

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
Policy Board**

**Monday, September 24, 2025 - 10:00 A.M.
Hybrid (In-Person/Virtual) Meeting**

SJTPO Conference Room (In-Person) or GoToMeeting (Virtual)

Join the meeting from your computer, tablet, or smartphone

Click on the link: <https://global.gotomeeting.com/join/478619429>

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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: August 25, 2025](#)**
- d. **[Tentative 2026 Meeting Schedule](#)**
- e. **Communications**
- f. **Report of the Technical Advisory Committee – Matthew Pisarski, Chairperson**
- g. **Chairman's Remarks**
- h. **[Report of the Executive Director](#) – Jennifer Marandino**
- i. **Public Comment** *limit to three (3) minutes per person*
- j. **New Business**
 - 1. **[Resolution 2509-21: Self-Certifying the SJTPO Planning Process](#)**
Presenter: Alice Gibsons, Program Manager,
Per the Metropolitan Planning Rule (23 CFR § 450.336), MPOs must self-certify that their transportation planning process is being conducted following all applicable requirements. This self-certification must be concurrent with the submittal of the proposed TIP to the FHWA and the FTA as part of the STIP approval and will remain in effect for four years unless a new certification determination is made sooner by the FHWA and the FTA or a shorter term is specified in the certification report.

2. **Resolution 2509-22: Adopting the SJTPO FFY 2026-2035 Transportation Improvement Program (TIP)**

Presenter: Alice Gibson, Program Manager

SJTPO opened a Public Comment Period for the FFY 2026-2035 TIP, STIP, and Transportation Conformity Determination on Wednesday, July 2, 2025, and extended through Sunday, August 17th. SJTPO hosted two public meetings on Monday, July 14th (10:00 AM) and Wednesday, July 23rd (6:00 PM). Participants were able to attend in person at the SJTPO office or virtually via GoToMeeting.

Copies of the Draft TIP and Transportation Conformity are available for examination at participating State Depository Libraries in the region. The Final Draft FFY 2026-2035 TIP document is available on the SJTPO website at www.sjtpo.org/planning/tip/.

3. **Resolution 2509-23: Adopting the SJTPO Transportation Conformity Determination for the FFY 2026-2035 TIP and Forward 2050 Under the 2015 and 2008 8-Hour Ozone National Ambient Air Quality Standards (NAAQS)**

Presenter: David Heller, Program Manager

The purpose of Transportation Conformity is to demonstrate conformity of the FFY 2026-2035 TIP and the most recent Regional Transportation Plan (*Forward 2050*) with the 8-hour Ozone NAAQS. The Final Draft Transportation Conformity report is included as Appendix A and is viewable at <http://www.sjtpo.org/planning/tip/> (Final Draft FFY 2026-2035 TIP).

4. **Resolution 2509-24: Support for the State Fiscal Year 2025 Transit Asset Management Plan (TAMP) Targets Set by New Jersey Transit**

Presenter: David Heller, Program Manager

The Transit Asset Management (TAM) Final Rule (49 USC 625) prescribed specific transit asset performance measures and targets covering rolling stock, equipment, facilities, and infrastructure/track segments. These targets are readjusted annually. The State Fiscal Year (FY) 2024 targets were approved by the SJTPO Policy Board in September 2024, with approval of the FY 2025 targets being considered with this action.

As with most of the other federally mandated performance measures, SJTPO supports the performance targets set by NJ TRANSIT.

5. **Resolution 2509-25: Support for the Calendar Year 2025 Public Transportation Agency Safety Plan (PTASP) Safety Performance Targets Set by the New Jersey Transit**

Presenter: David Heller, Program Manager

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

In June 2025, NJ TRANSIT released updated PTASP targets covering fatalities, injuries, and safety events such as collisions, employee injuries, and major bus fire events.. Each of the seven (7) required safety performance measures for bus operations target represents a one-year target for NJ TRANSIT's Bus Operations in calendar year (CY) 2025.

As with most of the other federally mandated performance measures, SJTPO supports the performance targets set by NJ TRANSIT.

6. Resolution 2509-26: Approving the Selection of WSP USA Inc for the Atlantic County Bikeway West Advance Feasibility/Concept Development Effort

Presenter: Jenna Monaghan, Assistant Planner

The Atlantic County Bikeway West Advance Feasibility/Concept Development Effort will build on the feasibility work completed in 2021, further evaluating environmental constraints and right-of-way (ROW) considerations.

An RFP was released on Wednesday, June 4, 2025, with proposals due on July 9, 2025. The TAC-designated Consultant Selection Committee recommended the selection of WSP USA Inc., in association with DuBois & Associates, and Drive Engineering (DBE) to advance this technical effort.

The total cost for the project is 317,855.85, with 10.1% DBE participation. The project will be funded from Task 26/401 (\$318,155) in the FY 2026 UPWP.

7. Resolution 2509-27: Approving a Third Amendment to the Subcontract Agreement for No Cost Time Extension for the Countywide Local Road Safety Plan

Presenter: Jenna Monaghan, Assistant Planner

Greenman-Pedersen, Inc. (GPI), is currently under contract to develop and implement four Countywide Local Road Safety Plans for each county. The plans address each county's unique safety needs and the local jurisdictions. The Subcontract Agreement was last modified to change the scope of work, add budget, and extend the time to complete the Year 3 Project Implementation. The contract end date was extended to September 19, 2025.

The current request is for a No Cost Time Extension through December 31, 2026. This will allow the GPI team to complete the Local Safety Program application process and remain under contract to address potential comments from NJDOT during the year-long selection process.

8. Resolution 2509-28: Support for the 2020 Functional Classification Map for the four-county SJTPO region

Presenter: David Heller, Program Manager

Every 10 years, the Census Bureau revises its urban area boundaries, after which the FHWA and NJDOT revisit the functional classification for all roadways within the state. Roadways are classified based on the function they serve in the overall transportation network. Beyond function, functional classification is utilized to determine eligibility for federal and state funding, as well as to prioritize projects in the regional transportation plan.

The NJDOT spearheaded a review of the functional classification of roadways, providing an opportunity for review. The NJDOT is requesting notification from each MPO, accepting the 2020 functional classification values, to proceed with FHWA approval.

k. NJDOT Update

1. Adjournment

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
Policy Board Meeting

Monday, August 25, 2025 - 10:00 AM
817 E. Landis Avenue, 2nd Floor Board Room / Virtually using GoToMeeting Platform

The meeting was called to order at 10:03 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:

Ed McKelvey, Alloway Twsp.
John Risley, Atlantic County
Andrew Bulakowski, Cape May County
Louis Millan, NJ TRANSIT
Daniel Corrigan, SJTA

Kaleem Shabazz, City of Atlantic City
Len Desiderio, City of Sea Isle
Sandra Taylor, Cumberland County
Amy Polachak, NJDOT
Len Desiderio, City of Sea Isle

Also, in attendance:

Ranae Knowles, Atlantic County
Elena Gable, Cumberland County, *in-person*
Michael Eleneski, Governor's Authorities Unit
Nathan Chadwick, NJ TRANSIT
Nancy Ridgway, public
Nancy Hammer, SJTPO, *in-person*
Ben Woodward, SJTPO, *in-person*

Michael Watson, Brown & Connery, LLP
Matt Pisarski, Cumberland County, *in-person*
Michael Russo, McCormick Taylor
RJ Palladino, NJ TRANSIT
Jennifer Marandino, SJTPO, *in-person*
John Peterson, SJTPO, *in-person*
Adam Montgomery, SJTPO, *in-person*

APPROVAL OF MINUTES: July

On Motion by Commissioner Bulakowski and seconded by Dan Corrigan, with an abstention by Chairperson Desiderio, the minutes of July 28, 2025, were unanimously approved.

COMMUNICATIONS

Jennifer Marandino explained that an email was received regarding the Eastern Federal Lands Highway Division announcing their upcoming Call for Projects for the Federal Lands Access Program (FLAP) in New Jersey for Federal Fiscal Years FFY 2027 through FFY 2029. The Call for Projects application period opens September 1, 2025, and runs through December 1, 2025. An estimated total of \$1.3M will be available for programming in New Jersey. FLAP asked SJTPO to disseminate this announcement to the widest possible audience to create a robust pool of applications. This was shared with the SJTPO TAC at their August meeting, and she noted that more information was included in the Policy Board Packet.

TECHNICAL ADVISORY COMMITTEE (TAC) REPORT

TAC Chairman Matthew Pisarski reported that he attended the August 11, 2025, Technical Advisory Committee meeting and stated that the TAC recommended affirmative action for Resolution 2508-20.

CHAIRMAN'S REMARKS

Chairman Desiderio had no remarks.

Public Comment

There were no public comments.

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**

On Motion by Commissioner Taylor and seconded by Commissioner Risley, Resolution 2508-20 was opened for discussion.

John Peterson explained that 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. He added that this project is planned to follow the Design-Build delivery process.

Mr. Peterson added that 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.

With no further comment, Resolution 2508-20 was unanimously approved by Roll Call Vote.

NJDOT UPDATE

Amy Polachak thanked the Policy Board for holding the meeting. She had no further updates.

ADJOURNMENT

On Motion by Commissioner Taylor and seconded by Councilman Shabazz, the meeting was adjourned at 10:15 a.m.

Approved Minutes Certified Correct:

 9/22/25

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

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ANNUAL NOTICE OF REGULAR MEETINGS FOR CALENDAR YEAR 2026

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

Monday, March 23, 2026 - 10:00 a.m.

Tuesday, May 26, 2026 - 10:00 a.m. (Due to Memorial Day)

Monday, July 27, 2026 - 10:00 a.m.

Monday, September 28, 2026 - 10:00 a.m.

Monday, November 23, 2026 – 10:00 a.m.

Monday, January 25, 2027 – 10:00 a.m. **(Reorganization Meeting)**

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

Virtually using the GoToMeeting virtual meeting platform

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



South Jersey Transportation Planning Organization

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

Leonard Desiderio, *Chairman*

Benjamin H. Laury, *Vice Chairman*

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

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(856) 794-1941
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Jennifer Marandino, P.E.
Executive Director

John W. Riskey, *Secretary/Treasurer*

EXECUTIVE DIRECTOR'S REPORT –September 22, 2025

FFY 2024-2033 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) MODIFICATIONS

With the end of the federal fiscal year approaching, NJDOT and SJTPO subregional partners have requested review and approval of several actions to ensure that projects can be authorized this federal fiscal year. Fourteen (14) actions fell within the threshold of an **Informational Modification**, initiated by NJDOT and shared with SJTPO, including the following projects:

- **Action 129** DBNUM 03304 Bridge Deck/Superstructure Replacement Program
- **Action 130** DBNUM 03304 Bridge Deck/Superstructure Replacement Program
- **Action 131** DBNUM 17306 Route 55, Bridges over Route 47
- **Action 132** DBNUM X201 Guiderail Upgrade
- **Action 133** DBNUM X201 Guiderail Upgrade
- **Action 134** DBNUM S2309 Somers Point-Mays Landing (CR559) & Pitney Road (CR634)
- **Action 135** DBNUM X30 Planning and Research, Federal-Aid
- **Action 136** DBNUM X30 Planning and Research, Federal-Aid
- **Action 137** DBNUM 22353 PROTECT
- **Action 138** DBNUM 03304 Bridge Deck/Superstructure Replacement Program
- **Action 140** DBNUM 99327A Resurfacing, Federal
- **Action 141** DBNUM X201 Guiderail Upgrade
- **Action 142** DBNUM 17329 Route 50, Bridge over Cedar Swamp Creek
- **Action 143** DBNUM 99358 Safe Routes to School Program

One additional action (**Action 139**) for DBNUM 17329 Route 50, Bridge over Cedar Swamp Creek was requested by NJDOT and approved by SJTPO's Technical Advisory Committee as a Committee Action.

Details for each action are available on the [FFY-2024-2033-TIP-Tracker.pdf](#) (last updated 8/29/2025) posted to the SJTPO TIP webpage at www.sjtpo.org/tip/.

SJTPO LOCAL LEAD PROJECT STATUS

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

A printout of SJTPO and Statewide FY 2025 Authorized Projects, as of September 12, 2025, is also included for reference. Authorization is pending on several other projects, which are not included in the eSTIP report.

GRANTS AVAILABLE FOR REGIONAL RESILIENCE CLIMATE ACTION PLANS

NJDEP opened a grant application that will provide up to \$300,000 to municipalities that join with others to establish self-identified regions and then work to develop regional Resilience Action Plans. Grant applications are due Tuesday, October 14th. It is expected that these projects will kick off in early 2026.

A copy of the email received by SJTPO is attached. Visit www.dep.nj.gov/ocr/resilientnj/ for more information and application materials.

ACCESS FOR ALL TRANSIT PLANS COMMUNITY MOBILITY SURVEY

SJTPO is conducting a public survey as part of the planning effort to develop Coordinated Human Services Transportation Plans for each county. The public survey will gather data on existing travel patterns, unmet transportation needs, and desired service improvements. This data will help develop recommendations for the Access for All Transit Plans that are feasible, effective, and responsive to community needs. A flyer provides additional details and a link to access the survey. The survey will be open until September 30th. A public meeting is scheduled for Tuesday, September 30th at 6PM at the SJTPO office. More information to be provided later.

