting. After negotiations, the initial contract advanced (Task 1) Coordination and Administrative and (Task 2) Pavement Collection Data



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Collection only, with the Ancillary Data Collection (Task 3), Data Integration (Task 4), and the Pavement Management System Implementation and Analysis/Pavement Management Software Subscription to be negotiated later.

A Notice to Proceed was issued effective July 1, 2024, with the project kick-off meeting held on July 10, 2024.

The consultant has assembled the baseline map, which is being used for pavement data collection. Data collection started in mid-October and is 100% completed. The DBE subconsultant is nearly complete with Quality Control (QC) of the data collected, including identification of pavement type, bridges, and alleys. Once QC is done, distress processing and pavement condition indexing will start.

At their March 24, 2025, meeting, the Policy Board approved a Change of Scope, Cost, and Schedule, advancing Data Integration (Task 4) and Pavement Management System Implementation and Analysis/Pavement Management Software Subscription (Task 5). The Amendment to the Subcontract Agreement authorized a change in scope of work with a revised maximum fee of \$414,563.83 and a time extension through June 30, 2026. A Notice to Proceed was issued, effective April 1, 2025.

Task 3 (Ancillary Data Collection) will be considered after further discussion with subregional partners. With the revised maximum fee being \$414,563.83, SJTPO will need to reallocate funds to advance additional work as the initial budget for Task 25/401 Regional Pavement Condition Data Collection is \$417,695.

## **Staff Augmentation** *ongoing*; Jennifer Marandino

*WSP USA Inc. in association with Radin Consulting (DBE)*

Through this effort, consultant support will be provided for six tasks within the 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. The effort will 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).

WSP USA Inc., in association with Radin Consulting (DBE), to assist with the Staff Augmentation effort. A Notice to Proceed was issued effective November 26, 2024, with a project kick-off meeting held on December 4, 2024.

Under Task 25/113 Transit and Human Services Planning, in March and April 2025, WSP, in conjunction with SJTPO, has convened meetings with numerous stakeholders to discuss inequitable transit access, a critical issue identified in *Forward 2050*, as well as obtain information that will likely be utilized in the upcoming Coordinated Human Services Transportation Plan (CHSTP) update. These meetings have been with the Atlantic County Local Citizens Transportation Advisory Committee, the Non-Profit Development Center for Southern NJ, the Walter Rand Institute at Rutgers, the South Jersey Economic Development District (SJEDD), and the SJTA.

Under 25/119 Resiliency and Reliability Planning, two meetings with stakeholders have been convened



**Date:** May 12, 2025

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to date. The first, convened on March 11, 2025, shared the highlights of the Regional Vulnerability Framework study completed in 2024, while the second meeting, (held April 14<sup>th</sup>), focused on SJTPO's toolbox and how SJTPO could assist the subregions in advancing resiliency projects.

Under 25/111 Performance-based Planning, the consultant team developed a list of questions on performance measures utilized by other MPOs (of similar size to SJTPO). On April 22, 2025, an interview was conducted with a staff member of the Tri-County Regional Planning Commission in Michigan.

Under Capital Programming & Project Development, the consultant team has attended quarterly status meetings with subregional partners to get a full understanding of the status of federally funded projects. Additionally, the team reviewed the RTP projects, and solicited feedback from subregional partners, developing a project pool for the FFY 2026-2035 TIP, which was submitted to NJDOT in early March. Staff have been working with the consultant team to develop a Data Management Plan for all GIS related data. The plan includes detailed guidelines on the project directory structure, GIS standards and requirements, quality control processes, layout templates, and a workflow for publishing and managing content in ArcGIS Online. It covers the hierarchical organization of GIS data, software standards, coordinate system standards, geodatabase schema requirements, metadata standards, quality control measures, and best practices for ArcGIS Online management.

The consultant will additionally create an ArcPro template that will include Layouts templates, Authoritative Server Connections, Styles, and Symbologies. The upcoming TIP will be used as an example project to walk through establishing the new file structure and ArcPro mapping.

WSP is also assisting with work under Task 25/117 Freight Planning, providing re-establishment of the Freight Advisory Committee in Fall 2025. Ongoing efforts include freight planning initiatives and priorities that supply relevant data, analysis, and recommendations in alignment with SJTPO's Regional Freight Plan and the NJ Statewide Freight Plan.

An Amendment to the Subcontract Agreement was approved by the Policy Board in March 2026 to include additional support under Task 25/117 and to continue work related to Transit/Human Services Planning, ultimately delivering four separate Coordinated Human Services Transportation Plan (Access for All Transit Plan). A Task Order Modification was approved to extend the work through June 30, 2026.

## **Complete Streets Technical Assistance Program Pilot *ongoing*; Jennifer Marandino**

*Rutgers, Bloustein School of Planning and Public Policy in partnership with the New Jersey Bicycle and Pedestrian Resource Center at Voorhees Transportation Center at Rutgers and Cross County Connection TMA*

The official Notice to Proceed for this effort was issued on October 31, 2024, with a kick-off meeting held on November 7, 2024.

A webinar was held on December 5, 2024, to assist municipalities in identifying potential projects for technical assistance and highlight how other New Jersey communities have used this program to address local issues. A recording of the webinar is available on [YouTube](#). A lunchtime webinar was held on January 23, 2025, to learn about the new grant opportunity being offered to municipalities in the SJTPO



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region. An in-person workshop was held on January 30<sup>th</sup>) to provide an overview of Complete Streets, including associated design and funding considerations.

Applications for the competitive process were open through February 28, 2025. A total of six applications were received with three municipalities selected to receive technical assistance through this program:

- **Borough of Buena**, Atlantic County will receive Complete and Green Streets for All Policy Guidance
- **Egg Harbor City**, Atlantic County, will receive Complete and Green Streets for All Policy Guidance
- **Pennsville Township**, Salem County, will receive a Bicycle Corridor or Network Plan

Municipalities were notified in mid-April with kick-off meetings scheduled for early May, where the objective will be to refine project outcomes, schedule, scope of work, and roles and responsibilities. Emails were sent to those selected and those not selected offering an opportunity to discuss their project goals and how they might advance their efforts outside of the technical assistance program.

**Regional Active Transportation Master Plan** *consultant selection pending*; 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 and then November of 2024. However, to provide additional time to develop the scope of work, its release was delayed. The RFP was released on January 30, 2025, with proposals received on Thursday, March 6, 2025. The Consultant Selection Committee reviewed and scored the proposal received, conducting interviews with the top three proposers the week of April 7, 2025. The TAC recommended consultant selection for Policy Board approval for their May meeting.



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**Re:** Technical Program Update

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## ***Other Technical Program Efforts***

### **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.

SJTPO had contemplated reallocating the funds to Task 25/401 Regional Pavement Condition Data Collection; however, given the fact that the efforts were in different state fiscal years and under different task orders, this was not possible. This project has been canceled.

### **Signal Analytics Data *ongoing*; Kent Schellinger/Jennifer Marandino**

After research and consultation, it was determined that the most cost-effective and feasible solution was to purchase Signal Analytics, which is an ancillary data product to the INRIX data suite. As a member of the Eastern Transportation Coalition, through its relationship with NJDOT, SJTPO has access to the INRIX data suite and the ability to purchase additional data platforms such as Signal Analytics. The cloud-based data provides access to systemwide traffic signal metrics without 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 the 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).

A new Memorandum of Understanding related to the purchase of additional Signal analytics Data from the University of Maryland/INRIX has been fully executed. The University will issue a Purchase Order with INRIX and SJTPO will issue a Purchase Order with the University in January 2025. SJTPO was invoiced for the data purchase in January 2025 with a one-time administrative included. The second year of data will be invoiced in January 2026, with access to the data through December 31, 2026.



**Date:** May 12, 2025

**Re:** Technical Program Update

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## **South Jersey Travel Demand Model Recalibration;** *temporarily deferred; Kent Schellinger*

This technical study seeks consulting services to update the validation year and recalibrate the South Jersey Travel Demand Model (SJTDM). This work is included as a two-year study in the SJTPO FY 2025, identified as Task 25/402 South Jersey Travel Demand Model Recalibration.

The RFP was released on Monday, December 16, 2024, with one proposal received on Tuesday, January 14, 2025. After extensive review and comprehensive internal discussions, SJTPO decided not to proceed with the project as proposed. The discussions revealed significant gaps in necessary data (ex. Household Travel Survey) that were not anticipated in the initial RFP. The delay in obtaining this and other crucial data significantly impacts the capacity to effectively carry out the recalibration. As such, the decision was made to temporarily defer the release and execution of this technical study. SJTPO intends to investigate strategies to acquire missing data, which may include issuing a new RFP to collect essential data.

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

### **ITEM 2505-11: Approving the Selection of Michael Baker International, Inc. as the Consultant for the Regional Active Transportation Master Plan**

#### **PROPOSAL**

At its May 12, 2025, meeting, the Technical Advisory Committee (TAC) recommended that the Policy Board approve the selection of Michael Baker International, Inc., in association with WSP (subconsultant) and Drive Engineering (DBE), for the Regional Active Transportation Master Plan effort.

