

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**  
**Policy Board – Special Meeting**  
**Monday, August 25, 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: June 23, 2025](#)**
- d. **Communications**  
**[NJ Federal Lands Access Program Call for Projects FFY 2027-2029](#)**
- e. **Report of the Technical Advisory Committee – Matthew Pisarski, Chairperson**
- f. **Chairman's Remarks**
- g. **Public Comment *limit to three (3) minutes per person***
- h. **New Business**
  - 1. **[Resolution 2508-20](#): Approving a Minor Amendment to the FFY 2024-2033 Transportation Improvement Program for the Route 50, Bridge over Cedar Swamp Creek Project**  
*Presenter: John Peterson, Subregional Program Specialist*  
NJDOT has requested approval of a Minor Amendment associated with DBNUM 17329 Route 50, Bridge over Cedar Swamp Creek. The action taken will change the funding source from STBGP-FLEX funding for CON (construction) in FFY 2025 to Bridge Formula Program (BFP), increase the project cost from \$35.800 M by \$16.573 M to \$52.373 M, and advance the project CON phase from FFY 2026 to FFY 2025. This project is planned to follow the Design-Build delivery process.
- i. **NJDOT Update**
- j. **Adjournment**

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

Monday, July 28, 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:**

Kaleem Shabazz, City of Atlantic City  
Anthony Fanucci, City of Vineland  
Louis Millan, NJ TRANSIT  
Daniel Corrigan, SJTA *in-person*

Len Desiderio, City of Sea Isle  
Andrew Bulakowski, Cape May County  
Amy Polachak, NJDOT

**Also, in attendance:**

Ranae Knowles, Atlantic County  
Dave Maillet, City of Vineland  
Rick Caudill, City of Vineland  
Jason Simmons, FHWA  
Nathan Chadwick, NJ TRANSIT  
Lisa Avichal, NJOPA  
Nancy Ridgway, public  
Nancy Hammer, SJTPO *in-person*

Ben Woodward, Atlantic County  
Kathleen Hicks, City of Vineland  
Matt Pisarski, Cumberland County *in-person*  
Michael Eleneski, Governor's Authorities Unit  
Evan Hanson, NJDOT  
Michael Watson, Brown & Connery, LLP  
Jennifer Marandino, SJTPO *in-person*

**APPROVAL OF MINUTES: June 23, 2025**

**On Motion** by Councilman Shabazz and seconded by Dan Corrigan, with an abstention by Chairperson Desiderio, the minutes of June 23, 2025, were unanimously approved.

**COMMUNICATIONS**

Jennifer Marandino briefly explained the letter that was received from Sean Dufft, the Secretary of Transportation at USDOT. Ms. Marandino shared that as part of President Trump's agenda to end illegal discrimination, inefficient climate change policies, and other harmful initiatives in Federal programs, the President has issued several Executive Orders, which were referenced in the letter itself.

The letter explains that any initiatives or orders made between noon on January 20, 2021, and noon on January 20, 2025, are no longer in effect and will not be supported.

Jason Simmons added that with every administration change, various executive orders are rescinded, changed, or modified. In this case, there are some projects/initiatives where funding sources may need to be reevaluated so that federal funds are not the primary source to remain compliant with the Executive Orders.

## **CHAIRMAN'S REMARKS**

Chairman Desiderio stated that he hoped everyone was enjoying their summer and that if they had not had the opportunity, they should visit Cape May County and spend some time there, in particular in Sea Isle City.

## **REPORT OF THE EXECUTIVE DIRECTOR**

Jennifer Marandino explained that there was no report of the Technical Advisory Committee for this meeting since there was no TAC meeting held for the month of July; however, in the place of the meeting, SJTPO hosted a public meeting for the TIP/Conformity Determination. Participants were able to attend in person at the SJTPO office or virtually via GoToMeeting. Ms. Marandino noted that the daytime public meeting was held on Monday, July 14, 2025 (10:00 AM), while the evening public meeting was held on Wednesday, July 23, 2025 (6:00 PM).

Ms. Marandino noted that while there was participation by member agencies, there was very limited participation by the public; she also noted that there were no public comments to date. She additionally shared that the public comment period was extended until Sunday, August 17<sup>th</sup>, to allow the public to review Appendix B, Performance-Based Planning and Programming.

She added that there were several modifications to the FFY 2024-2033 TIP; the modifications, being Administrative or Informational, were all included in the Executive Director's report. She noted that the TIP Tracker has been updated to reflect the actions as noted and is attached for reference. The same will be available on the SJTPO website at the end of July.