SJTPO is additionally conducting a virtual Stakeholder Survey to learn more about existing transportation will be open until September 30th. services in the region, as well as how these services may be improved over the next five years. The survey will be open until October 8th. A stakeholder workshop will be held on Monday, October 6th at 10AM at the SJTPO office. An email sent to stakeholders in the SJTPO region is attached, which links to the survey and additional details related to the stakeholder workshop.

STATE FISCAL YEAR 2027 UNIFIED PLANNING WORK PROGRAM (UPWP)

SJTPO has just begun soliciting ideas for central staff and consultant technical studies for the FY 2027 UPWP. Preliminary budget figures and more details about our anticipated work program activities and studies will be shared in November. At the September TAC meeting, I requested that our planning partners share any ideas that they may have.

TECHNICAL PROGRAM UPDATE

SJTPO currently has six (6) active technical studies: Countywide Local Road Safety Plans, Local Safety Program Design Assistance, Regional Pavement Condition Data Collection, Staff Augmentation, the Complete Streets Technical Assistance Program Pilot, and the Regional Active Transportation Master Plan. The attached memo provides an update on the status of all technical program efforts.

WELCOME SJTPO NEW HIRES

In late August, SJTPO welcomed two new staff members - Benjamin Woodward and Hope Viviani. Before coming to SJTPO, Ben worked as an Assistant Planner at Atlantic County. Hope worked for Lower Merion Township in Pennsylvania. Ben will be working on resiliency, transit planning, and other related efforts under David Heller within the Regional Planning & Systems Performance planning area. Hope will be reporting to Alice Gibson within the Capital Programming & Project Development area and working with our subregional partners on their project development efforts, along with the CMAQ/CRP program and ITS initiatives.

[Volume 7 #2 – September 2025](#) edition of SJTPO's OnTheGo newsletter includes a staff feature on Ben, with the November release to feature Hope.

SJTPO's VACANT POSITIONS

While SJTPO brought on two new hires, there are still three (3) vacancies within the central staff. Staff are comprised of eight (8) full-time and four (4) part-time positions, with three (3) other vacancies for full-time positions. This includes the Budget Analyst, Program Manager, and Planner within the Safety Initiatives & Complete Streets program area.

A timeline for filling the vacant positions has not been established. For the time being, Jenna Monaghan and I are taking on the work under the program area. Freight Planning has been shifted to Dave's area, although the RFP for the Freight Movement Analysis of the Mill Road Corridor in Vineland, which was anticipated to be released in late September, will be postponed.

NJ TRANSIT SOUTH JERSEY PASSENGER ADVISORY COMMITTEE

NJ Transit is looking to fill slots on its South Jersey Passenger Advisory Committee, which is intended to provide the agency with additional input from the public. A separate advisory committee exists for North Jersey.

The governing statute provides “[t]he committee shall consist of... two members to be appointed by the board members of the DVRPC from New Jersey . . . one member to be appointed by the board of the SJTPO...” Members of the committee are required to reside in one of the counties served by the MPOs **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.

SJTPO is looking for an individual (and their resume) to be approved through formal action by our Policy Board to serve on the committee. A short article was included in the [September edition of OnTheGo](#), asking interested persons to reach out.

Ideas for nominations should be presented to me at jmarandino@sjtpo.org or (856)794-1941.

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

Federal Fiscal Year 2025 Local Lead Project Status

DBNUM	FUNDING INFO		PROJECT NAME	PHASE	COST (millions)		CED		PS&E SUBMISSION		AUTHORIZATION REQUEST	
	YEAR	SOURCE			Programmed	Authorized	Submitted	Approved	Preliminary	Final	Submitted	Approved
X30A	2025	STBGP-AC	Metropolitan Planning	PLS	\$0.265							
Atlantic City												
S2203	2025	RAISE	Atlantic City Corridor Revitalization and Safety Project	CON	\$10.345							
	2025	CMAQ		CON	\$1.200							3/20/2025
	2025	OTHER		CON	\$2.723						4/1/2025	8/7/2025
CED approved, CM/CI awarded to Colliers, CON funding authorized for \$1.20 M on 3/20/2025 using CMAQ funds. On 8/8/2025, NJDOT sent authorization letter to Atlantic City stating that on 8/7/2025, FHWA authorized additional funding in the amount of \$6,185,567.00 for construction of Pacific Avenue Signal Optimization - Construction and Atlantic Avenue Phase 2B, Albany Avenue to Maine Avenue. In addition to the federal funding, NJDCA funds in the amount of \$2,072,425.00 are authorized. This Modification (No. 2) totals \$8,257,992.00. Federal Project No. 1382301, NJDOT Job No. 5502337.												
S1702	2022	STBGP-AC	Baltic Avenue, Maine to Missouri Avenues	PE	\$0.142	\$0.141						9/8/2022
	2023	STBGP-AC		DES	\$0.075			3/25/2024			1/1/2024	
	2024	STBGP-AC		CON	\$1.300		\$3.145		3/25/2024	1/11/2024		7/1/2024
	2025	STBGP-AC		CON	\$0.800				3/25/2024	1/11/2024		7/1/2024
Project will require additional funding to complete as single project in 2024. Will await potential redistribution funds in August to see if than can be accommodated. If it cannot be the project will be split to accommodate the second phase in 2025. Construction change order in the works. Construction started 4/28/25. 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. 9/3/25: Construction is currently ongoing. DOT 10-15% inspection was held on 4/28. CME submitted response to DOT. CME submitted pay estimate #3 for this project. Held meeting to review status with DOT.												
S2101	2023	STBGP-FLEX	Martin Luther King Jr. Boulevard (Mediterranean Avenue to Route 30)	PE	\$0.100	\$0.134						8/19/2023
	2025	STBGP-AC		DES	\$1.450	--						--
	2026	STBGP-AC		CON	\$1.450							5/19/2025
Authorized on 5/19/25. Anticipated to be advertised for bid week of 7/7/25. CED was approved end of June, CMCI contract awarded to CME, awaiting construction bids. 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. 8/13/2025 Bid opening. 9/3/25: CED to be submitted to DOT. Final Design to be funded by City. Goal to fund in 2025 from Tennessee Avenue TIP. Funding has been moved to 2025. CM/CI RFP has been awarded to CME. Project has been awarded to South State.												
X065	2022	CMAQ	Pacific Avenue Signal Optimization	PE	\$0.475	\$0.506		8/23/2023				9/20/2022
	2024	STBGP-AC		DES	--	--						--
	2024	CMAQ		CON	\$1.200				8/23/2023			3/20/2025
10/24/23 Question of how the project is connected to the RAISE Grant. Local AID was unsure of CED status. Still awaiting RAISE grant finalization. Bids received 7/9/25, Civil Rights approval 7/16/25. On 8/8/2025, NJDOT sent authorization letter to Atlantic City stating that on 8/7/2025, FHWA authorized additional funding in the amount of \$6,185,567.00 for construction of Pacific Avenue Signal Optimization - Construction and Atlantic Avenue Phase 2B, Albany Avenue to Maine Avenue. In addition to the federal funding, NJDCA funds in the amount of \$2,072,425.00 are authorized. This Modification (No. 2) totals \$8,257,992.00. Federal Project No. 1382301, NJDOT Job No. 5502337. South State was awarded contract as the contractor, Resolution sent to NJDOT, Colliers is the CM/CI Engineer. 9/3/25: Need Raise agreement in place. MB sent comments back to DOT. PSE approved for bidding by DOT. Submitted for reimbursement from DOT, currently pending. Project is authorized but is awaiting funding approval. Project awarded to South State.												
S2115	2025	STBGP-AC	Tennessee Avenue, Atlantic Avenue to Pacific Avenue	CON	\$0.000	--	--	--	--	--	--	--
2025 funds slated for construction have been reallocated to Martin Luther King project. 9/3/25: CED approved, pending need for amendment. CM/CI awarded to Colliers. RVE to address all PS&E comments. DOT to concur on CM/CI award to colliers. PS&E is on hold per FHWA. City to send specs to DOT.												

Federal Fiscal Year 2025 Local Lead Project Status

DBNUM	FUNDING INFO		PROJECT NAME	PHASE	COST (millions)		CED		PS&E SUBMISSION		AUTHORIZATION REQUEST	
	YEAR	SOURCE			Programmed	Authorized	Submitted	Approved	Preliminary	Final	Submitted	Approved
Atlantic County												
X107	2023	TA	Mays Landing Bikeway (Project Sponsor: Hamilton Township)	PE/DE S								7/25/2025
	2023	TA		CON	\$1.500							Anticipated Authorization 05/24/2026
Hamilton Township is in the process of entering into an agreement for design assistance with NJDOT and GPI. Design assistance proposal from GPI was accepted by Local Aid on 5/16/2025. 9/8/25: PE authorized on 7/25/2025.												
S2102	2024	STBGP-AC	California Avenue (CR 663), from Fire/Mill Road (CR 651) to Main Street (CR 585)	CON	\$2.000							9/9/2024
	Construction bids received and forwarded to NJDOT 1/29/25, concurrence received 2/6/25. Award to Arawak approved 4/16/25, pre-con meeting held 4/24/25, awaiting construction schedule. 5/22/25: Contractor and County were having issues submitting temporary HOP information on the e-permit site. 8/13/25 received letter from NJDOT stating project may be considered inactive due to no billing activity. 8/15/25 NTP issued: Start date 8/15/25; substantial completion 10/29/25; final completion 11/13/25.											
S2105	2024	STBGP-AC	Ohio Avenue (CR 630), from Mill Road (CR 651) to Main Street (CR 585)	CON	\$1.000							9/3/2024
	Authorized January 2025, Bid award to Arawak 2/6/25. Consultants Award to ERI approved 4/16/25, Pre-con meeting held 4/24/25, awaiting construction schedule. 5/22/25: Contractor and County were having issues submitting temporary HOP information on the e-permit site. 8/13/25 received letter from NJDOT stating project may be considered inactive due to no billing activity. 8/15/25 NTP issued: Start date 8/15/25; substantial completion 10/29/25; final completion 11/13/25.											
99358	2018	TA-FLEX	Sooy Elementary School Area Sidewalk and ADA Ramp Improvements (Project Sponsor: Town of Hammonton)	FD	\$0.000	\$0.385	3/24/2023	7/13/2023				9/14/2023
	2018	SRTS		CON	\$0.502	\$45,008.000	3/25/2023	7/14/2023	Anticipated 03/07/2026			Anticipated Authorization 05/30/2026
Project selected for FY 2018 SRTS funding. Town has awarded a Design contract to GPI and construction will be submitted for authorization (anticipated in May 2025) after final PS&E and permits have been received (anticipated in March 2025). ER approval is required at time of final PS&E submission (March 2025). A Federal Project No. D00S846 and NJDOT Job No. 5513327 are assigned.												
S2309	2025	STBGP-AC	Somers Point - Mays Landing (CR 559); Pitney Road (CR 634)	CON	\$2.650		12/6/2024	Estimated 5/2025	3/24/2025			8/25/2025
	CED received by BEPR 12/6/2024, PIC was held 01/29/2025; County is awaiting receipt of proposals for CM/CI (NJDOT to participate in review). 05/22/25 - Preliminary PS&E package was ready for pickup on 03/24/2025. DBE goals for consultant provided on 04/30/25, and RFP deadline for consultant submittals are currently listed as 06/06/2025 on Bid Express. 08/21/25 Final PS&E for construction and inspection grant authorization picked up on 07/23/25. 8/25/2025 FHWA authorized funding in the amount of \$3,097,393.61. Fed Project No. 0559302, NJDOT Job No. 5511314											
X065	2023	OTHER	Ventnor Avenue Signal Synchronization Project (Project Sponsor: City of Ventnor)	DES	\$0.290		4/20/2023	7/13/2023	3/1/2023	7/13/2023	8/21/2023	11/1/2023
	2024	CMAQ		CON	\$1.350				7/31/2025			Anticipated Authorization 11/14/2025
Project has been authorized and preconstruction meeting to be held in May.												
S2105	2024	SRTS	City of Linwood Pedestrian Improvement Project (Project Sponsor: Linwood City)	CON	\$0.376							
	Project selected for FY 2024 SRTS funding											
99358	2022	SRTS	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. LPA is waiting on HQ response on Design Assistance and LPA Eligibility. Email sent to HQ for a response with status update on 1/12/23. Follow up email sent 2/21/2023, no response yet. No change as of 10/24/23 still waiting on Design Assistance decision. 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.											
X107	2025	TAP	Margate - Washington Avenue Streetscape Project	CON	\$1.500							7/14/2025
	7/18/25: Submitted federal authorization package to CPC 7/14/25: FHWA authorized 7/16/25: Notified LPA of authorization											
X107	2023	TA-AC	Cedar Creek/Egg Harbor Lake Pedestrian Connection (Project Sponsor: Egg Harbor City)	CON	\$0.723		7/17/2020	11/30/2020	11/14/2022		5/2/2026	Anticipated Authorization 5/02/2026
	Awaiting Pineland Permit, project will not go this year, updated to move to next year, authorization by 12/2023 has moved to some time in 2024 for Pinelands permit approval. Proposed design did not meet Pinelands stormwater standards. Consultant trying to resolve the issues. 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. Current construction cost estimate has been revised to \$1.96M											
99358	2024	SRTS	Somers Point School Safety Project	CON	\$0.771							
	Project selected for FY 2024 SRTS funding.											
S1912	2025	STBGP-AC	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 04/04/2025. Authorized 04/10/2025. 07/14/25: Received the fully executed modification agreement from NJDOT. 07/16/25: Change order #3 extending the completion date to August 12, 2025 submitted to NJDOT for approval. 07/24/25: Received letter from NJDOT approved change order #3. 08/19/25 The contractor has completed all items on contract and has 1 item left to complete on the punch list. The consultant and the contractor are working on the closeout documents, and will be submitting them shortly.											