#### **BACKGROUND**

The Regional Active Transportation Master Plan effort will develop a comprehensive network of pedestrian and bicycle facilities throughout the four-county region. Aiming to improve regional connectivity and mobility through strategic infrastructure planning, the plan includes a detailed assessment of the level of traffic stress (LTS) across the roadway network to identify barriers to safe and accessible active transportation.

On January 30, 2025, SJTPO released a Request for Proposal (RFP) seeking qualified firm(s) to complete the Regional Active Transportation Master Plan study. The Notice of Availability was sent to the 300 subscribers on the RFPs mailing list.

Six (6) proposals were received through the open and competitive process. The TAC-designated Consultant Selection Committee consisted of representatives from SJTPO, the City of Vineland, and Atlantic, Cumberland, and Salem Counties. Members reviewed the proposals and interviewed the top three (3) ranked firms. The Consultant Selection Committee selected Michael Baker International, in association with WSP (subcontractor) and Drive Engineering (Disadvantaged Business Enterprise, DBE), to advance the technical study.

Members of the selection committee had no modifications to the proposal, but were particularly focused on three areas for the project's advancement: a Targeted Network Development - identifying priority areas most in need of new facilities while avoiding duplication of existing projects, an Inclusive Outreach Strategy - combining digital tools with alternative communication methods to ensure broad public and community engagement, and a Differing Stakeholder Engagement - engaging varied user groups through multiple outreach channels and tracking responses by user profile to ensure representative input.

The total cost of the effort is \$224,589, with 12.55% DBE participation by cost. The consultant-led technical effort is included in SJTPO's FY 2024 UPWP as Task 24/403 Regional Active Transportation Master Plan with a budget of \$224,589 (FHWA-PL).

Jacob Cummings, Program Manager - Safety Initiatives and Complete Streets  
South Jersey Transportation Planning Organization  
817 East Landis Avenue, 2nd Floor  
Vineland, New Jersey 08360

**RE: Regional Active Transportation Master Plan**

Dear Mr. Cummings:

Michael Baker International, Inc. (Michael Baker) shares your vision to expand access and opportunity across the South Jersey four-county region, and deliver on the promise of a more livable, vibrant, and sustainable future.

The Michael Baker team is uniquely positioned to provide our consulting services to South Jersey Transportation Planning Organization (SJTPO) and develop the Regional Active Transportation Master Plan in response to your RFP dated January 20, 2025. Our highly regarded and experienced team members are both well-known and well-acquainted with SJTPO and includes **WSP** and **Drive Engineering (DBE)**. Together, we bring considerable experience with active transportation in South Jersey, having delivered numerous trail, bicycle, and pedestrian plans, including the Atlantic County Bikeway Feasibility Study by WSP. We provide to SJTPO our extensive portfolio of Complete Streets, bicycle, pedestrian, and trails master plans; engaging stakeholders and the public in productive and creative ways; and advancing SJTPO’s Vision of an interconnected multimodal transportation system, based on regional cooperation and collaboration, to move people and goods in a safe and efficient manner, inclusive of all modes, all users, and all trip purposes.

Our team, led by planning veteran **Peter Kremer, AICP, PP**, is uniquely qualified to deliver a plan that meets the needs and fulfills the goals of a safe, accessible, and equitable SJTPO region. Peter and the team will deliver the Regional Active Transportation Master Plan from our **Hamilton office, located at 300 American Metro Blvd, Hamilton, NJ 08619**.

**THE MICHAEL BAKER TEAM ADVANTAGE:**

**COMPLETE STREETS & ACTIVE TRANSPORTATION EXPERTISE**



Our team is guided by proven and experienced leaders. SJTPO will benefit from our comprehensive qualifications and award-winning multimodal and Complete Streets project portfolio and expertise.

**A LOCAL, EXPERIENCED, AND FULL-SERVICE TEAM**



The Michael Baker team provides a unique depth of local knowledge and experience to seamlessly partner with SJTPO to deliver practical, innovative, and cost-effective solutions and strategies.

**COMMITMENT TO MEANINGFUL COMMUNITY ENGAGEMENT**



We bring deep outreach and communications experience across a wide range of plans and projects that will enable us to work seamlessly with South Jersey stakeholders, decision makers, and the public.

Michael Baker is committed to providing quality services on a timely basis, and we look forward to working with the SJTPO on this project. We have reviewed and accept the SJTPO Standard Contract Agreement Boilerplate included as Exhibit I in the Request for Proposal (RFP). Please contact me at 609-807-9532 or [gbosque@mbakerintl.com](mailto:gbosque@mbakerintl.com) for additional information or to schedule an interview.

Sincerely,

MICHAEL BAKER INTERNATIONAL, INC.

Gilberto R. Bosque, P.E.  
Vice President and Principal-in-Charge

***The SJTPO reserves the right to determine whether the identified information and records are exempt from public disclosure and will advise the proposer accordingly.***

## TECHNICAL APPROACH AND UNDERSTANDING

The SJTPO region is home to a desirable and uniquely diverse mixture of towns, villages, small cities, and main streets among vast stretches of farmland, preserved lands, and scenic ocean- and river-front coastlines. Its expansive areas differ significantly from the typical conditions and travel needs of its central and northern New Jersey neighbors, with a population density about one-quarter of the statewide composition.

The Michael Baker team approach of community-led and data-driven methodologies is derived from our extensive experience with South Jersey and SJTPO and presents a plan that is truly reflective of the region's distinctive context, communities, landscapes, demographics, and safety and travel needs.

The SJTPO Regional Active Transportation Master Plan (ATP) will connect South Jersey residents, workers, and visitors with education, job opportunities, healthcare and social services, healthy lifestyles, and the region's vast tourism, cultural, and recreational opportunities. This plan seeks to provide these connections and improve the ability to travel safely between where people live and where they need to and want to travel. Whether they be school children, service economy workers without a second family car, residents seeking recreational opportunities, or even visitors by the thousands who come to South Jersey, new and safer alternatives are essential for daily mobility needs.

Our team members and **Project Manager, Peter Kremer, AICP, PP** are ideally suited to this undertaking, having prepared numerous prominent safety and active transportation plans for New Jersey's counties and municipalities, including Cumberland, Ocean, Mercer, Somerset, and Passaic Counties, as well as Atlantic City, Cape May, Ocean City, and Somers Point.

The ATP goals, objectives, and recommendations will build upon the opportunities identified in recent plans and initiatives, including the South Jersey Trails Design Guide, Cape May County Regional Trail, Network-Feasibility Study, Atlantic County Bikeway West-Feasibility Study, Maurice River Corridor Study, and connecting westward to the Camden County LINK Trail, and The Circuit Trails network.

The ATP will address critical gaps in the regional active transportation network and advance the goals of SJTPO's Regional Transportation Plan, Forward 2050, including:

- Promote accessibility and mobility for the movement of people and goods
- Support the regional economy
- Increase and enhance opportunities for travel and tourism
- Improve transportation safety
- Establish the framework for a unified bicycle and pedestrian count program

Our technical approach for the ATP includes the creation of a Regional Active Transportation Committee, which shall continue after the completion and adoption of the ATP to support continued implementation and maintenance, a recommendation our team has made for several recent active transportation plans.

The Michael Baker team approach builds on our diverse depth of experience and qualifications, with our emphasis on equity for underserved populations, communication, and collaboration with the public, local stakeholders, and decision makers. We will assess demand, barriers to safety and mobility, and opportunities for improvement; develop an interconnected regionwide active mobility network; and recommend strategies for grant funding and implementation. Team members WSP and Drive Engineering brings extensive experience with the South Jersey region, expertise in the essential data-driven methodologies, and familiarity with the SJTPO public and stakeholders.

The Michael Baker team has scaled the scope of services from the RFP to the budget available from the funding agency.

## NARRATIVE SCOPE OF WORK

### Task 1: Coordination and Administration

The Michael Baker project management approach places communication, coordination, and collaboration between our team and our clients at the forefront of all our plans, projects, and studies. The Michael Baker planning process is community-led and data-driven and prioritizes equity and SJTPO's underserved communities. Our team will implement a process of collaboration and communications, with an emphasis on listening to, and engaging directly with, SJTPO residents' stakeholders, and decision makers.

#### Michael Baker's Project Manager Responsibilities

We have designated Peter F. Kremer, AICP, PP as project manager for the Regional Active Transportation Master Plan (ATP). Peter will serve as the primary source of contact, responsible for managing the day-to-day activities of the Michael Baker team, and scheduling and leading the bi-weekly project update meetings with the SJTPO, preferably via the Teams platform. Peter shall be responsible for ensuring all study deliverables are prepared with the highest level of quality and tailored to meet the needs of the end users.

Peter's responsibilities shall include maintaining the project schedule; tracking project and financial performance; preparing monthly progress reports and invoices; coordinating with team members; and working proactively to maintain the demands of the work plan, schedule, budget, and study deliverables.

#### Bi-weekly Status Meetings

Peter will schedule, provide agendas, and lead bi-weekly status meetings to keep the ATP on schedule, provide status on deliverables, and discuss responsibilities, action items, and upcoming ATP events, and activities.