Ms. Marandino stated that there is information included in her report regarding Staff Vacancies, noting that there were related action items to be handled in the "New Business" portion of the meeting.

She briefly explained that in the project status chart, there were several project authorizations made for Federal Funds, and the progress is being monitored.

Ms. Marandino shared that, as usual, the Technical Memo is included, showing the status of the six (6) active technical studies.

## **Public Comment**

There were no public comments.

## **NEW BUSINESS**

1. **Resolution 2507-17: Approving the Executive Director's Recommendation for Filling SJTPO's Assistant Planner, Resiliency & Transit Planning**

**On Motion** by Mayor Fanucci and seconded by Councilman Shabazz, Resolution 2507-17 was opened for discussion.

Ms. Marandino explained that for this candidate, as well as the candidate for the next resolution, SJTPO advertised the position for approximately 45 days from April 24, 2025, through June 9<sup>th</sup>. To give SJTPO the most flexibility, the position was advertised for an Assistant and a Principal Planner. She noted that, depending on the qualifications and experience of the applicant pool, the positions could be filled at the Assistant Planner or Principal Planner level. The position

description referred to this, noting the salary range for each level, indicated that the final salary will be commensurate with experience and education.

Ms. Marandino added that a total of 17 candidates submitted their resumes and other requested materials for consideration for the positions. A total of three (3) people submitted their interest in the position within the Capital Programming & Project Development program area. One (1) candidate expressed initial interest in both positions. Candidates had a wide range of experience. Given both vacancies, SJTPO conducted interviews for both positions together, with each top candidate being made aware of their consideration for either position. A total of five (5) people were interviewed for the two positions.

Benjamin Woodward emerged as the top candidate for the Assistant Planner position within the Regional Planning and Systems Performance program area, working under the direction of Program Manager David Heller. Benjamin Woodward is currently serving as an Assistant Planner with the Atlantic County Department of Regional Planning and Development. There is additional information regarding his background included in the item sheet itself.

Ms. Marandino added that at their July 11, 2025, meeting, the SJTPO Personnel Subcommittee Meeting approved the recommendation of the Executive Director for the hiring of Benjamin Woodward to fill SJTPO's vacant position.

She noted that the action was presented to SJTA's Board of Commissioners at their July 16, 2025, meeting and that through email correspondence, the Governor's Authorities Unit indicated SJTPO/SJTA can proceed with the hiring as recommended. A copy of Mr. Woodward's cover letter and resume was included in the packet. She additionally noted that the Veto period would end on August 7<sup>th</sup>.

With no further comment, Resolution 2507-17 was unanimously approved by Roll Call Vote.

2. **Resolution 2507-18 Approving the Executive Director's Recommendation for Filling SJTPO's Assistant Planner, Local Project**

**On Motion** by Lou Milan and seconded by Dan Corrigan, Resolution 2507-18 was opened for discussion.

Jennifer Marandino stated that, as she mentioned for the previous resolution, SJTPO conducted interviews for both positions together, with each top candidate being made aware of their consideration for either position. A total of five (5) people were interviewed for the two positions.

Hope Viviani emerged as the top candidate for the Assistant Planner, Local Project Development position. She will be reporting to Program Manager Alice Gibson. Hope Viviani is currently serving as an Assistant Planner with the Lower Merion Township Building & Planning Department.

Ms. Marandino added that at their July 11, 2025, meeting, the SJTPO Personnel Subcommittee approved the recommendation of the Executive Director for the hiring of Hope Viviani to fill SJTPO's vacant position within the Capital Programming & Project Development program area.

She noted that the action was presented to SJTA's Board of Commissioners at their July 16, 2025, meeting and that through email correspondence, the Governor's Authorities Unit indicated SJTPO/SJTA can proceed with the hiring as recommended. A copy of Hope Viviani's cover letter and resume is attached for reference. She additionally noted that the Veto period would end on August 7<sup>th</sup>.

With no further comment, Resolution 2506-15 was unanimously approved by Roll Call Vote.

3. **Resolution 2507-19 Approving the Executive Director's Recommendation for a Salary Increase for Jenna Monaghan**

**On Motion** by Lou Milan and seconded by Commissioner Bulakowski, Resolution 2507-19 was opened for discussion.

Ms. Marandino began by noting that Jenna Monaghan is currently an Assistant Planner under the Safety Initiatives & Complete Streets program are under Jacob Cummings. She has recently become a candidate for the American Institute of Certified Planners (AICP). This designation reflects her commitment to upholding the highest ethical standards in the planning profession and her successful completion of the rigorous AICP Certification Exam.