Federal Fiscal Year 2025 Local Lead Project Status

DBNUM	FUNDING INFO		PROJECT NAME	PHASE	COST (millions)		CED		PS&E SUBMISSION		AUTHORIZATION REQUEST		
	YEAR	SOURCE			Programmed	Authorized	Submitted	Approved	Preliminary	Final	Submitted	Approved	
Cape May County													
S2106	2025	STBGP-L5K	East Mill Creek Road (CR 670/US 347), Phase 2	CON	\$1.500			2/2/2024		4/23/2025	6/6/2025	6/24/2025	
CED approved 9/2/2024, Draft May 19, 2025, PIC held 5/26/25. Final PS&E submitted 6/06/2025 and included an ER. Authorized 6/27/25 8/14/25: Assigned ESBE 9% & Trainee 0 7/31/25: Letter of Authorization and agreenemnt sent to LPA													
X107	2024	TA	Park Boulevard and Central Avenue Pedestrian & Bicyclist Safety Improvements <i>(Project Sponsor: West Cape May Borough)</i>	PE								8/26/2025	
Kickoff meeting held on 03/26/2024. DA proposal to be prepared. Under DESIGN ASSISTANCE PROGRAM - GPI. Local Aid accepted proposal for design assistance 5/13/2025.													
S2109	2025	STBGP-FLEX	Seashore Road Phase 2 Resurfacing (CR 626) from Tabernacle Road to Breakwater Road (CR 613)	CON	\$2.28							7/7/2025	
CED approved 9/2/2024, Draft May 19, 2025, PIC held 5/26/25. Final PS&E submission included an ER. Authorized 7/7/25													
99358	2024	SRTS	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.													
X107	2024	TA	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'r. to date. Status of project DES phase appears to be on-going per latest info. from FAHP RC Candidate Anthony Savastano to date. Estimated auth. request date according to Dist. 4. (At Risk)													
City of Vineland													
S1902	2024	STBGP-B5K200K	Park Avenue/Quigley Avenue (CR 540)	CON	\$1.900			Estimated 1/2024	Estimated 1/2024	Estimated 1/2024	Estimated 1/2024	Estimated 8/2024	10/1/2024
Construction contract to Think Pavers 4/29/25, CMCI to CME 5/13/25													
S2318	2024	STBGP-B50K200K	Reconstruction of South East Avenue	PE	\$0.075	\$0.098	--	--	--	8/14/2024	8/14/2024	9/3/2024	
	2025	STBGP-B50K200K		DES	\$0.075		5/5/2025	6/12/2025	6/18/2025	6/24/2025	6/18/2025	6/24/2025	
	2026	STBGP-B50K200K		CON	\$1.600		Estimated 1/2026	Estimated 1/2026	Estimated 5/2026	Estimated 5/2026	Estimated 8/2026	Anticipated Authorization FFY 2026	
Final RFP Pennoni to submit CED and Preliminary Plans by 5/1/25. PIC scheduled for 5/7/25. CED BEPR 05/05/2025. CED revised 5/2/25, with 30% progress plans. Request for additional FD funding submitted to NJDOT 6/17/25, FD phase authorized 6/24/25. Council approval scheduled for 8/19/25. 9/10/25: Local Aid has given us the green light to start final design. I am working with the consultant to get an update on the preliminary PS&E package.													
S2401	2025	SS4A-VINELAND	Chestnut Avenue Safety Improvements and Rehabilitation	PE	\$0.151	\$1.305						11/15/2024	11/15/2024
	2026	SS4A-VINELAND		DES	\$0.713		Estimated 7/2025		Estimated 6/2026	Estimated 9/2026	Estimated 12/2026	Anticipated Authorization FFY 2026	
	2027	SS4A-VINELAND		CON	\$27.764						Estimated 12/2026	Anticipated Authorization FFY 2027	
	2028	SS4A-VINELAND		CON	\$0.051							Anticipated Authorization FFY 2028	
COV provided comments on Design Recommendations report on 4/28. Discussions with Conrail/NJDOT Railroad in progress. 9/10/25: All submittals and coordination are through FHWA. The City is still waiting on an executed agreement modification from FHWA. FHWA indicated that this is expected to be completed by the end of this month. The consultant is working through preliminary design, where a PIC meeting is scheduled this Thursday evening. The CED will be submitted to FHWA by the end of next week. The preliminary plans will be submitted to the City by the end of the month for our review. We are currently on schedule to complete PE by December.													
S2319	2024	CR-VINELAND	Landis Avenue & Valley Avenue Traffic Signal Update	PE	\$0.112	\$0.043	--	--	--	--	8/21/2024	8/30/2024	
	2025	CR-VINELAND		DES	\$0.057		2/26/2025	5/16/2025	6/1/2025	6/1/2025	6/25/2025	7/1/2025	
	2026	CMAQ		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. Request for additional funding for FD submitted 6/16/25. FD phase authorized 7/1/25. Awaiting 8/19/25 council approval to submit modified agreement and resolution to NJDOT. 9/10/25: Local Aid has given the green light to start FD & consultant is working on submitting a prelim PS&E package to NJDOT by the end of September.													
S2317	2025	STBGP-B50K200K	Mill Road, Garden Road (CR 674) to Forest Grove Road	PE	\$0.075		--	--	--	--	6/9/2025	6/12/2025	
	2026	STBGP-B50K200K		DES	\$0.075				--	--	6/9/2025	6/12/2025	
	2027	STBGP-B50K200K		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. Agreement scheduled for Council 8/19/25. 9/10/25: The City is waiting on a fully executed agreement from NJDOT before NTP is issued to the consultant for PE.													
S1716	2025	STBGP-B5K200K	Park Avenue, NW Boulevard to West Avenue	CON	\$1.150			3/28/2025	7/1/2025	6/9/2025	7/9/2025	7/9/2025	7/14/2025
Revising CED plan. Submitting to NJDOT before end of week of 05/02/25. NJDOT plan acceptance 7/9/25. Notice of authorization 7/18/25													
S2319	2025	CR-VINELAND	Park and West Traffic Signal Upgrade	PE	\$0.112		--	--	--	5/1/2025	5/16/2025	5/30/2025	
	2026	CR-VINELAND		DES	\$0.057		Estimated 3/2026					Anticipated Authorization FFY 2026	
	2027	CMAQ		CON	\$0.550							Anticipated Authorization FFY 2027	
Design consultant award concurrence package sent to NJDOT LA on 4/25/25. NJDOT authorized PE phase 5/30/25. Signed agreement and resolution to be submitted to NJDOT after approval by council scheduled 8/19/25. 9/10/25: The City is waiting on a fully executed agreement from NJDOT before NTP is issued to the consultant for PE.													
S2315	2026	STBGP-B50K200K	Mill Road, Forest Grove Road to Gallagher Drive	PE	\$0.075								
	2027	STBGP-B50K200K		DES	\$0.075								
	2028	STBGP-B50K200K		CON	\$1.572								
9/12/25: The City will work on a draft design RFP to submit to NJDOT Local Aid in Oct.													

Federal Fiscal Year 2025 Local Lead Project Status

DBNUM	FUNDING INFO		PROJECT NAME	PHASE	COST (millions)		CED		PS&E SUBMISSION		AUTHORIZATION REQUEST	
	YEAR	SOURCE			Programmed	Authorized	Submitted	Approved	Preliminary	Final	Submitted	Approved
Cumberland County												
S1403	2025	STBGP-L5K	Cumberland County Federal Road Program	CON	\$2.300		11/26/2024	5/16/2025	11/27/2025	6/9/2025	6/16/2025	6/20/2025
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. PS&E Review Comments sent to Doug 4/17/2025												
04314	2023	HSIP	FFFY 2023 Local Safety Design Assistance - Cumberland County Pedestrian & Bike Action Plan	PE	\$0.500	\$1.820	--	--	--	--		8/23/2023
	2024	HSIP		DES	\$0.600							Anticipated Authorization FFY 2024
	2025	HSIP		CON	\$3.500							Anticipated Authorization FFY 2025
	2026	HSIP		CON	\$3.500							Anticipated Authorization FFY 2026
includes: Bridgeton Pedestrian Safety Improvements // High Street Pedestrian Safety Improvements (Millville) // East Avenue Pedestrian Safety Improvements (Vineland) // 3rd Street and Wheaton Avenue Traffic Calming and Pedestrian Safety Improvements (Millville)												
04314		HSIP	Cumberland County Pilot Roundabout (West Park Drive)	ROW								7/27/2021
	2025	HSIP		CON	\$1.035							Anticipated Authorization FFY 2025
Consultant (Amy Green) authorized for ROW "design services" 7/27/2021 with an agreement end date 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. Requires Minor Green Acres Diversion.												
X065			Millville Broad Street Traffic Signal Upgrades (Project Sponsor: CON - City of Millville)	CON	\$2.000							
City did not provide project update, due to unconfirmed viability for this year, project is unable to advance; city to reapply for CMAQ in upcoming solicitation. Broad street is ready to go per city, NJDOT looking to fund projects, recommend for funding, awaiting status of submission documents from NJDOT local aid, email sent 7/12/23. NJDOT Local Aid advises the city to apply for Local Transportation Projects Fund, no application in SAGE as of 9/21/2023.												
X107	2023	TAP-L5K	Newport Streetscape Improvement Project (Project Sponsor: Downe Twp)	FD	\$0.294							Anticipated Authorization FFY 2024
				CON	\$0.990							Anticipated Authorization FFY 2025
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. CED anticipated mid-May												
X107	2023	STP-TE	Maurice River Bikeway Trail - Phase V (Project Sponsor: City of Millville)	CON	\$0.517		8/3/2020	8/16/2021	6/30/2022	4/20/2023		Anticipated Authorization FFY 2025
ROW purchase issues as of 2/14/2023. Wetlands Mitigation Plan is being reviewed by NJDOT on how to move forward based off phone conversation with TW&T 9/21/23 (updated 9/21/2023). Waiting for mark up plans for new route from Millville City as discussed in April 2024 meeting. High risk of not being authorized in FY 2024.												
X107	2020	TA-FLEX	Millyard Riverfront Walk Project	DES	\$0.225	\$0.330						Anticipated Authorization FFY 2025
	2020	TA-SA		CON	\$0.900							Anticipated Authorization FFY 2026
PE-2024, FD-2025, Con. 2026												