#### Project Kickoff Meeting

To meet the demands of the study timeline, we propose to schedule an administrative and technical project kickoff meeting immediately upon receipt of Notice-to-Proceed (NTP). Peter will schedule the meeting promptly upon consultant selection with SJTPO to discuss project management and technical items, including confirmation of the scope of work and schedule, refinement of the public involvement strategy, and progress reporting and invoicing requirements. A detailed project schedule shall be prepared for review at the kickoff meeting, with monthly updates to follow.

The kickoff meeting is also an opportunity to expedite critical path technical items and data collection, and transition directly into the planning process. Such items include applicable policies, guidelines and plans, and data and mapping requests, and candidates for advisory committee and stakeholder participation. This will help the Michael Baker team transition seamlessly into the Needs Assessment and Outreach tasks.

#### SJTPO Project Manager Responsibilities

The client shall designate a project manager to serve as the primary point of contact between the consultant team and the SJTPO. The SJTPO's project manager will provide overall project oversight and perform administrative tasks including consultant selection; contract administration; processing of invoices; and ensuring the consultant team adheres to the scope of work, budgets, and schedule.

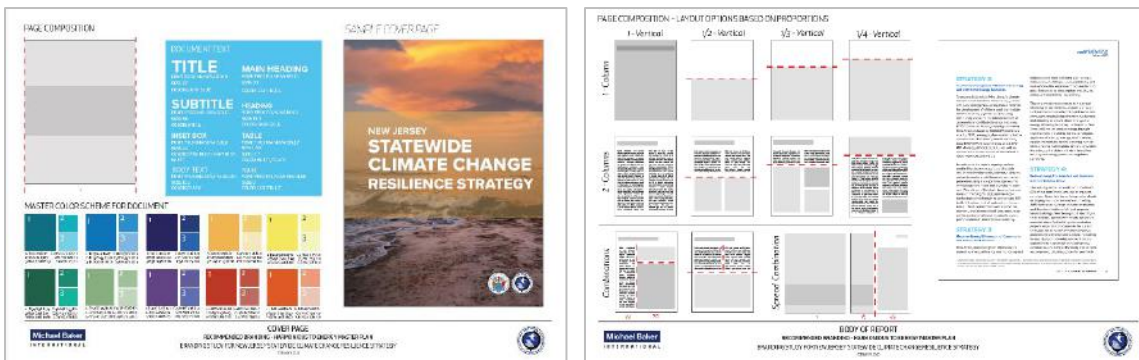
The SJTPO project manager will also be responsible for recruiting and formation of the advisory committee, stakeholder groups, active participating in public outreach and engagement activities, and coordination with the municipal partners. In addition to these project management tasks, the SJTPO project manager will be responsible for reviewing and commenting on all Michael Baker products and deliverables.

#### File Sharing

Michael Baker will implement an internet-based file-sharing service as a tool for facilitating collaboration, communication, and sharing data resources and plan documents sharing among key participants, anticipated to be SharePoint or similar platform. Study partners – SJTPO, Michael Baker, and subconsultants Drive Engineering and WSP, shall provide the names and contact information for all individuals to be provided access to the SharePoint platform.

## Branding and Style Guide

At Michael Baker we strive to make each client’s custom branding and formatting standards an integral component of all plan reports and deliverables. ATP branding will include a unique project logo, color palette, and fonts, as well as standardized document formatting and layout. The project branding and style guidance will be applicable to all technical memoranda, draft and final reports, and PowerPoint slide shows.



*Michael Baker developed the branding and graphic communication for New Jersey’s first Climate Science Report for the New Jersey Department of Environmental Protection.*

### TASK 1 DELIVERABLES

The Michael Baker Project Manager will be responsible for:

- Submit monthly task-based invoices and progress reports to the SJTPO.
- Lead the project kickoff meeting and the subsequent bi-weekly status meetings and provide agendas and summaries. Implement and maintain the internet-based file-sharing service as a tool for facilitating collaboration.
- Develop a style manual for the preparation of technical memoranda, reports, presentations, maps, and other materials prepared for the study.
- Prepare and submit a schedule of tasks and a timeline for SJTPO review.
- Submit all deliverables to SJTPO per SJTPO guidelines and guidance.

SJTPO will be responsible for:

- Participate in bi-weekly conference calls and a project kick-off meeting with the Michael Baker team.
- Review and provide feedback on all interim and final deliverables.
- Review and processing of invoices and progress reports

## Task 2: Review Existing Policies, Guidelines, And Plans and Equity Assessment

The Michael Baker team will prepare a review of applicable policies, guidelines, and plans completed by SJTPO, and the region’s counties, municipalities, nearby Metropolitan Planning Organizations (MPOs), among others.

Similar to our work on the BIKENewark Bicycle Master Plan, the Michael Baker team will prepare a review of relevant recent regional active transportation plans and resources to gather guidance on study methodologies, outreach and collaboration, critical issues, and recommendations, with emphasis given to areas with comparable demographic characteristics, land use patterns, transportation systems, and socio-demographic conditions (e.g., Tri-County Regional Planning Council, Wilmington Area Planning Council, and Lehigh Valley Planning Commission, etc.), and anticipated to include examples where tourism is an essential element of the regional economy.

Southern New Jersey has increased in diversity within the past decade. Accordingly, the plan will evaluate where underserved community members live and work, and their unique travel needs. The ATP planning process begins with a comprehensive understanding of the demographic and ethnic makeup of SJTPO, with particular emphasis on underserved residents and communities, and vulnerable roadway users. Our team has extensive experience in integrating equity into transportation planning and decision making and we are passionate about improving people’s lives.

SJTPO will assist with obtaining local and regional plans and guidance, Recreation and Open Space Inventory documents, and Complete Streets policies.

### Literature Review

The Michael Baker team will collect, review, and summarize applicable existing plans, reports, policies, and studies, from plan partners and shareholders, anticipated to include the following:

- Active transportation resources in New Jersey, such as those from NJDOT
- Complete Streets policies: MPO, county, and municipal
- SJTPO plans including
  - South Jersey Trails Design Guide
  - Cape May County Regional Trail
  - Network-Feasibility Study
  - Atlantic County Bikeway West-Feasibility Study
  - Maurice River Corridor Study
- Additional relevant plans and guidance including
  - Camden County LINK Trail
  - Circuit Trails
- An additional resource could include the United States Department of Transportation's Guide for Maintaining Active Transportation Infrastructure for Enhanced Safety.

### ALICE - Equity Assessment

The Michael Baker planning process prioritizes equity and SJTPO's underserved communities. A key focus will be reviewing guidance and plans that document and provide recommendations for promoting equity through transportation and travel. This will improve access and mobility for underserved communities and promote more successful, healthier, and equitable circumstances for everyone. The equity assessment will: identify communities with vulnerable populations; avoid recommendations that have disproportionately high adverse effects; and strive to reduce and eliminate barriers to meaningful participation in the planning process. Results of the equity assessment will be used to inform the final recommendations, outreach strategies and methodologies, and location of demonstration projects.

Drive Engineering (DBE) will be responsible for the equity assessment, anticipated to include indicators for Asset Limited, Income Constrained, Employed (ALICE) demographic groups. The ALICE methodology was developed by the non-profit United Way and is focused on the increasing number of individuals and families who are fully employed but still unable to safely meet their basic daily travel needs.

### Crime Prevention through Environmental Design (CPTED)

Our team will also utilize the principles of Crime Prevention through Environmental Design (CPTED) to identify active transportation planning best practices, projects, and strategies, based on the unique demographics, circumstances, and context of the South Jersey region.

The CPTED methodologies identify context-specific improvements and strategies to make travel safer and more accessible, including for example enhanced street lighting at targeted locations for pedestrians, cyclists, and transit patrons.

### Prioritization Methodologies

Review of existing policies, guidelines, and plans will include guidance for agencies engaged in active transportation planning. This shall involve a methodology of data-driven approaches that evaluate and prioritize projects. These strategies will result in projects that can be implemented and provide various options for funding assistance from federal, state, and local sources.

For BIKENewark, the Michael Baker team developed and implemented a matrix-driven methodology to develop, evaluate, and prioritize ranking of the candidate active transportation routes and strategies. The literature review, ALICE equity assessment, and CPTED tasks will serve as critical inputs to our proposed matrix-driven prioritization methodology to be developed in Task 5: Regional Priority ATP Network Mapping.

## TASK 2 DELIVERABLES

The Michael Baker Project Manager will be responsible for:

- Literature review that emphasizes recommendation and projects specific to the active transportation travel and the active transportation network
- ALICE - Equity Assessment
- Regional Network accessibility and gaps analysis
- Summary of Crime Prevention through Environmental Design (CPTED) framework applicable to developing a safe active transportation network

## Task 3: Data Collection and Existing Conditions

WSP will take the lead in Task 3, and develop the data-driven resources, GIS analytics, and assessment methodologies to document and identify existing conditions and constraints, and mapping of candidate improvements for the regional active transportation network.

The Michael Baker team will determine existing conditions for active transportation in SJTPO through data collection, review of existing planning documents, field work, and public outreach. We will collect, review, and synthesize applicable resources and data to be used as inputs to subsequent Tasks. The SJTPO, NJDOT, NJ DEP, counties, municipal partners, and stakeholder groups shall provide these resources and data as needed and as available.