Ms. Marandino explained that in recognition of this significant professional milestone, Ms. Monaghan shall receive a salary increase per the Executive Director's recommendation. The increase reflects her enhanced qualifications and the added value she brings to the SJTPO team.

Ms. Marandino also noted that Benjamin Woodward, SJTPO's new hire, is an AICP candidate as well.

As in the other candidate recommendations, the SJTPO Personnel Subcommittee approved the Executive Director's recommendation at their July 11, 2025, virtual meeting. With favorable consideration, the action was added to SJTA's July 16, 2025, Board of Commissioners meeting. It was additionally noted that the Veto period would end on August 7<sup>th</sup>.

With no further comment, Resolution 2507-19 was unanimously approved by Roll Call Vote.

**NJDOT UPDATE**


Amy Polachak stated that she had no current updates but added that Farzana Ahmed may have some UPWP action updates at the next meeting.

Jennifer Marandino stated that SJTPO received the NJDOT Letter to Incur Cost for the FY 2026 UPWP and had finalized the task order agreement with signatures. She further noted that a revised letter was sent to SJTPO with a new Federal Agreement to be signed and resubmitted to NJDOT. SJTPO is waiting for the fully executed task order.

**ADJOURNMENT**

**On Motion** by Commissioner Bulakowski and seconded by Dan Corrigan, the meeting was adjourned at 10:27 a.m.

**Approved Minutes Certified Correct:**

 8/25/25  

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**Nancy Hammer**  
Designated Alternate Secretary  
for John W. Risley, Secretary/Treasurer



U.S. Department  
of Transportation

**Federal Highway  
Administration**

**Eastern Federal Lands Highway Division  
22001 Loudoun County Parkway  
Building E2, Suite 200  
Ashburn, VA 20147  
Phone 703-404-6201  
Fax 703-404-6217  
In Reply Refer to: HFPP-15**

**Federal Land Management Agencies  
Department of Transportation  
Regional, County & Local Governments  
Tribal Governments**

**August 1, 2025**

**Eastern Federal Lands Access Program Call for Projects Alert- New Jersey**

Greetings:

The Eastern Federal Lands Highway Division (EFLHD) of the Federal Highway Administration (FHWA) will be accepting Federal Lands Access Program (FLAP) applications in order to develop a multi-year program of projects for Federal Fiscal Years (FY) 2027 through FY 2029. All final project approvals will be contingent upon the availability of funds in the year for which they are being requested.

**The Call for Projects application period opens September 1, 2025, and runs through December 1, 2025. Please explore our FLAP website located at <https://highways.dot.gov/federal-lands/flap> and follow the links to the state webpage to download the application, review the applicant webinar, FAQ's and tips for preparing a good application. Applications should be submitted via email to [EFL.planning@dot.gov](mailto:EFL.planning@dot.gov) by the end of the day (11:59 PM) on December 1, 2025, to be considered. If required, applications via mail, Fedex, UPS etc. or fax will also be accepted.**

**An *estimated* total of \$1.3M will be available for programming in your State.**

***What is the purpose of the Federal Lands Access Program?***

The purpose of the FLAP is to provide safe and adequate transportation access to and through Federal Lands for visitors, recreationists, and resource users. The FLAP supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

***Where can projects be located?***

Proposed projects or studies must be associated with a public highway, road, bridge, trail or transit system that is located on, is adjacent to, or provides access to Federal lands for which the transportation facility's title or maintenance responsibility is vested with a State, county, city, township, tribal, municipal, or other local government entity.

***What types of applications will be considered?***

Applications will be accepted for the following:

**Capital Improvements**- These proposals include rehabilitation, restoration, construction, and reconstruction of

roads, bridges, multiuse trails, and other long-term transportation system asset improvements. This includes improvements such as safety improvements, widening, realignments, surfacing, culverts, signing, guardrail, walls and associated roadway appurtenances.

**Enhancements-** These proposals are road and trail related improvements such as interpretative signing, kiosks, viewpoints, adjacent vehicular parking areas, roadside rest areas (including sanitary and water facilities), provisions for pedestrians and bicycles, acquisition of scenic easement and scenic or historic sites, trailheads, trails, and improvements that improve public safety and reduce vehicle-wildlife mortality while maintaining habitat connectivity.

**Surface Preservation-** These proposals include surface preservation of roads, trails, and adjacent vehicular parking areas. They include chip sealing, crack sealing, and aggregate courses. FLAP funds are not intended for routine maintenance projects (e.g., potholes, mowing, snow removal, same type guardrail replacement, etc.).