Federal Fiscal Year 2025 Local Lead Project Status

DBNUM	FUNDING INFO		PROJECT NAME	PHASE	COST (millions)		CED		PS&E SUBMISSION		AUTHORIZATION REQUEST	
	YEAR	SOURCE			Programmed	Authorized	Submitted	Approved	Preliminary	Final	Submitted	Approved
Salem County												
S2111	2025	STBGP-L5K	Commissioners Pike (CR 581)	PE	\$0.050						7/1/2025	8/5/2025
	2026	STBGP-L5K		DES	\$0.150						7/1/2025	8/5/2025
	2029	STBGP-L5K		CON	\$1.500							Anticipated Authorization FFY 2029
Bids received 6/25/25 for PE. Award date 7/9/25 for PE. On 8/11/2025 NJDOT sent Salem County letter stating on 8/5/2025, the FHWA authorized funding in the amount of \$88,919.76 for PE up to FD.												
S9912	2022	STBGP-FLEX	Welchville Road (CR 540)	PE	\$0.080	\$0.048	4/5/2023	5/3/2023	--	--	8/2/2023	9/7/2022
	2023	OTHER		DES	\$0.065							Not Authorized in FFY 2023
	2026	STBGP-L5K		CON	\$0.900					6/28/2024		Anticipated Authorization FFY 2026
FD in house County funds. Advertised 6/16/25												
S1406	2023	TTF	CR 551 (Hook Road), E. Pittsfield Street to Route 295 (Phase II)	CON	\$0.469			6/24/2019				Anticipated Authorization 7/25
	According to LPA records, this TTF funded project is programmed in FY 2024, however Salem County needs additional funding and NJDEP permits. Salem County intends to apply for additional funding under the NJDOT FY2024 Local Transportation Projects Fund (LTPF). Authorization in FY 2024 will depend on the status of permits and additional NJDOT funding. Need to verify project sow & limits with 2023 LAIF funding for const'. in the amount of \$469,000.00 for milling & paving. LPA cannot complete in-house DES. No LPA docs. Submission schedule provided to date.											
S1903	2022	STBGP-B5K200K	Griffith Street/ Grant Street (CR 657)	PE	\$0.060	\$0.030						9/7/2022
	2023	STBGP-B5K200K		DES	\$0.065							Not Authorized in FFY 2023
	2026	STBGP-B5K200K		CON	\$0.750				6/28/2025			Anticipated Authorization FFY 2026
Final Design services not authorized in FFY 2023, County anticipates design improvements in-house without seeking federal funds. FD awarde to TWT2/5/25.Preliminary PS&E submitted to NJDOT on 4/25, Final 6/11/25. PIC 06/18/25.												
S1904	2023	STBGP-L5K	Willow Grove Road (CR 639); Perkintown Road (CR 644)	PE	\$0.075	\$0.139	3/3/2021	6/29/2021	--	--	8/17/2023	9/19/2023
	2024	STBGP-L5K		DES	\$0.007							6/20/2025
	2027	STBGP-L5K		CON	\$1.500					Estimated 5/2025	Estimated 5/2025	Anticipated Authorization FFY 2027
Received Federal Aid Agreement for the PE phase in the amount of \$81,060.01 on 11/2/23. Agreement is on the agenda for the 12/6/2023 to accept the agreement. We have a proposal from the highest ranking consultant that includes FD phase services to be authorized in FFY2024. Anticipated Required Docs: Project description, project cost estimate, project schedule, consultant FD proposal, preliminary design plans, CED. 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.												
S1908	2023	STBGP-B5K50K	Telegraph Road (CR 540), Phase 2	PE	\$0.060	\$0.118						9/26/2023
	2023	STBGP-B5K50K		DES	\$0.055				4/1/2025	6/11/2025		Not Authorized in FFY 2023
	2025	STBGP-L5K		CON	\$0.936			9/12/2023	4/7/2025	7/2/2025	7/2/2025	7/14/2025
Final Design services not authorized in FFY 2023, County anticipates design improvements in-house without seeking federal funds. FD awarde to TWT2/5/25.Preliminary PS&E submitted to NJDOT on 4/25, Final 6/11/25. PIC 06/18/25.												
S2112	2024	STBGP-L5K	Quaker Neck Road (CR 657), Phase II	PE	\$0.080	\$0.283	--	--	--	--	9/18/2024	Authorized: 9/18/2024
	2025	STBGP-L5K		DES	\$0.150		Estimated 1/2025	Estimated 1/2025	--	--		1/31/2025
	2028	STBGP-L5K		CON	\$1.500		Estimated 1/2025	Estimated 1/2025	Estimated 5/2028	Estimated 5/2028		Anticipated Authorization FFY 2028
Anticipated Required Docs: Project description, project cost estimate, project schedule, draft RFP for PE and FD Phases, draft CED, environmental mapping to be submitted 12/15/2023. CED was submitted to BEPR and is under review. Draft CED & plans submitted to BEPR on 2/26/24. Awaiting consultant selection pkg. submission. County to advertise RFP as soon as possible. LPA estimated receipt of proposals: 6/30/24. Estimated submission of Proposals to NJDOT for authorization to award the PE phase services: 7/15/2024. Authorized for Preliminary Engineering (PE) on 9/11/2024.												
99358	2022	SRTS	Pennsville Township Middle School Pedestrian Safety and Traffic Calming Project	CON	\$0.425		2/27/2024			8/2/2024		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 District 4.												
04314	2023	HSIP	Six Points Roundabout	ROW	\$0.200	\$0.934						9/21/2023
	2024	HSIP		CON	\$3.145					Estimated 3/2025		Anticipated Authorization FFY 2025
SJTPO will work with Urban Engineers on the closeout of the design phase which will not delay the ROW phase of this project or Five Points. Salem County submitted Workable Relocation Assistance Plan (WRAP) via email 9/22/2023.												
04314	2023	HSIP	Five Points Roundabout	ROW	\$0.450	\$0.091						9/21/2023
	2024	HSIP		CON	\$2.328					Estimated 8/2024		Anticipated Authorization FFY 2024
PS&E is ready to be submitted. Awaiting documents from the design engineer; PS&E Submission anticipated by 12/15/2023. SJTPO will work with Urban Engineers on the closeout of the design phase which will not delay the ROW phase of this project or Six Points.												

Updated September 12, 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	Authorized								\$0,000	
Pedestrians and Bicyclists	Bridgeton Pedestrian Safety Improvements		City of Bridgeton		PE	HSIP	Authorized	\$0,417								\$0,417
Pedestrians and Bicyclists					FD	HSIP	Programmed				\$0,295					\$0,295
					ROW		Placeholder					\$0,050				\$0,050
					CON		Placeholder									\$0,000
					PE		Authorized	\$0,387								\$0,387
Pedestrians and Bicyclists	High Street Pedestrian Safety Improvements		City of Millville		FD	HSIP	Programmed				\$0,210					\$0,210
					CON		Placeholder					\$4,000				\$4,000
					PE		Authorized	\$0,307								\$0,307
Pedestrians and Bicyclists	East Avenue Pedestrian Safety Improvements		City of Vineland		FD	HSIP	Programmed				\$0,154					\$0,154
					CON		Placeholder					\$3,170				\$3,170
					PE		Authorized	\$0,387								\$0,387
Pedestrians and Bicyclists	3rd Street and Wheaton Avenue Traffic Calming and Pedestrian Safety Improvements		City of Millville		FD	HSIP	Programmed				\$0,295					\$0,295
					CON		Placeholder					\$3,500				\$3,500
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

Requesting No Cost Time Extension (thru 12/31/2026) for related task order due to working in Local Safety Program, consultant is working with county partners to advance systemic projects; likely not to consider projects for advancement until Spring 2026
initial project authorization 2021, additional authorizations since

Design consultant is working on 60% plans and is on tract for CED submission/FD authorization, as noted

Design consultant is working on 60% plans and is on tract for CED submission/FD authorization, as noted

Design consultant is working on 60% plans and is on tract for CED submission/FD authorization, as noted

Design consultant is working on 60% plans and is on tract for CED submission/FD authorization, as noted

Consultant for County has negotiated a final cost for the 4 individual properties and has prepared the ROW package for property acquisition; transmitted to NJDOT Local Aid via email 8/22/2025
Not Authorized in FFY 2024

Updated August 26, 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				\$ 1.6940
X065	Purchase of 7 Replacement Paratransit Passenger Buses	Atlantic County Transportation Unit	Various	Atlantic	SJTPO	n/a	CMAQ	Flexed to NJ TRANSIT	FFY 2018	\$0.616					\$ 0.7700
S2319						n/a	CR-AC		FFY 2018	\$0.154					
X065	Procurement of 5 low emission, unleaded fuel, body on chassis mini-buses	Cape May County Fare Free Transportation	Various	Cape May	SJTPO	n/a	CMAQ	Flexed to NJ TRANSIT	FFY 2018	\$0.480					\$ 0.6160
S2319						n/a	CR-AC		FFY 2018	\$0.136					
S2319	Cumberland County Department of Workforce Development "To-Work" Transportation Vehicle	Cumberland County Department of Workforce	Various	Cumberland	SJTPO	n/a	CR-VINELAND	Flexed to NJ TRANSIT	FFY 2022-24	\$0.128					\$ 0.4620
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			\$ 1.2000
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			\$ 2.4090
S2319						CON	CR-AC	Programmed	FFY 2025-27			\$0.579			
						PE	CMAQ	Authorized	FFY 2025-27	\$0.083					
X065	Landis & Valley Traffic Signal Upgrade	Cumberland County	City of Vineland	Cumberland	SJTPO	FD	CR-VINELAND	Programmed	FFY 2025-27			\$0.029			\$ 0.6620
						CON	CMAQ	Programmed	FFY 2025-27						
						PE	CR-VINELAND	Programmed	FFY 2025-27			\$0.098			
X065	Park and West Traffic Signal Upgrade	Cumberland County	City of Vineland	Cumberland	SJTPO	FD	CR-VINELAND	Programmed	FFY 2025-27				\$0.035		\$ 0.6830
						CON	CMAQ	Programmed	FFY 2025-27					\$0.550	

Updated August 4, 2025

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

SJTPO - FY 2025 Authorized Projects (obligation plan funds only - \$ millions)

PROJECT NAME	FUND	PHASE	PROG AMT	MODIFIED	AUTH AMT	AUTH DATE	BALANCE
Atlantic							
ADA South, Contract 1 with ROW (DB #15420A)	NHPP	CON	\$0.000	\$0.036	\$0.036		\$0.000
- ADA South, Contract 1 with ROW - D00S953					\$0.036	11/04/2024	
ADA South, Contract 5 (DB #16322)	STBGP-FLEX	CON	\$0.000	\$0.106	\$0.106		\$0.000
- ADA South, Contract 5 - D00S952					\$0.106	10/30/2024	
Atlantic City Corridor Revitalization and Safety Project (DB #S2203)	CMAQ	CON	\$1.200	\$1.200	\$1.200		\$0.000
- Atlantic City Corridor Revitalization and Safety Project - Component 1 Pacific Avenue - 1382301					\$1.200	03/20/2025	
Martin Luther King Jr. Boulevard (Mediterranean Avenue to Route 30) (DB #S2101)	STBGP-AC	CON	\$0.000	\$1.450	\$1.516		\$-0.066
- Martin Luther King Jr. Boulevard (Mediterranean Avenue to Route 30) - 1368301					\$1.516	05/19/2025	
Route 54, Atlantic City Expressway to Rt 30 (Whitehorse Pike) (DB #15379)	STBGP-FLEX	CON	\$0.000	\$1.153	\$1.153		\$0.000
- Route 54, Atlantic City Expressway to Rt 30 (Whitehorse Pike) - 0054215					\$1.153	10/25/2024	
Route 9, CR 559 (Mays Landing Road) to Bayview Drive (DB #15397)	STBGP-FLEX	CON	\$0.000	\$10.250	\$7.770		\$2.480
- Route 9, CR 559 (Mays Landing Road) to Bayview Drive - 0009344					\$7.770	05/06/2025	
Somers Point - Mays Landing (CR 559) Pitney Road (CR 634) (DB #S2309)	STBGP-AC	CON	\$2.650	\$2.650	\$2.409		\$0.241
- Somers Point - Mays Landing (CR 559) Pitney Road (CR 634) - 0559302					\$2.409	08/25/2025	
Atlantic Subtotal			\$3.850	\$16.845	\$14.190		\$2.655

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

SJTPO - FY 2025 Authorized Projects (obligation plan funds only - \$ millions)

PROJECT NAME	FUND	PHASE	PROG AMT	MODIFIED	AUTH AMT	AUTH DATE	BALANCE
Cape May							
East Mill Creek Road (CR 670/US 347), Phase II (DB #S2107)	STBGP-L5K	CON	\$1.500	\$1.500	\$2.223		\$-0.723
- East Mill Creek Road (CR 670/US 347), Phase II - 0670303					\$2.223	06/24/2025	
Seashore Road Phase 2 Resurfacing (CR 626) from Breakwater Road (CR 613) to Tabernacle Road (CR 647) (DB #S2109)	STBGP-AC	CON	\$0.000	\$1.600	\$2.391		\$-0.791
- Seashore Road Phase 2 Resurfacing (CR 626) from Breakwater Road (CR 613) to Tabernacle Road (CR 647) - D00S993					\$2.391	07/07/2025	
<i>Cape May Subtotal</i>			\$1.500	\$3.100	\$4.614		\$-1.514
Cumberland							
Cumberland County Federal Road Program (DB #S1403)	STBGP-L5K	CON	\$2.300	\$2.300	\$2.401		\$-0.101
- Cumberland County Federal Road Program - 0610301					\$2.401	06/20/2025	
Mill Road, Garden Road (CR 674) to Forest Grove Road (DB #S2317)	STBGP-B50K200K	PE	\$0.075	\$0.075	\$0.129		\$-0.054
- Mill Road, Garden Road (CR 674) to Forest Grove Road - F00S048					\$0.129	06/12/2025	
Park Avenue, NW Boulevard to West Avenue (DB #S1716)	STBGP-B5K50K	CON	\$1.150	\$1.150	\$2.103		\$-0.953
- Park Avenue, NW Boulevard to West Avenue - 0540308					\$2.103	07/14/2025	
Reconstruction of South East Avenue (DB #S2318)	STBGP-B50K200K	DES	\$0.075	\$0.075	\$0.056		\$0.019
- Reconstruction of South East Avenue - D00S877					\$0.056	06/24/2025	
<i>Cumberland Subtotal</i>			\$3.600	\$3.600	\$4.689		\$-1.089

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

SJTPO - FY 2025 Authorized Projects (obligation plan funds only - \$ millions)