These data and resources are proposed to support:

- Creating GIS maps and tables to identify existing and proposed bicycle routes
- Inventory and mapping of existing, planned and proposed bicycle infrastructure

Data collection is anticipated to include, but not be limited to:

- GIS data resources
  - Base mapping to be obtained from SJTPO, NJDOT and NJDEP (trails layer)
  - Existing, planned and proposed on- and off-road bicycle infrastructure
  - Location data for schools, parks, and other active transportation destinations accessible by bicycle
- Crash, traffic, and bicycle usage data
  - Most current five (5) years of bicycle crash data available
  - Existing bicycle and trail demand counts
  - Traffic data from available sources, including Replica

### Base Mapping and GIS Analytics

One of the earliest tasks will be to assemble the regional GIS network to support assessment of: existing conditions, accessibility analysis. Bicycle Level-of-Traffic-Stress (LTS); crash and safety assessment; ALICE equity assessment; and other critical methodologies. All maps produced with GIS data will conform to the SJTPO standards.

The Michael Baker team will be to develop a project base map that is suitable to support the development and display of resources, conditions, constraints, and mapping needs.

### 3.1. Existing and Planned Facilities Network

The regional active transportation network map as a key step in the ATP planning process, providing a framework to visually represent existing and planned facilities. Michael Baker team will utilize Geographic Information Systems (GIS) mapping software datasets, including sidewalk and crosswalk inventory- where available - from SJTPO, NJDOT, and NJDEP. Additional outreach or data requests from SJTPO subregional partners may be appropriate for this task to establish the planned network. Coordination with regional partners may be appropriate to ensure connections to the Circuit Trail and the Delaware Trails and Parks systems in future trail planning efforts.

### 3.2 Regional Network Accessibility Analysis

The accessibility analysis will help to identify gaps and potential conflicts with other transportation elements in the region and identify regionally significant destinations that may be key points of interest within the area. Data from the public and stakeholders will supplement these mapping resources. The resulting network will identify potential regional active transportation corridors and connections.

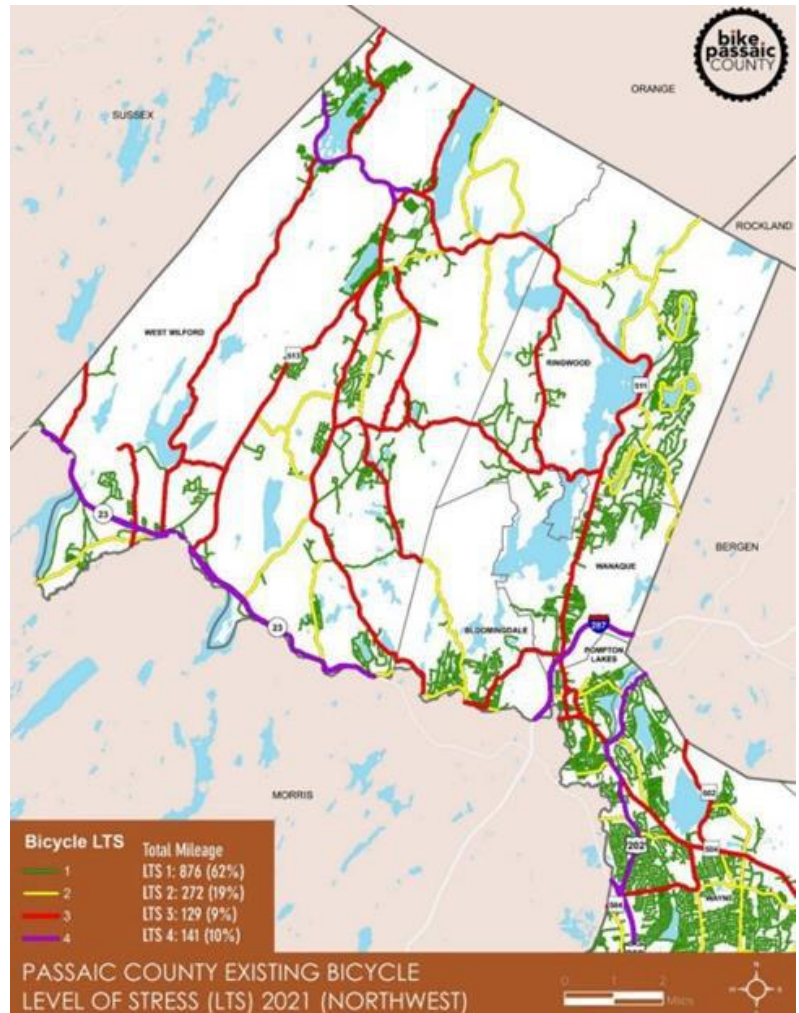
The ATP will prioritize areas where bicycle and pedestrian activities can provide the greatest benefit. This approach, combining data-driven research, detailed plan reviews, and meaningful stakeholder engagement, will foster a more integrated and accessible transportation system for all users.

### 3.3 Existing and Projected Bicycle Level-of-Traffic-Stress (LTS) Analysis

The Michael Baker team is a leader in the application of the LTS methodology, and we continue to augment and enhance our LTS techniques and toolbox to accurately reflect and assess the unique issues, context, and mobility needs of each study area location and municipality. Our team is currently preparing a statewide LTS bike map for NJDOT, and we have prepared numerous comprehensive LTS assessments including for Somerset, Passaic, Mercer, and Essex Counties, and the Cities of Newark and Paterson; a similar process will be employed here. For this analysis, we will also utilize the data collected as part of the SJTPO Countywide Local Road Safety Plan, which includes a comprehensive inventory of sidewalks, crosswalks, pedestrian crossings, outside barriers, and fixed objects on county and Municipal roads in the SJTPO region.

#### Crash Analysis

Safety is a significant concern for SJTPO and integral of all Michael Baker plans and studies. We will obtain the most current five (5) years of bicycle crash data available on both county and municipal roadways, develop mapping of crash locations, and identify the crash hotspots (high crash occurrence and severity corridors).



#### TASK 3 DELIVERABLES

The Michael Baker team will be responsible for the following:

- Develop GIS base mapping with applicable data layers
- Display and existing conditions assessment, anticipated to include:
  - Existing and currently planned active transportation facilities
  - Regional network accessibility analysis with barriers and gaps analysis
  - Bicycle Level-of-Traffic-Stress (LTS)
  - Safety and crash data

## Task 4: Public and Stakeholder Outreach

Public and stakeholder engagement is essential to developing the regional active transportation network. We recognize that successful transportation plans and projects depend not only on technical expertise but also on the active involvement of key stakeholders and the public to ensure that community voices are integrated into the decision-making process. Our public involvement approach builds broad support while ensuring that the final plans reflect community needs and aspirations. In cooperation with SJTPO, we will develop a robust and adaptive approach for obtaining input from an appropriate mix of planning partners and stakeholder organizations.

The Michael Baker planning process prioritizes equity for SJTPO's underserved communities with an emphasis on listening to, and engaging directly with, SJTPO residents, stakeholders, and decision makers.

The final meeting is anticipated as a summary-level presentation of the ATP and recommendations to SJTPO Board.

### Public Engagement Plan

The first step is to define a plan for community and stakeholder involvement that fosters meaningful engagement, participation, and communication with a diversity of SJTPO stakeholders. In coordination with SJTPO and the advisory committee (R-TAC), the Michael Baker team will design and implement a public outreach plan that seeks input through comprehensive and diverse methods, including outreach to low-income, minority, and other disadvantaged groups, including persons who would represent ALICE workers.

The Public Engagement Plan (PEP) will enable the Michael Baker team to define the planning process, activities, and schedule, and is envisioned to include the following features:

### Project Website and Social Media

The Michael Baker team will provide content for posting to a website preferred by SJTPO. Several excellent candidates are recommended in the RFP, and we will also provide content to SJTPO at key plan milestones for posting to SJTPO and study partner social media feeds.

### Regional Active Transportation Committee

We will work collaboratively with SJTPO to establish a Regional Active Transportation Committee (R-TAC) to guide development of the plan. As we have recommended for previous plans, SJTPO intends for this committee to continue after delivery and completion of the ATP plan, supporting the ongoing growth, development, and implementation of the plan recommendations and active transportation network. During this effort, the R-TAC shall be used to influence decisions made in the planning process and serve as stakeholders.

Our approach builds the R-TAC membership with an emphasis on including non-traditional partners as well as users of the system. Members may include bicycle and pedestrian advocacy organizations, bike clubs or event organizers, bicycle shop owners, and health-related organizations. This may also include representation from regional partners in the SJTPO region: the Bicycle and Pedestrian Advisory Council (BPAC), Transportation Management Associations, Rails-to-Trails Conservancy, DVRPC's Circuit Trail, active transportation implementers at the municipal level, as well as state agencies (NJDOT, NJ TRANSIT, and NJDEP).

We will engage directly with the R-TAC throughout the project to develop and review key deliverables. During meetings, we will present findings from the study and actively seek constructive feedback on essential elements intended to achieve the best outcomes. We will prepare agendas, presentations, and meeting notes for the R-TAC meetings.