**Transit-** These proposals include construction of transit facilities (e.g. ferry docks, helipads, boat ramps) and limited duration operation/maintenance of transit services and facilities (including vehicles) and the purchase of transit vehicles.

**Planning-** These proposals include engineering feasibility studies, corridor management planning, bicycle/pedestrian planning and alternative transportation system planning that will provide valuable information for future FLAP proposals.

**Research-** These proposals include evaluating solutions that enhance access, safety or sustainability. They address issues such as wildlife-vehicle collision avoidance measures, context sensitive roadside safety features, and congestion management strategies.

### ***Who may apply?***

Eligible applicants include State, county, tribal or city government agencies that own or have maintenance responsibility of the transportation facility or must supply a letter from the facility owner/maintainer indicating the application is being submitted on their behalf. Project applications must be sponsored and/or supported by the appropriate Federal Land Management Agency (FLMA) unit whose access would be enhanced by the proposed action. This acknowledgement of sponsorship and support must be demonstrated by an application signature and/or letter of support attached to the application from an appropriate representative of the benefitting FLMA unit. Early coordination between the appropriate FLMA and state/county/local/tribal government is encouraged to ensure adequate time for thorough review and input before the submittal due date. All projects must be submitted using the EFLHD Access Program Application form (located on the website).

### ***Are matching funds required?***

As a result of legislative action, the program no longer requires any matching funds. Project award values represent 100% federal funding. Applicants may also provide additional funds beyond the requested amount of FLAP funds to contribute to the project. Because of the limited amount of FLAP funding available in each state in any given federal fiscal year, proposals will receive additional consideration when funding is leveraged from other sources.

### ***How would the projects be delivered?***

On the application form you will select from EFLHD, State DOT, Local Public Agency or “Other” as the preferred delivery organization.

State DOTs are eligible to deliver their own projects. Local agencies requesting to deliver their own project must be certified by the State DOT or demonstrate prior experience with the use of federal transportation funds (Title 23) to deliver projects in compliance with Federal Highway Administration regulations. Additional information regarding local agency project delivery roles and responsibilities may be found at the following website:

<http://www.fhwa.dot.gov/federal-aidessentials/stateresources.cfm>

Eastern Federal Lands Highway Division is assessing impacts to our staffing resources and current project delivery schedules, which are pushing out of the current FLAP planning window. Unfortunately, this is preventing EFLHD from accepting the delivery responsibilities for potential new FLAP projects. We recommend that you reach out to your local,

county, MPO or state governments/state departments of transportation for delivery or cost estimating assistance. Architectural/Engineering firms can deliver projects on behalf of the applicant as long as consultant selections are made in a manner that provides full and open competition, and in adherence to applicable federal requirements.

***What if I have questions?***

You are welcome to contact any of the FLAP Programming Decisions Committee (PDC) members for your state with your questions using the contact information contained on the website. Additionally, questions about project eligibility or the EFLHD application process can be directed to Lewis Grimm or Richelle Ellis, FHWA/EFLHD (contact information shown below). Also please find on the website an applicant presentation, FAQ document and Tip Sheet with suggested factors to be considered for submitting a good application.

Thank you for your interest in the FLAP program. We look forward to working with you in developing a multiyear program of projects for the period of FY2027 - FY2029.

Lewis G. Grimm, P.E.  
Planning Team Leader  
EFLHD/FHWA  
Tel: (703) 404-6289  
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Richelle J. Ellis  
Access Program Planning Coordinator  
EFLHD/FHWA  
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# Eastern Federal Lands Access Program: Project Application Checklist

## Program Information:

The State Programming Decisions Committee (PDC) for the Eastern Federal Lands Access Program is currently soliciting Project Applications for Eastern Federal Lands Access Program funds. The PDC will evaluate Project Applications submitted and select those to be programmed. The selection criteria is reflective of needs in the State and Federal Lands Access Program Implementation Guidance. Project approval resides with the PDC. The PDC will select a balanced program made up of a variety of types and sizes to maximize funding and address critical access needs within the State.

## Instructions:

All project applications must be submitted using the Eastern Federal Lands Access Program Project Application form. Complete the project application with the most thorough and up to date information possible. It is the responsibility of the entity proposing a project to supply the necessary information to complete the Project Application. It is understood that data may not be available for all of the project application questions, but the agency may use anecdotal information as a substitute.

1. Complete Project Application Packet: Project Application, FLMA Signature/support letter, Cost Estimate, Project Map and Project Photos
2. Per the Submittal Instructions, e-mail your completed Application Packet to [efl.planning@dot.gov](mailto:efl.planning@dot.gov)  
If you need to send multiple emails due to file size, be sure to label the subject line with: State, Project name-1/2, 2/2 etc.