PROJECT NAME	FUND	PHASE	PROG AMT	MODIFIED	AUTH AMT	AUTH DATE	BALANCE
Salem							
Commissioners Pike (CR 581) (DB #S2111)	STBGP- L5K	PE	\$0.050	\$0.100	\$0.130		\$-0.030
- Commissioners Pike (CR 581) - 0581300					\$0.130	08/05/2025	
Telegraph Road (CR 540), Phase 2 (DB #S1908)	STBGP- L5K	CON	\$0.000	\$1.171	\$0.936		\$0.235
- Telegraph Road (CR 540), Phase 2 - 0540309					\$0.936	07/14/2025	
Willow Grove Road (CR 639) (DB #S1904)	STBGP- L5K	DES	\$0.000	\$0.006	\$0.007		\$-0.001
- Willow Grove Road (CR 639) - Phase Change (PE->FD) - D00S729					\$0.007	06/20/2025	
<i>Salem Subtotal</i>			\$0.050	\$1.277	\$1.073		\$0.204

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

SJTPO - FY 2025 Authorized Projects (obligation plan funds only - \$ millions)

PROJECT NAME	FUND	PHASE	PROG AMT	MODIFIED	AUTH AMT	AUTH DATE	BALANCE
Various							
Local CMAQ Initiatives (DB #X065)	CMAQ	EC	\$1.833	\$0.633	\$1.635		\$-1.002
- Landis Avenue & Valley Ave Traffic Signal Upgrades - Final Design Phase - Local CMAQ Initiatives - 0614302					\$0.029	07/01/2025	
- 2025 CMAQ New Jersey Ave CR 621 Traffic Signal Imp. -Construction - Local CMAQ Initiatives - 0621303					\$1.606	07/28/2025	
Local CMAQ Initiatives (DB #X065)	CR-AC	EC	\$0.000	\$0.579	\$2.235		\$-1.656
- 2025 CMAQ New Jersey Ave CR 621 Traffic Signal Imp. -Construction - Local CMAQ Initiatives - 0621303					\$2.235	07/28/2025	
Metropolitan Planning (DB #X30A)	PL	PLS	\$1.105	\$1.105	\$1.651		\$-0.546
- South Jersey Transportation Planning Organization (SJTPO) FY2026 Unified Planning Work Program (UPWP) Technical Program - Metropolitan Planning - F00S009					\$0.083	06/05/2025	
- South Jersey Transportation Planning Organization (SJTPO) FY2026 Unified Planning Work Program (UPWP) Central Staff Activities - Metropolitan Planning - F00S011					\$1.568	06/05/2025	
Rail-Highway Grade Crossing Program, Federal (DB #X35A1)	RHC	EC	\$0.275	\$0.275	\$1.155		\$-0.880
- Bellevue Ave (St-54), Hammonton, Atlantic City - Rail-Highway Grade Crossing Program, Federal - 0054216					\$0.665	02/03/2025	
- Point Airy Road, Pilesgrove Township, Salem County - Rail-Highway Grade Crossing Program, Federal - 0660300					\$0.490	03/24/2025	
Transportation Alternatives Program (DB #X107)	TA-AC	ERC	\$0.554	\$0.554	\$1.438		\$-0.884
- Margate-Washington Avenue Streetscape, Amherst Avenue to Beach, City of Margate - Transportation Alternatives Program - 1096300					\$1.438	07/14/2025	
Transportation Alternatives Program (DB #X107)	TA-FLEX	ERC	\$0.000	\$0.131	\$2.004		\$-1.873
- Margate-Washington Avenue Streetscape, Amherst Avenue to Beach, City of Margate - Transportation Alternatives Program - Transportation Alternatives Program - 1096300					\$0.131	07/14/2025	
- Mays Landing Bikeway, Hamilton, Atlantic County PE - Transportation Alternatives Program - D00S922					\$0.854	07/25/2025	
- Park Boulevard and Central Avenue Pedestrian & Bicyclist Safety Improvements - Transportation Alternatives Program - D00S949					\$0.644	08/26/2025	
- Black Horse Pike Beautification Project - Transportation Alternatives Program - 0040329					\$0.375	09/10/2025	
Various Subtotal			\$3.767	\$3.277	\$10.118		\$-6.841

SJTPO Subtotal

\$12.767

\$28.099

\$34.684

\$-6.585

NEW JERSEY DEPARTMENT OF TRANSPORTATION

FY 2024-2033 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Statewide - FY 2025 Authorized Projects (obligation plan funds only - \$ millions)

PROJECT NAME	FUND	PHASE	PROG AMT	MODIFIED	AUTH AMT	AUTH DATE	BALANCE
Mercer							
Delaware & Raritan Canal Bridges (DB #15322)	STBGP- FLEX	ERC	\$5.000	\$5.000	\$0.476		\$4.524
- Chapel Drive (CR 623) & Griggstown Causeway (CR 632), Bridges over D&R Canal Right of Way - Delaware & Raritan Canal Bridges - D00S996					\$0.476	02/06/2025	
<i>Mercer Subtotal</i>			\$5.000	\$5.000	\$0.476		\$4.524

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

Statewide - FY 2025 Authorized Projects (obligation plan funds only - \$ millions)

PROJECT NAME	FUND	PHASE	PROG AMT	MODIFIED	AUTH AMT	AUTH DATE	BALANCE
Various							
Bicycle & Pedestrian Facilities/Accommodations (DB #X185)	CMAQ	ERC	\$2.750	\$2.750	\$0.830		\$1.920
- CY2025 BSBPP Staff in House Salary-CMAQ - Bicycle & Pedestrian Program Coordination-Statewide- Bicycle & Pedestrian Facilities/Accommodations - D00S957					\$0.709	12/23/2024	
- 2022- 2025 Bicycle and Pedestrian Facilities and Accommodations Program Coordination - Statewide-Other - Bicycle & Pedestrian Facilities/Accommodations - D00S636					\$0.121	01/22/2025	
Bridge Deck/Superstructure Replacement Program (DB #03304)	NHPP	ERC	\$44.000	\$18.000	\$23.883		\$-5.883
- Route 78 WB, Bridge over Tributary of Dead River - Bridge Deck/Superstructure Replacement Program - 0078343					\$6.638	04/24/2025	
- CR 507 (Maple Ave), Bridge Over Route 208 - CON - Bridge Deck/Superstructure Replacement Program - 0507302					\$14.770	07/15/2025	
- CR 507 (Maple Ave), Bridge over Route 208 - PUC - Bridge Deck/Superstructure Replacement Program - 0507303					\$2.475	07/17/2025	
Bridge Deck/Superstructure Replacement Program (DB #03304)	STBGP- NY/NWK	ERC	\$0.000	\$4.454	\$4.454		\$0.000
- Rt 124, Bridges over Passaic River - Bridge Deck/Superstructure Replacement Program - 0124302					\$4.454	08/01/2025	
Bridge Inspection (DB #X07A)	NHPP	EC	\$15.000	\$15.000	\$14.956		\$0.044
- FY25 NBIS Re-Inspection of 972 NHS Bridges and Related Support Services, Statewide-Other - Bridge Inspection - NBIS794					\$14.956	11/07/2024	
Bridge Inspection (DB #X07A)	STBGP- FLEX	EC	\$8.580	\$8.580	\$10.456		\$-1.876
- FY25 NBIS Re-Inspection of 1,124 STP On-System Bridges and Related Support Services, Statewide-Other - Bridge Inspection - NBIS795					\$10.456	11/08/2024	
Bridge Inspection (DB #X07A)	STBGP- OS-BRDG	EC	\$10.000	\$10.000	\$8.024		\$1.976
- FY25 NBIS Re-Inspection of 865 STP Off-System Bridges and Related Support Services, Statewide-Other - Bridge Inspection - NBIS796					\$8.024	11/07/2024	

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

Statewide - FY 2025 Authorized Projects (obligation plan funds only - \$ millions)

PROJECT NAME	FUND	PHASE	PROG AMT	MODIFIED	AUTH AMT	AUTH DATE	BALANCE
Various							
Bridge Management System (DB #X70)	STBGP-FLEX	EC	\$1.500	\$1.500	\$2.755		\$-1.255
- Calendar Year 2025 Bridge Management System Work Program - Bridge Management System - D00S935					\$2.755	12/17/2024	
Bridge Preventive Maintenance (DB #13323)	NHPP	EC	\$25.000	\$0.677	\$11.528		\$-10.851
- Route I-287, Maintenance Bridge Painting Contract 2024-3 - Bridge Preventive Maintenance - 0287366					\$11.528	07/28/2025	
Drainage Rehabilitation & Improvements (DB #X154D)	STBGP-FLEX	EC	\$0.000	\$23.000	\$22.171		\$0.829
- Drainage Restoration Contract, South-2025 - Drainage Rehabilitation & Improvements - D00S965					\$5.302	04/17/2025	
- Drainage Restoration Contract, Central-2025 - Drainage Rehabilitation & Improvements - D00S967					\$6.988	04/24/2025	
- Drainage Restoration Contract North-2025 - Drainage Rehabilitation & Improvements - D00S966					\$9.881	04/24/2025	
Guiderail Upgrade (DB #X201)	NHPP	ERC	\$24.000	\$9.672	\$4.672		\$5.000
- Guiderail Replacement Central, Contract 2019-2 Project - Guiderail Upgrade - 0001359					\$4.672	11/21/2024	
Guiderail Upgrade (DB #X201)	STBGP-FLEX	ERC	\$0.000	\$2.342	\$2.342		\$0.000
- Guiderail Upgrade Central, Contract-25 - Guiderail Upgrade - F00S055					\$2.342	08/04/2025	
Guiderail Upgrade (DB #X201)	STBGP-NY/NWK	ERC	\$0.000	\$2.847	\$2.847		\$0.000
- Guiderail Upgrade North, Contract 2026 - Guiderail Upgrade - F00S052					\$2.847	08/01/2025	

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

Statewide - FY 2025 Authorized Projects (obligation plan funds only - \$ millions)

PROJECT NAME	FUND	PHASE	PROG AMT	MODIFIED	AUTH AMT	AUTH DATE	BALANCE
Various							
Highway Safety Improvement Program Planning (DB #09388)	HSIP	PLS	\$10.000	\$18.759	\$15.433		\$3.326
- HSIP 2025 Work Program - Highway Safety Improvement Program Planning - D00S977					\$3.176	11/25/2024	
- NJ 2025 Strategic Highway Safety Plan Implementation, Safety Resource Center Implementation, Management, Evaluation, & Monitoring-Highway Safety Improvement Program Planning - D00S868					\$1.400	12/03/2024	
- Highway Safety Improvement Program Planning - D00S994					\$3.877	12/19/2024	
- Staff Augmentation - Highway Safety Improvement Program Planning - D00S657					\$1.000	01/13/2025	
- HSIP Staff Augmentation BTDS Crash Records - Highway Safety Improvement Program Planning - F00S044					\$1.980	07/09/2025	
- Safety Resource Center Contract Support Services - Highway Safety Improvement Program Planning - D00S868					\$1.000	07/25/2025	
- 25-27 HSIP Staff Augmentation Services for Bicycle Safety Improvement Program - Highway Safety Improvement Program Planning - F00S030					\$3.000	07/25/2025	
Intelligent Traffic Signal Systems (DB #15343)	CMAQ	ERC	\$10.105	\$10.105	\$7.424		\$2.681
- Rt. 1T, Jacobus Ave. to Rt. 1/9 Pulaski Hwy & rt. 440, Mina Dr. to Rt. 1/9 Communipaw - Right Of Way - Intelligent Traffic Signal Systems - 0001362					\$7.424	04/21/2025	
Intelligent Traffic Signal Systems (DB #15343)	STBGP-FLEX	EC	\$3.500	\$3.500	\$3.336		\$0.164
- Intelligent Traffic Signal Systems Work Program 2025 - D00S991					\$2.832	12/05/2024	
- Intelligent Traffic Signal Systems Work Program 2025 - D00S991					\$0.409	03/11/2025	
- FY25 ITSS Work Program Supplemental Authorization - Intelligent Traffic Signal Systems - D00S991					\$0.095	04/14/2025	
Intelligent Transportation System Resource Center (DB #13304)	STBGP-FLEX	EC	\$3.500	\$3.500	\$4.255		\$-0.755
- ITS Resource Center 2025 Work Plan- Intelligent Transportation System Resource Center - D00S925					\$0.755	12/27/2024	
- Calendar Year 2025 Intelligent Transportation Systems Resource Center - D00S925					\$3.500	02/20/2025	
ITS Safety Program (DB #23314)	HSIP	ERC	\$3.000	\$23.180	\$10.823		\$12.357
- Rt 80, White Meadow Road to Riverview Drive (CR 640) C#1 - ITS Safety Program - 0080352					\$10.823	09/03/2025	

NEW JERSEY DEPARTMENT OF TRANSPORTATION
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Statewide - FY 2025 Authorized Projects (obligation plan funds only - \$ millions)