The Michael Baker team recommends up to three (3) virtual R-TAC meetings:

- The first TAC meeting will serve as a "kickoff" with planning process overview, goal setting exercise, and preliminary findings, anticipated to include findings from ALICE equity assessment and crash data.
- The second meeting will present summary findings from the data analysis, public engagement, and existing active transportation infrastructure, to set the stage for the draft ATP map and routes
- A third and final meeting will serve to review and provide feedback on the draft ATP deliverable and implementation matrix

### In-Person Interactive Mapping Exercise

Drive Engineering (DBE), based on their extensive experience and relationships with SJTPO, will lead the in-person interactive mapping task. In previous years, our team has hosted a similar mapping and data gathering session at the annual New Jersey Bike & Walk Summit. This has proven a useful and efficient way to support the planning process and gather valuable comments and bicycle route recommendations.

Based on the initial plan timeline, the Michael Baker team proposes this session at the (Spring) 2026 New Jersey Bike & Walk Summit to present and solicit comments and feedback on the proposed ATP regional active transportation network.

The Michael Baker team has a strong working relationship with the New Jersey Bike & Walk Coalition, and we anticipate them being an enthusiastic and highly beneficial partner.

### Public and Stakeholder Outreach

Strategies for outreach will be needed to address how to reach members of the communities and target users of the active transportation network. Innovative ideas are encouraged and should go beyond attendance at existing community meetings, well-attended events, and traditional public information centers.

The Michael Baker team therefore proposes up to five (5) targeted public and stakeholder and outreach activities and/or events to gather insights into user experiences, preferences, and challenges, providing detailed qualitative feedback on specific aspects of the study. This may include underrepresented population segments, transportation-challenged individuals, and similar. The focus groups aim to acquire diverse perspectives that will enhance effective and inclusive transportation solutions.

Our Team will use the ALICE data developed through Task 2 to identify the communities that need particular attention to gather perspectives through three focus groups. These focus groups will work with community partners for recruitment and may provide language access, based on the needs of the identified groups.

Additionally, two public events, which could take the form of a community walk and/or ride, a workshop, or other event as developed with SJTPO and the Steering Committee, will provide inputs from the wider community in the planning process. These events will be timed to provide input at key junctures, providing important information to the existing conditions and the final Plan.

Spanish is the primary Limited English Proficiency (LEP) language in the SJTPO region. All outreach efforts in each community must address accommodation and the translation of materials. Following the "Safe Harbor" provision, other languages shall be considered, which guides what SJTPO identifies as LEP languages.

Our team will take the lead in conducting all public outreach activities and preparing the outreach materials, with the addition and identification of focus groups. The consultant will also be responsible for preparing presentation materials (display boards, presentations, handouts), as well as all public notices/advertisements and content for social media platforms, in coordination with SJTPO to distribute, publish, and promote the project's ongoing efforts.



*Mapping exercise for SJTPO's Maurice River Corridor Study in 2024.*

## TASK 4 DELIVERABLES

The Michael Baker Project Manager will be responsible for:

- Prepare the Public Engagement Plan (PEP)
- Provide content and social media materials for posting to web page of SJTPO preference
- Prepare meeting agendas, PowerPoint presentations, and meeting facilitation
- Up to three (3) R-TAC meetings
- Up to five (5) targeted public and stakeholder and outreach activities and/or events, based on ALICE findings and best practices to engage SJTPO's diverse demographics and stakeholders, with goal of achieving active engagement to provide meaningful and beneficial discussion and comments
- A final summary-level presentation of the ATP and recommendations to SJTPO Board

SJTPO will be responsible for:

- Assist with recruitment of R-TAC and stakeholder participants:
- Recruit & invite candidate R-TAC members, utilizing invitation letter supplied by the Michael Baker team
- Recruit and invite candidate focus group participants
- Secure locations for in-person outreach events, as needed
- Host and maintain content at web page of SJTPO preference and social media feeds

## Task 5: Regional Priority ATP Network Mapping

The ATP will propose an active transportation network for SJTPO, not just individual and isolated pedestrian improvements, bicycle lanes, and trail segments but an integrated, interconnected, and region-wide network specific to the regional local communities and context. We will define the existing network, make recommendations for improvements, provide pertinent details for each segment, and identify key next steps and actions for implementation.

Task 5 implements Michael Baker's community-led and data-driven planning process, assembling and assessing findings from Literature Review and Equity Assessment (Task 2), Data Collection and Existing Conditions (Task 3), and Public and Stakeholder Outreach (Task 4) to create a robust conceptual, regional active transportation network. To enhance safety and accessibility for all, considerations will factor in bicycle and pedestrian crash statistics. This, along with the identification of the presence of barrier roads and gaps that disrupt and hinder connectivity and access.

Facility type selection will be framed at a general level by guidance from the New Jersey Complete Streets Design Guide Design Guide, whose development was led by our project manager, Peter Kremer.

### ATP Team – Regional Network Brainstorming Session and Charette

For several recent regional bicycle and active transportation plans, the Michael Baker team has successfully convened a brainstorming/charette session to bring together and review the data-driven and community-led elements of the plan, and work collaboratively to develop a draft program of recommendations: projects, policies, and strategies. Michael Baker proposes this session to streamline development of the plan recommendations by bringing together the client (SJTPO) with the Michael Baker team to achieve consensus on the draft regional ATP network and supporting recommendations. A session of one-day is proposed, with the Michael Baker team leading the session at the SJTPO offices.

### Ranking Matrix and Prioritization of Candidate Improvements

For BIKENewark, Michael Baker also developed and implemented a methodology to assess the projected benefits of providing dedicated new bicycle facilities, to identify specifically which potential new facilities would actively improve safety and separation from traffic, rather than just expose cyclists to stressful and uncomfortable proximity to moving traffic.

Application of this methodology for the SJTPO ATP prioritizes those recommendations that best meet the vision and

goals as expressed by SJTPO stakeholders, decision makers, residents, and visitors.

Criteria may include, but will not be limited to:

- Connections to existing facilities and bicycle demand
- Crash history and severity, and existing and potential future LTS
- Links to key destinations and first and last-mile connections to transit
- Improved access and/or safety for underserved residents and communities
- Local support and public comments and input including feedback from charettes or other outreach methodologies
- Geographic distribution and balance across SJTPO region and municipalities

## TASK 5 DELIVERABLES

The Michael Baker Project Manager will be responsible for:

- Develop and document ranking matrix and prioritization of candidate improvements for SJTPO review
- Organizing and leading the proposed brainstorming/charette session to develop the draft recommendations
- Mapping and display of draft Regional Priority ATP Network for SJTPO review
- Final ranking matrix and mapping of Regional Priority ATP Network
- GIS files

SJTPO will be responsible for:

- Review and comment on draft ranking matrix and regional priority ATP network, up to 2 rounds of review
- Review and comment on Task 5 technical memorandum

## TASK 6: Regional Active Transportation Master Plan

Early in the planning process, the Michael Baker team shall prepare an outline for the ATP final report to be reviewed by SJTPO. Following concurrence on the outline, the Michael Baker team will begin assembly of components of the draft final report which is anticipated to include the following sections: Executive Summary, Introduction, Methodology, Findings and Recommendations, Implementation Matrix, and Appendix consisting of the technical memoranda.

Based on the RFP schedule, the MPO intends to have the final report presented to the R-TAC and SJTPO's Technical Advisory Committee (TAC) in the fall of 2026. The Michael Baker work plan and schedule meet the RFP requirements for the draft plan and specified deliverables. The technical memoranda and PowerPoint presentations for the TAC and public meetings will provide the content, findings, and recommendations for the final report and deliverables. The ATP final report and appendices shall be submitted in electronic format only, as hard copies are not required. The Executive Summary but not the full final report shall be translated into Spanish.