If you require assistance, please contact any of the following:

Richelle Ellis, Transportation Planner, [Richelle.Ellis@dot.gov](mailto:Richelle.Ellis@dot.gov), 703-404-6333

Lewis Grimm, Planning Team Leader, [Lewis.Grimm@dot.gov](mailto:Lewis.Grimm@dot.gov), 703-404-6289

John Wilson, Access Program Manager, [John.S.Wilson@dot.gov](mailto:John.S.Wilson@dot.gov), 703-404-6281

Eastern Federal Lands Highway Division

Click [here](#) for Additional information on the Access Program

## Project Application Packet Checklist:

**Project Proposal Application completed and signed by the benefitting Federal Land Management Agency or Letter of Support (for all Applicable Federal Agencies)**

**Project Map (Must identify project termini and the federal lands the project accesses, is adjacent to or located on)**

**Detailed Cost estimate- Project cost estimates should contain all relevant project costs including: Preliminary Engineering, NEPA, Construction Engineering costs, Contingency, ROW, utility relocation, etc. as applicable**

**Project Photos (Attach at least 4 - 6 Photos; should include typical existing conditions along route, structures, project termini, etc.)**

# FREQUENTLY ASKED QUESTIONS

## Federal Lands Access Program (FLAP)

### **General Information..... 2**

- What is FLAP?
- Who is Federal Lands Highways?
- What is the Programming Decisions Committee (PDC)?

### **Eligibility ..... 2**

- Who is Eligible to Apply?
- Are There Other Eligibility Requirements?
- What Federal Lands Are Included?
- What Kind of Projects Are Preferred?
- Can I Apply for Maintenance Projects?
- Can I Apply for Planning Studies?
- What is a Typical Project Size?

### **Funding Requirements ..... 3**

- Is There a Match Requirement?
- Any Requirements on Non-FLAP Funds?
- Does FLAP Accept In-Kind Contributions?
- Do I Need the Non-FLAP Funds Now?

### **Application ..... 4**

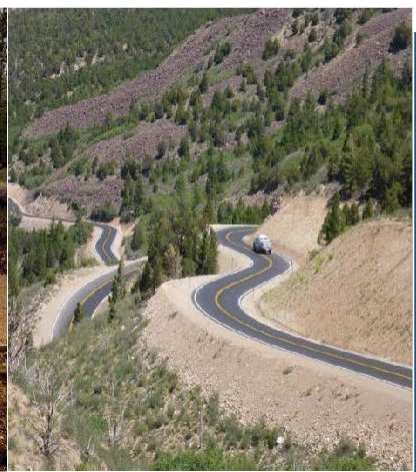
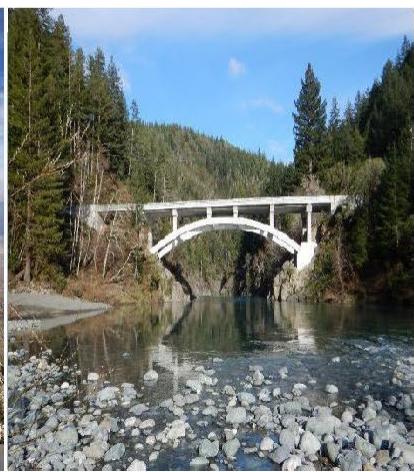
- How Do I Submit My Project Application?
- What Supporting Documents Do I Need?
- What About NEPA and ROW?

### **Project Evaluation ..... 4**

- How Will Projects Be Evaluated?
- What if My Project is Selected?
- What if My Project is Not Selected?

### **Project Delivery..... 5**

- Which Agency Will Deliver the Project?



## General Information

### What is FLAP?

FLAP is the Federal Lands Access Program. Its goal is to “*Improve transportation facilities that provide access to, are adjacent to, or are located within federal lands.*” More information, including information specific to your state, can be found at the FHWA FLAP homepage: <https://highways.dot.gov/federal-lands/programs-access>

### Who is Federal Lands Highways (FLH) of the Federal Highway Administration?

Our mission is “*Improving transportation to and within federal and tribal lands by providing technical services to the highway/transportation community, as well as building accessible and scenic roads that ensure the many national treasures, within our federal lands, can be enjoyed by all.*” FLH has three division offices: Western, Central, and Eastern. Learn more about us here: <https://highways.dot.gov/federal-lands/about>

### What is the Programming Decisions Committee (PDC)?

Each state has a three-party Programming Decisions Committee (PDC), made up of a federal, state, and local representative, that make programming decisions for the FLAP. PDC responsibilities include:

- Develop their own state’s processes and evaluation criteria
- Establish the ‘Call for Projects’
- Review applications
- Score and select projects
- Monitor the health of the Program of Projects

## Eligibility

### Who is Eligible to Apply?

Any state, county, local government, or tribe that owns or maintains a public transportation facility providing access to federal lands is eligible. In most cases, the project should be no farther than 10 miles from federal lands. If at the time of submitting your application, the Federal Land Management Agency (e.g., National Park Service, Forest Service) owns and maintains the transportation facility, but the maintenance responsibility will be transferred to a non-federal agency (i.e. county), the project is eligible. The applicant and FLMA must provide a statement indicating intent to transfer maintenance responsibility if the project is chosen.

### Are There Other Eligibility Requirements?

The following types of projects are eligible for funding under FLAP (additional information at [FHWA.gov](https://www.fhwa.gov)):

Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, context-sensitive solutions, construction, and reconstruction of Federal lands access transportation facilities located on or adjacent to (typically within 10 miles), or that provide access to, Federal land, and

- Adjacent vehicular parking areas, including interpretive panels
- Acquisition of necessary scenic easements and scenic or historic sites
- Infrastructure and facilities for pedestrians and bicycles
- Environmental mitigation in or adjacent to Federal land to improve public safety
- Improvements to reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- Construction and reconstruction of roadside rest areas, including sanitary, and water facilities
- Contextual wayfinding markers, landscaping, and mitigation of visual blight

### What Federal Lands are Included?

Federal lands are lands in the United States owned by the federal government. Land leased to a Federal Land Management Agency is not an eligible federal land destination. Most federal lands are administered by the Bureau of Land Management (BLM), U.S. Fish and Wildlife Service (FWS), the National Park Service (NPS), the U.S. Forest Service (USFS), the Bureau of Reclamation (BOR), the U.S. Army Corp of Engineers (USACE), or other U.S. Department of Defense (DOD) lands. The federal lands being accessed via the proposed FLAP project must be accessible to the public.

Tribal roads maintained by the tribe are eligible, but the roadway must access federal lands other than tribal (e.g., a FWS site).

In the case of a BOR or USACE owned or managed reservoir/lake where access to the water is through a state or county park, the roads leading to or within the park are eligible, if owned or maintained by a non-federal entity. The federally-owned reservoir/lake is an eligible federal land destination.

If you need to verify if your project accesses an eligible federal land destination, please reach out to Eastern Federal Lands ([efl.planning@dot.gov](mailto:efl.planning@dot.gov)).

### **What Kind of Projects are Preferred?**

Per legislation, preference must be given to transportation facilities providing access to federal high-use recreation sites and economic generators. Those are defined as:

- **Federal Recreation Site:** Any site used by the public to recreate on federal public lands. Note, “high-use” is a relative term for your region/local area/regional population. In other words, an extremely popular recreation site in one state or region will not be compared to a recreation site in another region.
- **Federal Economic Generator:** Any use of/on federal lands that increases investment and/or aggregate economic activity for a local community and/or region.

### **Can I Apply for Maintenance Projects?**

Yes, maintenance projects are eligible, but the PDC preference is typically not given to maintenance-only projects (i.e. crack sealing, chip seal, potholes, or drainage repair).

### **Can I Apply for Planning Studies and Design Projects?**

Yes, transportation planning and research projects are eligible. If you are considering applying for a planning study, please reach out to Eastern Federal Lands ([efl.planning@dot.gov](mailto:efl.planning@dot.gov)) to discuss your application, what information to provide the PDC, and details about your planning study or design effort.

### **What is a Typical Project Size?**

Project size is primarily dependent on the yearly program allocation by state. Based on the yearly allocation, PDCs generally try to select projects of varying size and geography to maximize benefit of the program. The Call for Projects notification letter will dictate the funding available in your state for this specific Call for Projects. Be practical and “right size” the scope, schedule and budget. Include options for scaling/phasing the project if applicable. (i.e. a 3-mile resurfacing project broken into 3 separate 1-mile long segments with associated costs). If there are insufficient funds for the entire project, you could receive partial funding.

## **Funding Requirements**

### **Is There a Match Requirement?**

The FLAP program no longer has a match requirement, and FLAP funds are eligible to fund up to 100 percent of the project’s costs. Funding from sources other than FLAP (e.g. grants, direct funding, discretionary sources, etc.) are allowed but cannot be used as a factor in the evaluation of projects. However, there are situations where an applicant may consider including non-FLAP funds in a project, particularly where a project includes elements that are tangential to the intent of the FLAP program. For example, a county applies to re-build a section of highway that provides access to a national forest, but only 50 percent of the vehicles on the highway are accessing the forest while the remaining traffic is pass-through or local traffic. To be competitive with other projects that are fully dedicated to improving access to federal lands, the applicant could consider providing a commensurate level of non-FLAP funds to the project.