PROJECT NAME	FUND	PHASE	PROG AMT	MODIFIED	AUTH AMT	AUTH DATE	BALANCE
Various							
Job Order Contracting Infrastructure Repairs, Statewide (DB #13305)	NHPP	EC	\$8.250	\$8.250	\$7.521		\$0.729
- Maintenance Job Order Contracting - Bridge Repair - Infrastructure Repairs, Statewide - D00S932					\$7.521	10/24/2024	
Job Order Contracting Infrastructure Repairs, Statewide (DB #13305)	STBGP-FLEX	EC	\$0.000	\$5.000	\$5.917		\$-0.917
- Maintenance Job Order Contracting Basin Restoration Contract, Statewide - 2024, Infrastructure Repairs, Statewide - D00S867					\$5.917	10/21/2024	
Local Safety/ High Risk Rural Roads Program (DB #04314)	HSIP-VRUS	ERC	\$0.000	\$7.429	\$1.880		\$5.549
- JFK Boulevard (CR 501) - Phase IV from 43rd Street to 59th Street Phase Change - Local Safety/ High Risk Rural Roads Program - 0501303					\$0.926	08/25/2025	
- Park Avenue (CR 677), JFK Boulevard East (CR 505 and CR 693) and JFK Blvd (CR 501) Final Design - Local Safety/ High Risk Rural Roads Program - D00S269					\$0.954	09/08/2025	

NEW JERSEY DEPARTMENT OF TRANSPORTATION
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Statewide - FY 2025 Authorized Projects (obligation plan funds only - \$ millions)

PROJECT NAME	FUND	PHASE	PROG AMT	MODIFIED	AUTH AMT	AUTH DATE	BALANCE
Various							
Mobility and Systems Engineering Program (DB #13306)	NHPP	EC	\$6.000	\$79.191	\$50.710		\$28.481
- 2025 ITS Engineering Work Program - Mobility and Systems Engineering Program - D00S981					\$1.736	11/21/2024	
- 2025 Transcom 511/SWIFT Support Program - Mobility and Systems Engineering Program - D00S969					\$5.634	11/22/2024	
- CY2025 Workzone Mobility Program - Mobility and Systems Engineering Program - D00S984					\$1.472	11/25/2024	
- ITS Communication Systems and Networks - Mobility and Systems Engineering Program - D00S983					\$1.983	11/27/2024	
- 2024 ITS Communication Systems and Networks Work Program - Mobility and Systems Engineering Program - D00S849					\$1.145	12/12/2024	
- TRANSCOM- Data Fusion Engine Replacement - Mobility and Systems Engineering Program - D00S980					\$0.213	12/17/2024	
- 2025 TRANSCOM Tri-State Operations Support Program - Mobility and Systems Engineering Program - D00S968					\$2.503	12/17/2024	
- ITS Maintenance - Mobility and Systems Engineering Program - D00S982					\$2.882	12/23/2024	
- CY 2025 TRANSCOM Tri-State Operations Support Program-Other - Mobility and Systems Engineering Program - D00S968					\$0.348	01/15/2025	
- 2026 World Cup ITS Improvements - Mobility and Systems Engineering Program - F00S005					\$32.794	03/20/2025	
Mobility and Systems Engineering Program (DB #13306)	STBGP- FLEX	EC	\$0.000	\$6.659	\$30.700		\$-24.041
- CY 2025 TRANSCOM Tri-State Operations Support Program-Other - Mobility and Systems Engineering Program - D00S968					\$2.470	01/15/2025	
- TRANSCOM- Data Fusion Engine Replacement, Statewide-Other - Mobility and Systems Engineering Program - D00S980					\$2.388	01/15/2025	
- Vehicle Probe Data SFY 2025-26 - Mobility and Systems Engineering Program - F00S006					\$1.749	04/15/2025	
- Smart Moves 2021 North - Mobility and Systems Engineering Program - F00S056					\$23.928	09/09/2025	
- Smart Moves 2021 North PUC - Mobility and Systems Engineering Program - F00S087					\$0.165	09/11/2025	

NEW JERSEY DEPARTMENT OF TRANSPORTATION
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Statewide - FY 2025 Authorized Projects (obligation plan funds only - \$ millions)

PROJECT NAME	FUND	PHASE	PROG AMT	MODIFIED	AUTH AMT	AUTH DATE	BALANCE
Various							
Motor Vehicle Crash Record Processing (DB #X233)	HSIP	PLS	\$6.400	\$6.400	\$5.864		\$0.536
- MV Crash Records - CY 2025 Work Program - Motor Vehicle Crash Record Processing - D00S989					\$3.129	12/09/2024	
- Crash Records Program Staff Augmentation, Motor Vehicle Crash Record Processing - D00S635					\$0.124	03/18/2025	
- Calendar Year 2023 New Jersey State Policy Active Directory - Contract with Lexis Nexis- Statewide Planning and Research-Other - D00S699					\$0.590	05/29/2025	
- Electronic Data Transfer System Crash Records Processing - 2018 - Other - D00S188					\$1.342	05/29/2025	
- Crash Records Electronic Data Transfer System - Motor Vehicle Crash Record Processing - D00S188					\$0.679	07/08/2025	
Pavement Preservation (DB #X51)	STBGP- FLEX	ERC	\$0.000	\$55.446	\$50.352		\$5.094
- Pavement Preservation South Contract-2, FY 2024 - Pavement Preservation - D00S997					\$22.742	05/08/2025	
- Rt 195, Rt 295 to CR 537 (Monmouth Rd) - Pavement Preservation - 0195310					\$27.610	06/13/2025	
Planning and Research, Federal-Aid (DB #X30)	SPR	PLS	\$40.301	\$40.301	\$39.439		\$0.862
- Calendar Year 2025-2026 Planning, Multimodal and Grants Administration - Statewide Planning and Research, Federal-Aid - D00S919					\$27.945	12/17/2024	
- Bureau of Research, Innovation & Information Transfer 2025 Authorization Request - Planning and Research, Federal-Aid - D00S920					\$7.728	12/19/2024	
- Performance Based Planning & Programming Support and Developing TAMP - Planning and Research, Federal-Aid - F00S002					\$1.327	03/04/2025	
- NJDOT eCAP & eSTIP Upgrade, Maintenance & Support - Planning and Research, Federal-Aid - F00S050					\$1.099	06/05/2025	
- Rail & Freight Services for Planning, Engineering and Ins Services - Planning and Research, Federal-Aid - D00S805					\$0.100	07/14/2025	
- TP #532 Rail and Freight Services for Planning, Engineering, and Inspection Services Task Order #7,8 and 9 - Freight Planning 5340 - NJ Truck Parking Profile - Planning and Research, Federal-Aid - D00S805					\$1.170	08/05/2025	
- TP 532 Rail and Freight Services for Planning, Engineering, and Inspection Serv - Planning and Research, Federal-Aid - D00S805					\$0.070	09/08/2025	

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

Statewide - FY 2025 Authorized Projects (obligation plan funds only - \$ millions)

PROJECT NAME	FUND	PHASE	PROG AMT	MODIFIED	AUTH AMT	AUTH DATE	BALANCE
Various							
Planning and Research, Federal-Aid (DB #X30)	STBGP- FLEX	PLS	\$12.000	\$22.000	\$24.134		-\$-2.134
- Bridge Resource Program (BRP) - Planning and Research, Federal-Aid - D00S947					\$2.025	12/17/2024	
- Bureau of Research, Innovation & Information Transfer 2025 Authorization Request - Planning and Research, Federal-Aid - D00S920					\$0.881	12/19/2024	
- Calendar Year 2025-2026-Year 1- Pavement Program Planning - Statewide Planning and Research-Planning and Research, Federal-Aid - D00S943					\$6.552	12/27/2024	
- Calendar Year 2025-2026 Pavement Program Planning - Planning and Research, Federal-Aid - D00S943					\$4.527	01/22/2025	
- New Jersey Statewide Model (NJSWM) Update - Planning and Research, Federal-Aid - D00S979					\$0.678	01/29/2025	
- Freight Planning Support Term Agreement - Planning and Research, Federal-Aid - D00S805					\$0.113	02/14/2025	
- Route 42, Rt. 322 / CR 536 (Sicklerville Road) to CR 555 (Tuckahoe Road/Stagecoach Road) Resurfacing - Aerial Mapping - Planning and Research, Federal-Aid - 0042312					\$0.323	02/20/2025	
- Route 40, CR 557 (Tuckahoe Road) to Route 54 Blue Anchor Road/Wheat Road (CR 619) Resurfacing - Aerial Mapping - Planning and Research, Federal-Aid - 0040326					\$0.335	02/20/2025	
- Route 29, Old River Road to Alexauken Creek Road Resurfacing - Planning and Research, Federal-Aid - 0029336					\$0.293	03/03/2025	
- Route 1, Route 1B to CR 533 (Province Line Road/Quaker Bridge Road) Resurfacing - Aerial - Planning and Research, Federal-Aid - 0001363					\$0.296	03/12/2025	
- Route 1 Truck, Pulaski Skyway to Service Road for Park Resurfacing - Aerial - Planning and Research, Federal-Aid - 0001361					\$0.762	03/18/2025	
- CY 25-26 SPR WP Bike & Pedestrian Resource Center - Planning and Research, Federal-Aid - D00S955					\$0.750	03/28/2025	
- 2025 SRTS WP Resource Program - (Safe Routs to School) - Planning and Research, Federal-Aid - D00S956					\$0.750	03/28/2025	
- Rt 44, Delaware St (CR 640) to NJ 44 SB Ramp from I-295 Resurfacing Planning - Geodetic Survey Services- Planning and Research, Federal-Aid - 0044342					\$0.178	04/07/2025	
- Planning - Geodetic Survey Services (5100) -Rt. 22 North Walterbrook Rd to mercer St. - Planning and Research, Federal-Aid - 0022359					\$0.402	04/21/2025	

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

Statewide - FY 2025 Authorized Projects (obligation plan funds only - \$ millions)

PROJECT NAME	FUND	PHASE	PROG AMT	MODIFIED	AUTH AMT	AUTH DATE	BALANCE
Various							
Planning and Research, Federal-Aid (DB #X30)	STBGP- FLEX	PLS	\$12.000	\$22.000	\$24.134		\$-2.134
- Planning - Geodetic Survey Services (5100) - Route 206, Oxford Place to Andria Ave/Hamilton Rd - Planning and Research, Federal-Aid - 0206343					\$0.300	04/21/2025	
- Calendar Year 2025-2026 Bridge Resource Program - Consultant - Planning and Research, Federal-Aid - F00S032					\$1.600	04/30/2025	
- Route 28 Elm St. to Foothill Rd. Resurfacing Planning - Geodetic Survey Services (5100) - Planning and Research, Federal-Aid - 0028308					\$0.369	05/06/2025	
- Bicycle and Pedestrian Program Coordination SPR - Planning and Research, Federal-Aid - F00S065					\$3.000	07/23/2025	
Pre-Apprenticeship Training Program for Minorities and Women (DB #X135)	STBGP- FLEX	EC	\$0.500	\$0.500	\$0.213		\$0.287
- FY2024 OJT/Supportive Services - Pre-Apprenticeship Training Program for Minorities and Women - D00S992					\$0.163	01/15/2025	
- 2024 NSTI - Pre-Apprenticeship Training Program for Minorities and Women - F00S038					\$0.050	08/05/2025	
Recreational Trails Program (DB #99409)	RTP	ERC	\$1.227	\$1.227	\$1.106		\$0.121
- Trail Resurfacing Kingston to Millstone Aqueduct - Delaware Raritan Canal State Park - NMPF237					\$0.260	06/05/2025	
- Monument Trail Parking Lot Resurfacing - NMPF239					\$0.215	06/05/2025	
- Steenykill Trail and Boat Launch Parking Area Resurfacing - NMPF240					\$0.121	06/05/2025	
- Trail Maintenance Tractor - Delaware Raritan Canal State Park - NMPF236					\$0.068	06/05/2025	
- Forest Resource Education Center Trail Maintenance Steward - NMPF238					\$0.096	06/12/2025	
- Trail Maps and Brochures - EDPF242					\$0.030	06/12/2025	
- GIS Maintenance and Accessibility Assessment - NJ State Parks, Forests, and Historic Sites - Recreational Trails Program - ADPF241					\$0.036	06/13/2025	
- Observatory Road Trail Conversion and Trailhead Improvements - NMPF243					\$0.160	09/04/2025	
- Professional Trail Maintenance Crews - NMPF244					\$0.120	09/10/2025	

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

Statewide - FY 2025 Authorized Projects (obligation plan funds only - \$ millions)