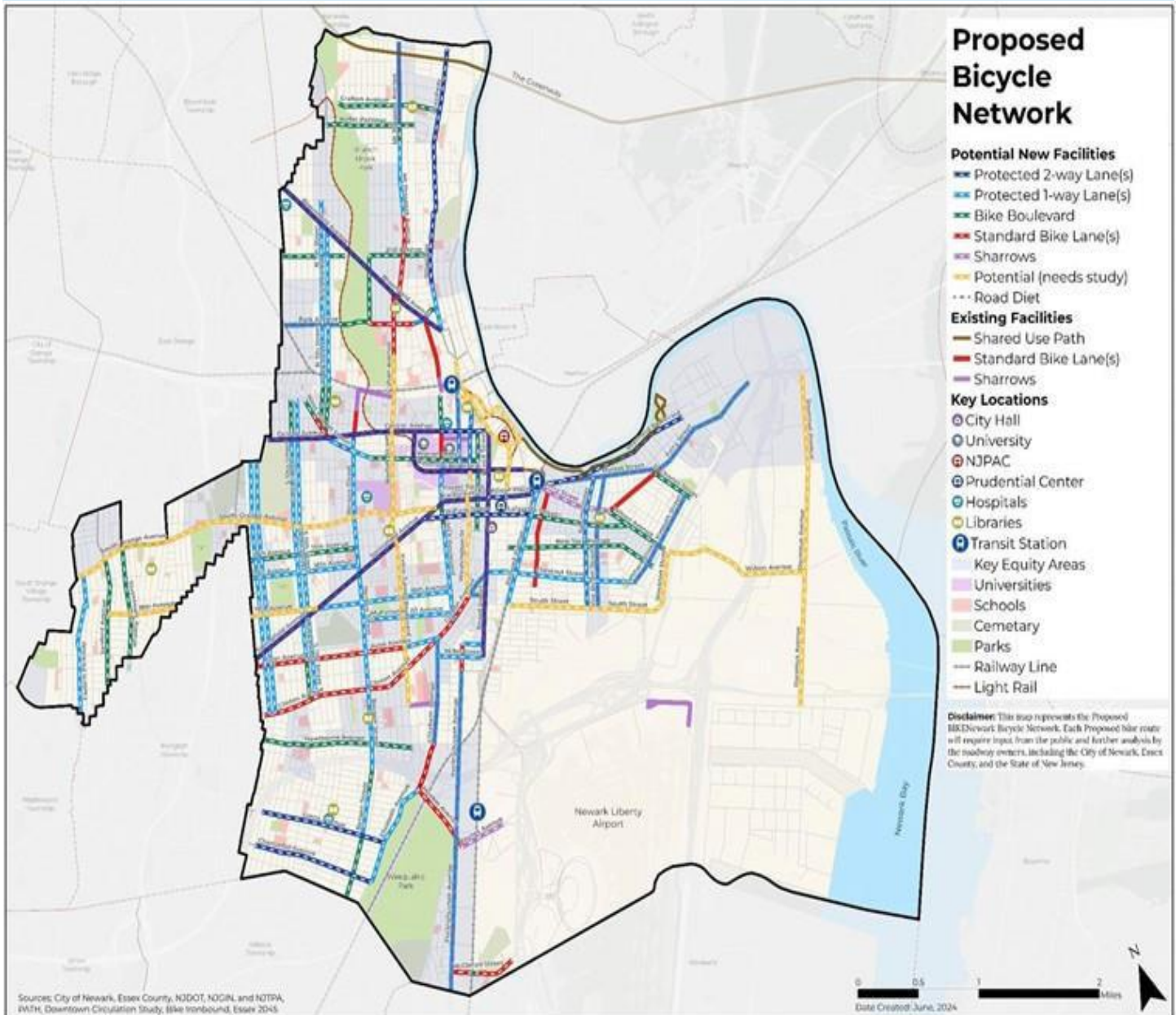
### Regional Active Transportation Master Plan

The Michael Baker team shall organize and assemble deliverables and incorporate the findings into the Regional Active Transportation Master Plan (ATP) final report, including existing conditions, data synthesis and analyses, and the results from public and stakeholder engagement events and activities. In coordination with SJTPO and the R-TAC, the team will articulate a comprehensive regional vision for a conceptual active transportation network.

The Regional Priority ATP Network integrate public preferences and input, outlines a strategic framework for prioritizing projects using the propose ranking matrix methodology, to promote safe, equitable, and efficient regional connectivity, with clear implementation guidance. The final ATP documents serve as a foundational strategy to achieve a long-term vision for enhancing bicycle and pedestrian connections, and intended to improve, complement, and strengthen the fostering of healthier, more sustainable communities.

The schedule allows for up to one round of review for the final report by SJTPO and the R-TAC.

The figure below is an example of proposed bicycle route map from BIKENewark with existing facilities and key bicycle destinations. BIKENewark proposes 74 new miles of dedicated new bicycle facilities connecting across the City's neighborhoods and wards.



### Executive Summary

The Executive Summary will be high-level overview of the larger planning document, anticipated to be 2-4 pages and include the Regional Priority ATP Network map. The Executive Summary but not the full final report shall be translated into Spanish.

### PowerPoint Presentation

The PowerPoint presentation will provide narrative that distinctly presents the ATP elements: findings, results, challenges, solutions, lessons learned, and recommendations for next steps. Presentation shall be made to the Regional Active Transportation Committee and SJTPO's Technical Advisory Committee (TAC), anticipate for fall of 2026. Study Materials.

The Michael Baker team will provide digital copies of all presentation materials developed during the study. All data, including images, raw data from surveys, derived GIS layers, databases, mailing lists, etc., will be provided to SJTPO in its original source format. All Michael Baker GIS products will follow the procedures described in the SJTPO's EGIS User Manual, specifically Appendix U3 – EGIS Quality Assurance Program.

## TASK 6 DELIVERABLES

The Michael Baker Project Manager will be responsible for:

- Final Report Outline
- Draft and Final Report with Executive Summary, Implementation Matrix, and Appendix
- Regional Priority ATP Network
- Final PowerPoint Presentation
- GIS files
- ATP final report and appendices shall be submitted in electronic format only

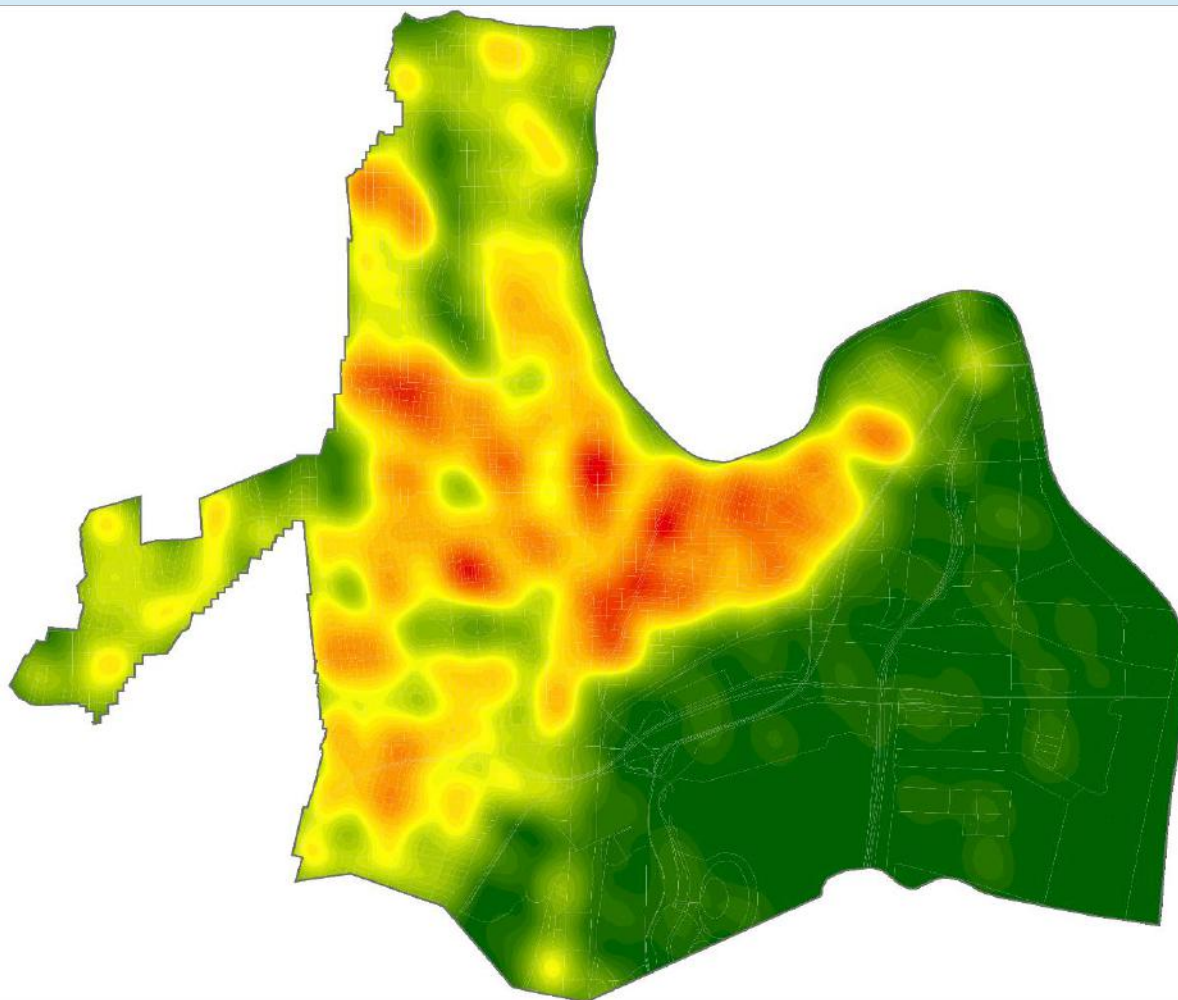
## Task 7. Bicycle and Pedestrian Count Program

The Michael Baker team will develop a framework for establishing a unified bicycle and pedestrian count program in the SJTPO region. The purpose of the count program will be to collect comprehensive data to inform future planning and decision-making related to implementation and build-out of the proposed regional network. Our team members have extensive experience with NJDOT, SJTPO, and other partners in developing and implementing travel and traffic data collection, including NJDOT's statewide Traffic Monitoring System (TMS). Recently we have worked with NJDOT to design and implement innovative pedestrian and bicycle data collection, including the eco-counter™ technologies.