### **Any Requirements on Non-FLAP Funds?**

If your project application includes non-FLAP funds, they can be from any local, state, or other federal source.

Funds authorized under the Tribal Transportation Program and the Federal Lands Transportation Program as well as other Federal funds not authorized under Title 23 or 49 may also be used for supplemental project funding.

### Does FLAP Accept In-Kind Contributions?

Yes, acceptable in-kind contributions include ROW acquisition and utility relocation costs. The following are not eligible as in-kind contributions:

- Equipment
- Any work done prior to execution of agreement with FHWA
- Materials
- Force account

## Application

### How Do I Submit My Project Application?

Steps for submitting your application include:

- Navigate to the FHWA FLAP homepage: <https://highways.dot.gov/federal-lands/programs-access>
- Find your state and confirm a 'Call for Projects' is 'Open'.
- Download and complete the required Application Form.
- Send your completed project application packet via e-mail to [efl.planning@dot.gov](mailto:efl.planning@dot.gov).
  - You may send your application packet over multiple emails if the attachments are too large, just be sure to label the email subject line to note multiple emails for the same submission.

### What Supporting Documents Do I Need to Submit?

When a 'Call for Projects' is open in your state, the list of required application packet submittals can be found on your state's FLAP page. Typically, the application packet submittal requirements include:

- Project Application with FLMA signature or letter of endorsement
- Supporting, detailed cost estimate
- Photos and maps that show project location, termini and linkage to the Federal Land being accessed.
- Any support letters for the project

### What about NEPA and Right of Way?

NEPA and right-of-way acquisition do not need to be completed prior to applying for FLAP. All federally funded projects do require NEPA documentation.

## Project Evaluation

### How Will Projects be Evaluated?

The PDC reviews project applications and evaluates each based on pre-determined criteria. The selection criteria are reflective of needs in that state, federal regulations, and guidelines. The FLAP criteria includes:

- Consistent with FLAP's vision
- Federal lands access proximity & significance
- High-use recreation site and/or federal economic generator
- Improves public access
- Safety improvement
- Preservation
- Sustainability & environmental quality benefits
- Project cost & scope risk
- Coordination with FLMA

Final project selection resides with the PDC. The PDC will make its final decision based on the project proposal's ability to meet the criteria as well as project support and Federal Land Management Agency priorities. Selected projects will be programmed based on availability of funds, project development delivery schedules, environmental and right of way constraints, and other federal investments.

### **What if My Project is Selected?**

If your project is selected, the applicant will receive a notification letter via email from Eastern Federal Lands.

Timing will then vary for the following steps based on the programmed year:

- EFL notifies successful applicants that they are Recommended for Programming.
- The applicant will be provided a Project Worksheet to complete and submit.
- The EFLHD Programs Office will send a detailed letter stipulating the scope of the project, the specific roles and responsibilities of all signatory parties, the anticipated project schedule and the funding arrangements. Please note that the outreach and execution of the programming process will be prioritized by the Federal Fiscal Year for which the project is programmed for the receipt of FLAP funds.

### **What if My Project is Not Selected?**

If your project is not selected, the applicant will receive a notification letter via email from Eastern Federal Lands. At that point, the applicant has an option to set up a debrief meeting to discuss the project application and suggestions for improvement for the next 'Call for Projects.'

Non-selection in any round does not disqualify you from future calls for projects.

## **Project Delivery**

### **If My Project is Funded, which Agency Will Deliver It?**

If the applicant desires to act as lead for the project, the applicant must provide justification for this position. Certification from the State DOT, previous experience in delivering Federal Aid (Title 23) funded projects, and ability to satisfy FHWA project delivery requirements.

The final decision for project delivery resides with the FHWA. If delivered by another agency, the relevant FHWA Division Office and State DOT will have Stewardship and Oversight responsibility, and all costs and overruns will be borne by the applicant.

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

### **ITEM 2508-20: Approving a Minor Amendment to the FFY 2024-2033 Transportation Improvement Program for the Route 50, Bridge over Cedar Swamp Creek Project**

#### **PROPOSAL**

At its August 11, 2025, meeting, the SJTPO Technical Advisory Committee (TAC) recommended that the Policy Board approve a Minor Amendment for the Route 50, Bridge over Cedar Swamp Creek project to the FFY 2024-2033 Transportation Improvement Program (TIP). This amendment was requested by the New Jersey Department of Transportation (NJDOT).