PROJECT NAME	FUND	PHASE	PROG AMT	MODIFIED	AUTH AMT	AUTH DATE	BALANCE
Various							
Resurfacing, Federal (DB #99327A)	NHPP	ERC	\$50.000	\$4.765	\$1.835		\$2.930
- Rt 23, Alexander Ave to Highland Ave - Final Design - Resurfacing, Federal - 0023342					\$1.835	03/03/2025	
Resurfacing, Federal (DB #99327A)	STBGP-L5K	ERC	\$0.000	\$0.235	\$0.235		\$0.000
- Rt. 50 Upper Bridge Road to Carl Road - Resurfacing, Federal - 0050306					\$0.235	08/25/2025	
Safe Routes to School Program (DB #99358)	TA-B5K50K	ERC	\$0.000	\$0.695	\$0.695		\$0.000
- 2018 Safe Routes to School - Downtown Connection Phase I - Safe Routes to School Program - D00S650					\$0.695	09/10/2025	
Safe Routes to School Program (DB #99358)	TA-FLEX	ERC	\$7.587	\$5.386	\$1.635		\$3.751
- SRTS 2016 Infrastructure and Intersection Improvements and ADA Compliance - Safe Routes to School Program - F00S034					\$0.972	08/01/2025	
- Rosedale Road (CR 604) & General Johnson Drive Intersection and Pathway Improvement Project PE-FD - Safe Routes to School Program - D00S435					\$0.663	08/01/2025	
Safe Routes to School Program (DB #99358)	TA-NY/NWK	ERC	\$0.000	\$2.201	\$2.201		\$0.000
- Safe Routes to School along Veterans Memorial Drive East & Road Diet and Pedestrian Improvements - Safe Routes to School Program - D00S856					\$2.201	09/03/2025	
Safety Programs (DB #19370)	HSIP-VRUS	ERC	\$11.529	\$4.100	\$4.543		\$-0.443
- Rt. 1 & 9 Dennis Place to East Grand Street - ROW - Safety Programs - 0001364					\$1.094	06/13/2025	
- Mid-Block Crosswalk Improvements, Central - Safety Programs - F00S101					\$3.449	09/09/2025	

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

Statewide - FY 2025 Authorized Projects (obligation plan funds only - \$ millions)

PROJECT NAME	FUND	PHASE	PROG AMT	MODIFIED	AUTH AMT	AUTH DATE	BALANCE
Various							
Safety Programs (DB #19370)	HSIP	ERC	\$6.930	\$29.895	\$15.435		\$14.460
- Utility Pole Mitigation, Pennsauken, Lawrence, Union Twps, Camden, Mercer, Union Counties-Utility Construction - Safety Programs - D00S828					\$0.107	10/21/2024	
- Vegetation Safety Management Project, Route 55 - Section 1 - Safety Programs - D00S976					\$3.758	03/05/2025	
- Vegetation Safety Management Project, Route 55 - Section 2 - Safety Programs - D00S975					\$2.815	03/05/2025	
- Passaic Ave, Ward Ave - Safety Programs - 0003343					\$3.240	05/22/2025	
- Passaic Avenue, Ward Avenue - Utility Construction - Safety Programs - 0003342					\$0.108	06/06/2025	
- Horizontal Curve Safety Sign Program, North Region, Various Routes, Towns and Counties-Construction - D00S999					\$0.967	06/06/2025	
- Systemic Backplate Pilot Program, Central, Safety Improvements Final Design- Safety Programs - 0027308					\$1.867	07/28/2025	
- Systemic Backplate Pilot Program South FD - Safety Programs - F00S097					\$2.573	08/28/2025	
Sign Structure Rehabilitation/Replacement Program (DB #X239A)	STBGP-FLEX	ERC	\$1.000	\$1.000	\$0.326		\$0.674
- Sign Structure Replacement Contract 2021-2 ROW - Sign Structure Rehabilitation/Replacement Program - F00S066					\$0.326	09/03/2025	
SJTPO Carbon Reduction Program (DB #S2319)	CR-B50K200K	ERC	\$0.325	\$0.325	\$0.142		\$0.183
- Park Ave & West Ave Traffic signal upgrades - SJTPO Carbon Reduction Program - F00S046					\$0.142	05/30/2025	
Specified Safety Program (DB #23313)	HSIP	PLS	\$2.000	\$2.000	\$0.499		\$1.501
- Specified Safety Program for State Police - F00S049					\$0.499	06/20/2025	

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

Statewide - FY 2025 Authorized Projects (obligation plan funds only - \$ millions)

PROJECT NAME	FUND	PHASE	PROG AMT	MODIFIED	AUTH AMT	AUTH DATE	BALANCE
Various							
Statewide Traffic Operations and Support Program (DB #13308)	NHPP	EC	\$17.000	\$26.000	\$28.112		\$-2.112
- Calendar Year 2024 Statewide Traffic Operations and Support Program-Incident Management Response Team - Statewide Traffic Operations and Support Program - D00S844					\$0.220	10/22/2024	
- CY 2024 Statewide Traffic Operations and Support Program-Statewide-Incident Management Response Team - Statewide Traffic Operations and Support Program - D00S845					\$0.200	10/24/2024	
- Safety Service Patrol North CY 2025 - Statewide Traffic Operations and Support Program - D00S974					\$4.682	11/04/2024	
- Safety Service Patrol South CY25 - Statewide Traffic Operations and Support Program - D00S972					\$4.339	11/04/2024	
- Statewide Traffic Operations and Support Program - D00S973					\$3.536	11/04/2024	
- Mobility Operations Center South CY 2025 - Statewide Traffic Operations and Support Program - D00S971					\$6.352	11/05/2024	
- IMRT - NJDOT - Statewide Traffic Operations and Support Program - D00S985					\$4.540	11/25/2024	
- CY 2025 Statewide Traffic Operations and Support Program-Statewide-Incident Management Response Team-NJDOT-Statewide Traffic Operations and Support Program - D00S986					\$3.028	11/25/2024	
- Statewide Traffic Operations and Support Program - D00S855					\$0.312	03/11/2025	
- IMRT- 2024 Work Program Supplemental - Statewide Traffic Operations and Support Program - D00S844					\$0.016	04/21/2025	
- Calendar Year 2024 Statewide Traffic Operations and Support Program-Safety Service Patrol (North) - D00S852					\$0.659	05/07/2025	
- CY 2024 Statewide Traffic Operations and Support Program - Statewide Mobility Operations Center (North) - D00S853					\$0.228	05/08/2025	

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

Statewide - FY 2025 Authorized Projects (obligation plan funds only - \$ millions)

PROJECT NAME	FUND	PHASE	PROG AMT	MODIFIED	AUTH AMT	AUTH DATE	BALANCE
Various							
Traffic Monitoring Systems (DB #X66)	NHPP	PLS	\$12.000	\$21.612	\$11.376		\$10.236
- Calendar Year 2025 Statewide Planning and Research Traffic Monitoring System Work Program - Various Townships & Counties- Traffic Monitoring Systems - D00S878					\$3.014	12/17/2024	
- Calendar Year 2025 Traffic Monitoring System Geographic Information System Statewide Planning and Research-Traffic Monitoring Systems - D00S927					\$5.698	12/17/2024	
- 2025 New Jersey Statewide Orthoimagery Acquisition - Traffic Monitoring Systems - F00S004					\$0.100	04/07/2025	
- Highway Performance Monitoring System (HPMS) Maintenance Support - Traffic Monitoring Systems - F00S051					\$1.003	08/01/2025	
- Traffic Monitoring System Data Collection Roadway Inventory & Digital Imaging Services (Northwest)- - F00S085					\$1.561	09/09/2025	
Traffic Monitoring Systems (DB #X66)	STBGP-FLEX	PLS	\$0.000	\$0.300	\$5.863		\$-5.563
- Traffic Monitoring System (TMS) Traffic Volumes Data Collection - D00S672					\$0.249	05/08/2025	
- Traffic Monitoring System Data Collection Roadway Inventory & Digital Imaging Services (south) - Traffic Monitoring Systems - F00S084					\$3.204	09/09/2025	
- Traffic Monitoring System Data Collection Roadway Inventory & Digital Imaging Services (Northwest) - F00S085					\$0.206	09/09/2025	
- Traffic Monitoring System Data Collection Roadway Inventory & Digital Imaging Services (central) - Traffic Monitoring Systems - F00S083					\$2.204	09/09/2025	
Transportation Alternatives Program (DB #X107)	TA-FLEX	ERC	\$3.898	\$3.898	\$2.149		\$1.749
- Calendar Year 2025-2026 Transportation Alternative Program Planning and Development Statewide Planning and Research-Transportation Alternatives Program - D00S941					\$2.149	12/19/2024	
Transportation Alternatives Program (DB #X107)	TA-L5K	ERC	\$1.097	\$1.097	\$0.473		\$0.624
- Thompsons Beach Scenic Overlook and Accessway - Transportation Alternatives Program - D00S950					\$0.473	08/05/2025	
Tunnel Inspection, NTIS (DB #23315)	NHPP	EC	\$0.300	\$0.300	\$0.250		\$0.050
- FY25 NTIS Re-Inspection of 1 NHS Tunnel and Related Support Services - Tunnel Inspection, NTIS - 0029335					\$0.250	11/25/2024	

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

Statewide - FY 2025 Authorized Projects (obligation plan funds only - \$ millions)

PROJECT NAME	FUND	PHASE	PROG AMT	MODIFIED	AUTH AMT	AUTH DATE	BALANCE
Various							
Vegetation Safety Management Program (DB #19332)	HSIP	ERC	\$3.000	\$3.000	\$2.217		\$0.783
- Rt I-287 Northbound - Vegetation Safety Management Program - 0287367					\$2.217	04/21/2025	
			<i>Various Subtotal</i>	<i>\$352.279</i>	<i>\$497.078</i>	<i>\$446.011</i>	<i>\$51.067</i>
			<i>Statewide Subtotal</i>	<i>\$357.279</i>	<i>\$502.078</i>	<i>\$446.487</i>	<i>\$55.591</i>

From: NJ Department of Environmental Protection <NJDEP@public.govdelivery.com>

Subject: NEW JERSEY MAKES \$10 MILLION AVAILABLE FOR MORE TOWNS TO PARTICIPATE IN REGIONAL CLIMATE RESILIENCE PLANNING

Having trouble viewing this email? [View it as a Web page.](#)



August 18, 2025

NEW JERSEY MAKES \$10 MILLION AVAILABLE FOR MORE TOWNS TO PARTICIPATE IN REGIONAL CLIMATE RESILIENCE PLANNING



The Resilient NJ program, administered through DEP's Office of Climate Resilience, will use this round of funding to provide grants of up to \$300,000 to municipalities that join with others to establish self-identified regions, and then work to develop regional Resilience Action Plans. [Grant applications are available](#) beginning today (Aug. 18, 2025) and are due Tuesday, Oct. 14. A public webinar on the grant program is planned for early September.

The \$10 million in funding is made available from the National Oceanic and Atmospheric Administration (NOAA) as part of the [Building a Climate Ready NJ initiative](#), and the U.S. Department of Housing and Urban Development (HUD). Resilient NJ is open to municipalities in all 21 New Jersey counties.

“The Resilient NJ program has supported resilience planning in over 40 municipalities to date. The Resilience Action Plans produced through those efforts have resulted in over [\\$26 million](#) in additional implementation projects, demonstrating the value of the program,” **said Nick Angarone, New Jersey’s Chief Resilience Officer.** “We look forward to expanding the reach of the Resilient NJ program and providing assistance to as many communities as possible.”

As many as six regional teams will receive grants of up to \$300,000 each to improve climate resilience in their communities. Teams will self-select their member municipalities and may cross county borders. DEP will match the selected regions with experienced consulting teams and provide oversight of the program.

Regional teams must be made up of at least three contiguous municipalities and at least one community-based organization. County governments, regional planning commissions, and utility authorities are also eligible to participate. A public webinar to learn more about the grant program will be held from 2 to 3 p.m. Wednesday, Sept. 3. [Click here to register.](#)

For more about the Resilient NJ program, visit <https://resilient.nj.gov/>.

To learn more about DEP’s Office of Climate Resilience, visit dep.nj.gov/ocr/

[Click here for NOFA!](#)

[Office of Climate Resilience](#) | Email: climateresilience@dep.nj.gov | Phone: 609-322-9500

Get updates and alerts about resources, grant opportunities, and events through the links below!