The Michael Baker team proposes use of our Bicycle Demand model methodology to develop the bicycle and pedestrian count program. WSP will lead this task. Bicycle demand is influenced by a variety of factors, including the locations and density of population centers, jobs, key destinations, and demographic factors. Our team has developed and refined a Bicycle Demand model to identify critical origins and destinations for bicycle trips and areas that have conditions and demographics most conducive to bicycle trips and travel. The demand model methodology helps demonstrate the potential need for bicycle accommodations, identify potential routes, and guide the development of an interconnected and accessible active transportation network. We have made extensive use of the Bicycle Demand Model in our bicycle plans including most recently for BIKENewark and have used this methodology to target bicycle improvements to areas where they can attract the most use and achieve the most benefit to mobility, access, safety, and equity goals. The model can be adapted and enhanced for a full range of active transportation modes and trip purposes

Based on the results of the demand model and heat map, we will propose locations for up to 25 counting stations, including equipment type. Our approach will lay the groundwork for a dynamic, data-driven bicycle and pedestrian count program in the SJTPO region, shaping the future of active transportation infrastructure. By identifying high-demand areas and gaps in the current network through a heat-mapping effort, we will provide the insights needed to strategically develop bike lanes, pedestrian pathways, and other critical improvements. Our plan will outline where, when, and how data should be collected—incorporating best practices for equipment selection, staffing, seasonal adjustments, and adaptable methodologies. We will also explore the integration of portable, semi-permanent, and permanent counters, ensuring a sustainable system with clear stakeholder roles for long-term management. The final deliverables will include a detailed mapping of counter locations and a strategic framework that supports informed decision-making, fostering a safer, more connected regional network.

The figure below from BIKENewark (2024) demonstrates the Bicycle Demand methodology and heat map display of areas with highest potential demand for travel by bicycle. The model can be adapted and enhanced for a full range of active transportation modes and trip purposes.



### TASK 7 DELIVERABLES

The Michael Baker Project Manager will be responsible for:

- Bicycle Demand Model, adapted for active transportation assessment
- Active transportation heat map display and Identify areas with high potential demand
- Prioritize up to 25 for locations for counting stations, including equipment type, anticipated to include eco-counters and similar technologies and methodologies

SJTPO will be responsible for:

- Review and comment on draft ranking matrix and regional priority ATP network, with up to 2 rounds of review

## Task 8. Technical Assistance with Grant Applications

SJTPO's ambition is to have the consultant team develop, compile, and prepare one or more applications for various grant opportunities. We will guide SJTPO and/or subregional partners and identify applicable and available funding resources to advance a portion of the regional trail network.

The WSP Team has a significant amount of experience developing funding strategies designed to maximize an agency's efforts in evaluating and pursuing grant opportunities. Supported by our national Grants Development and Management Team, our local Philadelphia and Lawrenceville staff write and complete grant applications for state, county, and municipal clients seeking funds from DOTs, regional and bi-state agencies, and nonprofit organizations including the William Penn Foundation, which is dedicated to building out the vision of the Circuit Regional Trails Coalition. Having a national grants team allows WSP to gain familiarity with a wide array of funding opportunities from non-governmental and non-profit organizations that are typically unknown to local and regional governing bodies.

Working alongside SJTPO's subregional partners and leveraging our national expertise, we will develop a directory of regular annual funding opportunities that identifies the grantor agency, typical timeline of funding opportunities, and specific activities covered by each funding source. Our team will advance this effort by developing a regional/local model grant application related to NJDOT statewide offerings that subregional partners can use as a reference when competing for such grants.

For the ATP we will develop a model grant application template suitable to the applicable grant programs and the types of active transportation improvements proposed for the ATP.

Potential candidates for ATP grant writing efforts may include funding portions for Atlantic County Bikeway West, Northern Cape May County Bikeway, or other portions of the regional trail network. We will host a demonstration of the ATP's model grant application template for subregional partners and other interested parties, such as municipalities, shall be prepared to present by offering recommendations to complete the applications in their entirety.

### TASK 8 DELIVERABLES

The Michael Baker Project team will be responsible for:

- Developing a model grant application template suitable to the applicable grant programs
- Work with SJTPO to develop a short list of active transportation improvements eligible for the grant program(s)
- Complete one grant application from this list
- Host a demonstration of the ATP's model grant application template for subregional partners and other interested parties
- Specific deliverables include: a model grant application, a funding directory, a guidance memo outlining successful grant writing techniques and pitfalls, and up to one (1) grant application for a subregional partner seeking funding to improve the regional trails network.

**SCHEDULE**

		Month #	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
		Month	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	
Task	Detail																						
<b>1</b>	<b>Coordination and Administration</b>																						
	Kickoff meeting		Award	6-Jan-25																			
	Online project collaboration site (for use by project team)			◆																			
	Project Management meetings (every other week)			●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
	Monthly invoices with status reports and schedule updates			●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>2</b>	<b>Review Existing Policies and Equity Assessment</b>																						
	Data collection & literature review				Research	Draft	Comments	Final															
	ALICE-Equity Assessment				Draft	Comments	Final																
	CPTED Framework					Research	Draft	Comments	Final														
<b>3</b>	<b>Data Collection and Existing Conditions</b>																						
	Base mapping and GIS analytics			Collection	Finalize base mapping																		
	Existing and planned facilities mapping				Data collection		Draft	Comments	Final														
	Regional network accessibility and gaps analysis					Data collection		Draft	Comments	Final													
	Existing and projected LTS						Draft	Comments	Final														
	Safety and crash analysis			Collection	Draft	Comments	Final																
	Final Technical Memo							Draft	Comments	◆													
<b>4</b>	<b>Public &amp; Stakeholder Outreach</b>																						
	Public engagement plan			Draft	◆																		
	Project website and Social Media						●		●			●									●		
	Online survey and interactive map				Draft	Survey and map period				◆													
	Public and stakeholder meetings & in-person mapping exercise						●		●		●		●										
	R-TAC meetings (3x)						1: Kickoff					2: Findings								3: Draft ATP/Network			
<b>5</b>	<b>Findings &amp; Recommendations</b>																						
	ATP Team – Regional Network Brainstorming														●								
	Draft Ranking Matrix															◆							
	Prioritization of Candidate Improvements																◆						
	Final Matrix and Map												◆				Comments				◆		
<b>6</b>	<b>Regional Active Transportation Master Plan</b>																						
	Assemble Draft and Final ATP						Draft outline									◆						◆	
	Executive Summary and Power Point																	Draft				◆	
	Review and response period																						
<b>7</b>	<b>Bicycle &amp; Pedestrian Count Program</b>																						
	Demand model methodology and application															◆							
	Candidate count location and prioritization																	◆					
	Proposed locations mapping																				◆		
<b>8</b>	<b>Technical Assistance - Grant Application(s)</b>																						
	Model grant application template									Draft		◆											
	Candidate grant applications										◆						Draft		◆				
	Write up to one (1) grant application																	Draft		◆			

LEGEND	
●	Key meeting
◆	Deliverable

## TOTAL COSTS (DIRECT RATES) BY TASK

Task	Total Direct Costs
1 - Coordination and Administration	\$ 5,590.68
2- Review Existing Plans and Equity*	\$ 3,932.40
3 - Data Collection and Existing Conditions	\$ 16,833.76
4 - Stakeholder and Public Outreach*	\$ 18,620.39
5 - Regional Priority ATP Network Mapping	\$ 14,773.68
6 - Regional Active Transportation Master Plan	\$ 14,729.06
7 - Bicycle and Pedestrian Count Program*	\$ 4,210.38
8 - Technical Assistance of Grant Applications	\$ 3,704.08
<b>Total Direct Costs</b>	<b>\$ 82,394.43</b>

\*Drive Engineering (DBE/MBE) hours included in Tasks 2, 4, and 7.

Note: This cost does not include overhead or profit. For this breakdown, please refer to [Breakdown of All Other Charges](#).

## BREAKDOWN OF ALL OTHER COSTS

### Direct Labor

Michael Baker International (Prime) Direct Labor	\$	48,941.09
WSP (Sub) Direct Labor	\$	24,082.34
Drive Engineering (Sub - DBE/MBE) Direct Labor	\$	9,371.00
<b>Subtotal Direct Labor</b>	<b>\$</b>	<b>82,394.43</b>

### Overhead

Michael Baker International (Prime) Overhead at 140.86%	\$	68,938.42
WSP (Sub) Overhead at 141.93%	\$	34,180.07
Drive Engineering (Sub - DBE/MBE) Overhead at 160.729%	\$	15,061.91
<b>Subtotal Overhead</b>	<b>\$</b>	<b>118,180.40</b>

### Fixed Fee at 10%

Michael Baker International (Prime)	\$	11,787.95
WSP (Sub)	\$	5,826.24
Drive Engineering (Sub- DBE/MBE)	\$	2,443.29
<b>Subtotal Fixed Fee</b>	<b>\$</b>	<b>20,057.48</b>