#### **BACKGROUND**

The Division of Alternative Project Delivery is requesting that the Route 50 Bridge over Cedar Swamp Creek project (DBNUM 17329), currently programmed for FFY 2026, be moved to FFY 2025 and advanced to the Design-Build phase. To facilitate approval for the release of the Request for Proposals (RFP), the Federal Highway Administration (FHWA) has indicated that Fiscal Management Information Systems (FMIS) authorization will be required. For this to occur, the project phase must be advanced to FFY 2025.

The existing Route 50 Bridge over Cedar Swamp Creek is recommended to be replaced with a new structure due to the inferior condition of the existing substructure. The bridge carries Route 50 northbound and southbound traffic over the tidally controlled Cedar Swamp Creek and is located at milepost 2.88. This bridge is a part of a coastal evacuation route. The bridge, which is in a rural area, is a simply supported, 4-span structure. The superstructure is comprised of prestressed concrete adjacent box beams with a Cast-In-Place composite concrete deck. Route 50 within the project limits is an undivided two-lane urban minor arterial with one 12-foot +/- lane and an 8-foot shoulder in each direction. Within the project limits, the posted speed is 50 MPH. Adjacent to the bridge is an active railroad bridge, owned by NJ Transit. Cape May Seashore Lines utilizes the track.

The Preliminary Engineering (PE) phase has been completed, and the National Environmental Policy Act (NEPA) document has been executed. The PE work has sufficiently defined the project scope and constraints, enabling the development of a well-structured Design-Build Request for Proposal.

This project is being delivered through a two-phase selection process, authorized by the Design-Build Construction Service Procurement Act, New Jersey A-1285, approved April 20, 2021 (“the Design-Build Act”; NJSA 52:35B-1 through 10). Phase 1 involved the solicitation of a Request of Qualifications (RFQ), which has been completed. As a result, four (4) qualified firms have been shortlisted. Phase 2 consists of issuing the RFP to those shortlisted firms. The final RFP will be released upon receiving approval from the FHWA.

Advancing the project to the Design-Build phase is justified by the project’s readiness, statutory authorization under the Design-Build Act, and the completion of critical prerequisites, including NEPA clearance and Phase 1 procurement.

A Minor Amendment is required to advance to the Design-Build phase in FFY 2025 and increase the project. Specifically, the action taken will change the funding source from STBGP-FLEX funding for CON (construction) to Bridge Formula Program (BFP), increase the project cost from \$35.800 M by \$16.573 M to \$52.373 M, and advance the project CON phase from FFY 2026 to FFY 2025.

## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 2508-20: Approving a Minor Amendment to the FFY 2024-2033 Transportation Improvement Program for the Route 50, Bridge over Cedar Swamp Creek Project**

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

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

**WHEREAS, the NJDOT has requested to advance the project phase, change the funding source, and increase the project cost for the Route 50, Bridge over Cedar Swamp Creek project (DBNUM 17329); and**

**WHEREAS, the NJDOT will change federal funds allocated by more than \$15 million and thus require consideration by the SJTPO Policy Board; and**

**WHEREAS, the Preliminary Engineering (PE) phase has been completed for the Route 50, Bridge over Cedar Swamp Creek project, thus enabling the development of a well-structured Design-Build Request for Proposal; and**

**WHEREAS, the Federal Highway Administration (FHWA) indicated that Fiscal Management Information Systems (FMIS) authorization will be required before the release of the Request for Proposals (RFP) is permitted; and**

**WHEREAS, NJDOT Division of Alternative Project Delivery has requested to advance the STBGP-FLEX funding for CON (Construction) in the amount of \$35.800 million from Federal Fiscal Year (FFY) 2026 to FFY 2025; and**

**WHEREAS, NJDOT has requested to change the funding source from STBGP-FLEX funding for CON (Construction) in FFY 2025 to BFP (Bridge Formula Program); and**

**WHEREAS, NJDOT has requested to increase BHP (Bridge Formula Program) funding for CON (Construction) in the amount of \$16.573 million from \$35.800 million to \$52.373 million; and**

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

**WHEREAS, fiscal constraint will be maintained as demonstrated by NJDOT through the fiscal constraint chart, SJTPO FY24-33 Chart 27; and**

**NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves this amendment to the current FFY 2024-2033 Transportation Improvement Program.**

**Certification**

**I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting on August 25, 2025.**



8/25/25

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**Nancy Hammer**

Designated Alternate Secretary  
for John W. Risley, Secretary/Treasurer