### Non-Salary, Other Direct Expenses (ODC)

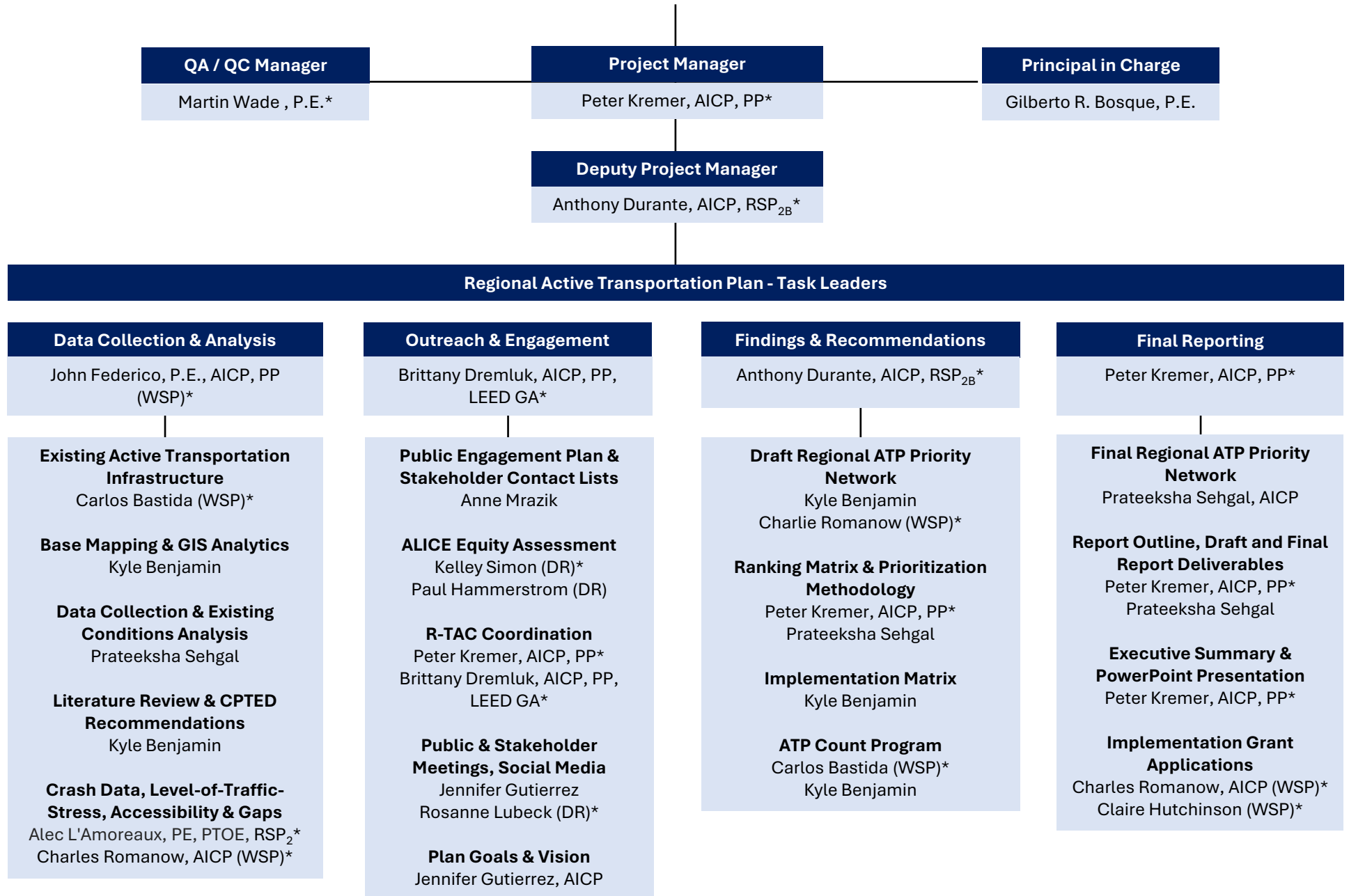
Michael Baker International (Prime)	\$	2,656.69
WSP (Sub)	\$	-
Drive Engineering (Sub- DBE/MBE)	\$	1,300.00
<b>Subtotal Non-Salary, ODC</b>	<b>\$</b>	<b>3,956.69</b>

### Total Costs (*Direct Labor + Overhead + Fixed Fee + ODC*)

Michael Baker International (Prime)	\$	132,324.15
WSP (Sub)	\$	64,088.65
Drive Engineering (Sub - DBE/MBE)*	\$	28,176.21
<b>TOTAL</b>	<b>\$</b>	<b>224,589.00</b>

\*DBE/MBE Participation, 13% of Total, which exceeds 9.95% Goal

# ORGANIZATIONAL CHART



\* Resume Included

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2505-11: Approving the Selection of Michael Baker International, Inc. as the Consultant for the Regional Active Transportation Master Plan**

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

**WHEREAS, the Fiscal Year (FY) 2024 SJTPO Unified Planning Work Program includes Federal Highway Administration planning funds for this project through Task 24/403 Regional Active Transportation Master Plan, programmed as a two-year effort continuing through FY 2025; and**

**WHEREAS, the Notice of Availability of Requests was sent to 300 subscribers on the Requests for Proposals (RFPs) mailing list on January 30, 2025; 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, six (6) 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 representatives from SJTPO, City of Vineland, and Atlantic, Cumberland, and Salem Counties, which reviewed the proposals and evaluated them according to SJTPO's published criteria; and**

**WHEREAS, the top three (3) firms were interviewed; and**

**WHEREAS, the Consultant Selection Committee recommends Michael Baker International, Inc., in association with WSP (subconsultant) and Drive Engineering (DBE); and**

**WHEREAS, the SJTPO TAC, at their May 12, 2025, meeting, endorsed the recommendation of the Consultant Selection Committee and the selection of Michael Baker International, Inc. as the Consultant for the Regional Active Transportation Master Plan effort at a total project cost of \$224,589; and**

**WHEREAS, the scope of work was well aligned with the goals of the study, no changes to the initial scope of work were required, and**

**WHEREAS, this project will be funded through the FY 2025 UPWP Technical Program as Task 24/403 Regional Active Transportation Master Plan, with a budget of \$225,000; and**

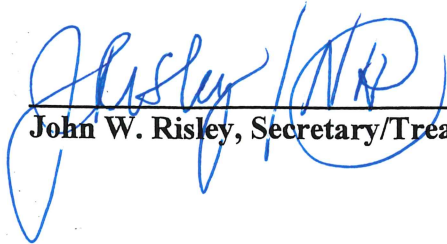
**NOW THEREFORE BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the above selection for the Regional Active Transportation Master Plan, with a maximum fee of \$224,589 and a minimum 12.55% DBE participation; and**

**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 May 27, 2025.**

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

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

### **ITEM 2505-12: Extending the Appointment of Brown & Connery, LLP as General Legal Counsel to the South Jersey Transportation Planning Organization**

#### **BACKGROUND**

At its May 28, 2024 meeting, the SJTPO Policy Board, through Resolution 2405-13, approved the selection of Brown & Connery, LLP as General Legal Counsel for a one (1) year contract term with a one (1) year option to renew with hourly rates as stated below:

- Two hundred dollars (\$200.00) per hour for firm partners;
- One hundred Seventy-Five dollars (\$175.00) for non-partners or associates;
- One hundred dollars (\$100.00) for Clerks and law school graduates awaiting bar results;
- Ninety dollars (\$90.00) for paralegals; and
- One hundred Twenty-Five dollars (\$125.00) for Workers Compensation Attorney

SJTPO has been extremely satisfied with the General Legal Counsel and particularly the work of Michael J. Watson, who is a Partner in the law firm of Brown & Connery, LLP. As such, SJTPO desires to exercise its option to renew this contract for the period of one (1) year from July 1, 2025, to June 30, 2026.

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2505-12: Extending the Appointment of Brown & Connery, LLP as General Legal Counsel to the South Jersey Transportation Planning Organization**

**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, services of General Legal Counsel do not constitute Engineering or Architectural Services pursuant to PL 92-582 of 1972, known as the "Brooks Act"; and**

**WHEREAS, SJTPO solicited proposals on in accordance with the fee schedules set forth in the RFP28, 2024, from qualified firms to provide General Counsel services using the procurement procedures of the South Jersey Transportation Authority; and**

**WHEREAS, the Consultant Selection Committee, consisting of SJTA and SJTPO staff, reviewed the proposals and recommended the firm of Brown & Connery, LLP of Westmont, New Jersey, as General Legal Counsel to the South Jersey Transportation Planning Organization; and**

**WHEREAS, the appointment term was for one (1) year with a one (1) year option to renew with hourly rates as set forth in the Request for Proposals: Two Hundred (\$200.00) dollars per hour for partners, One Hundred Seventy-Five (\$175.00) dollars per hour for associates, One Hundred (\$100.00) dollars per hour for clerks and law school graduates awaiting bar results, Ninety (\$90.00) dollars per hour for paralegals, and One Hundred Twenty-Five (\$125.00) dollars per hour for Workers' Compensation attorney; and**

**WHEREAS, the SJTPO desires to exercise its option to renew this contract for the period of one (1) year from July 1, 2025, to June 30, 2026.**

**NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the extension of the appointment of Brown & Connery, LLP of Westmont, New Jersey to provide General Legal Counsel services to the SJTPO; and**

**BE IT FURTHER RESOLVED, that the Policy Board requests that the South Jersey Transportation Authority execute the appropriate contractual arrangements with the law firm on behalf of 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 May 27, 2025.**

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