SJTPO's Access for All Transit Plan--Stakeholder Survey and upcoming Stakeholder Workshop

From David Heller <dheller@sjtpo.org>

Date Thu 9/11/2025 4:31 PM

Cc Hutchinson, Claire <Claire.Hutchinson@wsp.com>; David Heller <dheller@sjtpo.org>; Jennifer Marandino <jmarandino@sjtpo.org>; Benjamin Woodward <bwoodward@sjtpo.org>; Andrew Levecchia <Andrew.Levecchia@wsp.com>; Hicks, Ryan <ryan.hicks@wsp.com>; Balcazar Herrada, Martin <martin.balcazarherrada@wsp.com>

Dear Stakeholders,

I reached out to you previously about SJTPO's ongoing effort to update the Access for All Transit Plans, also known as the Coordinated Human Services Transportation Plans, for Atlantic, Cape May, Cumberland, and Salem Counties. You are receiving this email because you have been identified as a stakeholder who either serves the target populations or who has expertise in public transit/human services transportation. We are inviting you (or another representative from your organization) to participate in two upcoming outreach opportunities for the Access for All Transit Plans:

- **Stakeholder survey:** SJTPO is conducting a virtual survey to learn more about existing transportation services in the region, as well as how these services may be improved over the next five years. SJTPO will use the survey results to develop strategies and project recommendations for the Access for All Transit Plans. Your responses will ensure the final plan recommendations are relevant to your organization/agency. Your responses will also help more projects be eligible for federal and state grant programs. **The survey can be accessed here: <https://www.surveymonkey.com/r/SJTPOprovidersurvey>. The stakeholder survey will be open until October 8th, 2025.**
- **Stakeholder workshop:** SJTPO will host a hybrid stakeholder workshop for the Access for All Transit Plans. The workshop will provide stakeholders with the opportunity to talk with the project team about the planning process and provide input on the potential recommendations. **Stakeholders can attend the workshop in-person OR virtually.** The event information is as follows:
 - **Date: Monday, October 6th 2025**
 - **Time: 10AM – 11:30AM**
 - **Location: 817 E. Landis Ave, 2nd Floor, Vineland, New Jersey, 08360**
 - **Virtual Information: <https://meet.goto.com/549626509>**
 - **Dial-in information for Workshop:**
 - Access for All Transit Plans Stakeholder Workshop**
 - Oct 6, 2025, 10:00 – 11:30 AM (America/New_York)
 - Please join my meeting from your computer, tablet or smartphone.**
 - <https://meet.goto.com/549626509>
 - You can also dial in using your phone.**
 - Access Code: 549-626-509
 - United States (Toll Free): [1 877 309 2073](tel:18773092073)
 - United States: [+1 \(646\) 749-3129](tel:+16467493129)
 - Get the app now and be ready when your first meeting starts:**
 - <https://meet.goto.com/install>

Note that the stakeholder survey and stakeholder workshop are for **stakeholders only**. **There will be a workshop for the public**, to be convened at SJTPO offices, located at the same address listed above (817 E. Landis Avenue, 2nd Floor, Vineland, New Jersey) on **Tuesday, September 30, 2025, at 6:00 PM**. It will also have an option to attend virtually. Please reach out if you have any questions about either of these opportunities. Also, please reach out if you have any general questions about the Access for All Transit Plans. We look forward to hearing from you about how to best improve public transit and human services transportation in the SJTPO region over the next five years.

Thank you again for your time and participation in this important project!

Best Regards,

David Heller



David Heller, PP/AICP

Program Manager - Systems Performance and Subregional Programs

South Jersey Transportation Planning Organization

817 E. Landis Avenue, 2nd Floor

Vineland, New Jersey 08360

(856) 794-1941 | www.sjtpo.org

TAKE THE COMMUNITY MOBILITY SURVEY!



The South Jersey Transportation Planning Organization (SJTPO) is updating the Access for All Transit Plans for Atlantic, Cape May, Cumberland, and Salem Counties. If you live in these counties, please take a few minutes to tell us about your transportation needs. Your answers will help improve transportation services in your county, including those used by seniors and people with disabilities. This survey should take less than 15 minutes to complete. When you complete the survey you will have a chance to win a \$25 gift card! **The survey will close September 30, 2025. For more information, please email accessforall@sjtpo.org.**

Take the survey here: <https://www.surveymonkey.com/r/sjtpomobilitysurvey>



**SCAN THE
QR CODE
OR USE THE
LINK TO
TAKE THE
SURVEY!**





Date: September 15, 2025
To: SJTPO Policy Board
From: SJTPO staff
Re: Technical Program Update

Active Technical Studies

Countywide Local Road Safety Plans *ongoing*; Jenna Monaghan
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/. In addition to the completed plans, data from the extensive data collection effort is now available on NJGIN.

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 3rd year effort and begin to develop strategies to advance the plans. The project team has met with County Engineers and confirmed systemic treatments and project locations to apply for Local Safety Program (HSIP) funding. Letters will be sent from the County Engineers to municipalities identifying project locations within their jurisdiction. Steering Committee meetings were held in August, and project locations were presented to committee members for approval.

Additionally, training videos will be posted in September and November that provide information to both counties and municipalities on topics such as funding opportunities, low-cost safety countermeasure projects, and behavioral strategies to reduce fatalities and serious injuries. Workshop meetings are anticipated to be held in October to gain feedback from members about the Plan's progress and to begin developing an implementation action plan.

The effort is now anticipated to end in December of 2026, with a No Cost Time Extension of the Task Order to be requested of NJDOT. This time extension will allow the project team to close out projects and



Date: September 15, 2025

Re: Technical Program Update

continue their effort developing Local Safety Program (HSIP) applications. While work on the Plans is anticipated to be completed by December 2025, SJTPO is requesting the team to remain through December 2026 to allow consultant support to continue the development of Local Safety Program applications and through the yearlong project selection process.

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:

- East Avenue Pedestrian Safety Improvements (City of Vineland)
- 3rd Street and Wheaton Avenue Traffic Calming and Pedestrian Safety Improvements (City of Millville)
- Bridgeton Pedestrian Safety Improvements (City of Bridgeton)
- High Street Pedestrian Safety Improvements (City of Millville)

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 progress of the project.

Survey and base mapping for all projects is completed. 30% design plans are completed and delivered to the respective local public agencies. Work towards 60% design plans, and CED is progressing. Contact letters to the utility companies have been sent for all project locations, with follow-ups ongoing. Environmental Documentation/Permits is continuing with RGA – Cultural Resources serving as the lead for this task.

Continued coordination with the overlapping East Avenue project (Walnut to Chestnut Reconstruction project) has occurred and will continue as appropriate. An initial Public Information Center was held for the City's portion of the design work, with the CED submitted. Final Design for Reconstruction of South East Avenue (DB #S2318) was authorized on June 24th for \$56,000.

The CED submission for the safety-related work for the East Avenue Pedestrian Safety Improvements and 3rd Street and Wheaton Avenue Traffic Calming and Pedestrian Safety Improvements is expected to be in September 2025, with authorization of FD (DES) anticipated in mid-December. The CED submission for the Bridgeton projects (Atlantic and Irving Avenues) is expected to be in November 2025. The CED submission for the High Street Pedestrian Safety Improvements is expected to be in December 2025.

The project team is coordinating with the City of Millville to present the two Millville projects during their September 16th Board of Commissioners Work Session. The intention will be to seek feedback on the installation of a Rectangular Rapid-Flashing Beacon at Powell Street.



Date: September 15, 2025

Re: Technical Program Update

Project Fact Sheets (available in English and Spanish) have been developed for all four project locations as part of the Public Involvement Action Plan. Coordination with SJTPO is in the final stages to publish the project website. The website will include a project location map, project schedule information, fact sheets for each location, educational materials, renderings, and PowerPoint presentations (if applicable). The project webpage is live www.sjtpo.org/safety/local-safety-program-design-assistance/ on the SJTPO website, by navigating to Safety from the megamenu.

Regional Pavement Condition Data Collection *ongoing;*
~~Jacob Cummings~~ Alice Gibson/Jennifer Marandino

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.

Consultant selection was made at the May 2024 Policy Board meeting. After negotiations, the initial contract advanced (Task 1) Coordination and Administrative and (Task 2) Pavement Collection Data Collection only, with other tasks 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.

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 the 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.

The consultant has assembled the baseline map used for pavement data collection. Data collection started in mid-October and is now 100% complete. The DBE subconsultant has completed the Quality Control (QC) of the collected data, and automated distress identification is now 100% complete. PCI calculation is completed and has been delivered. The project team is available to address any questions. Data batches and associated KMZ files have been distributed to agency partner representatives for their review.

Emails have been sent to subregional partners with instructions on how to access and register for AtlasView. Coordination with each subregional will continue to ensure that all partners receive access. SJTPO will cover the cost of each partner's 1-year contract, with additional years being the responsibility of the local public agency, if desired.

Concerning Data Integration (Task 4), SJTPO provided data, and the project team has a general idea of the data available. Recommendations for new assets to be collected will be considered. The task of collecting any ancillary data (Task 3) requires additional budget to advance.

As of September 11, 2025, all data has been collected, processed, and delivered per the requirements of Task 2. Micheal Baker International, Inc. has sent instructions to access Pavement Display Viewer (PDV) so that users can see all the imagery captured in their jurisdiction. PDV can be accessed independently as well as within the pavement management system (Task 5). At least one (1) individual for each member



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Re: Technical Program Update

agency has access to PDV.

For Task 3 (Data Integration), Micheal Baker International, Inc. has heard from Salem County, Cape May County, Cumberland County, and Atlantic City related to their non-pavement asset needs. Micheal Baker International, Inc. did not hear from Atlantic County and Vineland. This task was to assess existing data and identify additional data needs to implement a non-pavement asset management system. The outcome is going to be a memo that summarizes observations of the data at hand and recommends additional data extraction from the existing imagery data collected for the pavement data collection task. Per Jennifer's comment, there are no funds to advance Task 4 as a result of Task 3 at this time; however, the outcome of Task 3 can be used to implement Task 4 when funds are available in the future. Micheal Baker International, Inc. requested SJTPO's assistance in encouraging Vineland and Atlantic County to share what non-pavement transportation infrastructure asset inventory they want (sidewalk, curbs, signs, ADA ramps, etc.) so that the task can be completed.

For Task 5, Micheal Baker International, Inc. has sent the needed information for subregional partners to register for AtlasView, the pavement management software. As of now, no one from Salem County nor Atlantic County has registered to access AtlasView. Additionally, an email was sent 09/10/2025 regarding additional information needed from subregional partners to perform the pavement management analyses and produce the reports.



Date: September 15, 2025

Re: Technical Program Update

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. 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).

A Notice to Proceed was issued effective November 26, 2024. An Amendment to the Subcontract Agreement was approved by the Policy Board in March 2025 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 Plans (Access for All Transit Plan). A Task Order Modification was approved to extend the work through June 30, 2026.

Under **Task 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), contacting three MPOs for interviews. An interview was conducted with a staff member of the Tri-County Regional Planning Commission in Michigan to discuss their performance monitoring program. SJTPO staff asked the team to focus on how SJTPO might better discuss performance-based planning targets on their website. The project team is also discussing how Performance-Based Planning is appropriately incorporated in the TIP document. The team also interviewed the Tri-County Regional Planning Commission in Harrisburg to learn how they utilize performance measures and determine targets. The team also interviewed members of the Southeastern Massachusetts MPO to learn more about their performance measures.

A summary memorandum summarizing the meetings with each of the three MPOs, as well as recommendations on how SJTPO can better depict performance measures on its website, was delivered to SJTPO in late June. SJTPO reviewed and provided comments on the deliverables in mid-July.

Work under this task is completed.

Under **Task 25/113 Transit and Human Services Planning**, A kick-off meeting to discuss the full-fledged Access for All Transit Plan update was convened on May 29th. SJTPO sent GIS shapefiles for some of the county transit systems to WSP in early July. SJTPO also provided an initial list of Human Services destinations, which was reviewed. SJTPO also attended the quarterly meeting of the South Jersey Economic Development District (SJEDD) on July 7, 2025, and shared the scope of work related to the Coordinated Human Services Transportation Plan (CHSTP) update. SJTPO staff met with the WSP team throughout the summer to discuss the survey and the associated outreach materials. The public survey went live on August 21st and will remain open through September 30th.

SJTPO staff met with the WSP team to discuss the public outreach strategy and project strategies and recommendations. A stakeholder survey went live on September 11th and will remain open through October 8th.

The project team is drafting the text for each of the four plans and anticipates delivering a draft in the Fall. Work under this task will continue through June 30, 2026.



Date: September 15, 2025

Re: Technical Program Update

Under **Task 25/117 Freight Planning**, the consultant team met with SJTPO staff to guide the re-establishment of the Freight Advisory Committee. The team provided a list of potential contacts and assisted staff in developing an agenda for the first meeting. The first meeting was anticipated to be in Fall of 2025; however, given the resignation of Jacob Cummings in early August, this work is now on hold.

Under the Amendment to the Subcontract Agreement, work under this task was to continue through June 30, 2026. Given the staff vacancy, reconsideration for this work is necessary.

Under **Task 25/119 Resiliency and Reliability Planning**, two meetings with stakeholders have been convened 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 14th, focused on SJTPO's toolbox and how SJTPO could assist the subregions in advancing resiliency projects. SJTPO staff met with the consultant team to discuss the outline for Meeting #3. Meetings have also been held with emergency operations personnel from Atlantic, Cape May, Cumberland, and Salem Counties to discuss the status of their hazard mitigation plans and future coordination efforts between SJTPO and their Emergency Operations Departments.

On June 24th, Radin Consultants led the third meeting on Resiliency, whose focus was on how SJTPO can support the counties as they advance resilience projects. The consultant also provided a high-level review of regional assets and vulnerabilities (as presented at the first resiliency meeting), strategies for addressing risk, and suggested some possible funding sources and grant opportunities.

On July 1st, SJTPO convened its second regional roundtable on emergency preparedness. The meeting was led by Radin Consulting, in conjunction with Robert Burd, from NJDOT's Office of Emergency Management, Security and Response, and IEM, NJDOT's consultant for emergency preparedness. The meeting focused on the discussion of the evacuation zone process currently being finalized by the SJTPO counties, as well as opportunities for further collaboration between county transportation planners and emergency management officials.

Work under this task is completed.

Under **Task 25/120 ITS Planning**, the team met with SJTPO to discuss the request from NJDOT for the MPO to write a Problem Statement in each MPO. It was later learned that NJDOT would be advancing a Problem Statement for a location in the MPO region that ranked high in NJDOT's Congestion Management Process. The team assisted in coordination with Atlantic County to gain their feedback on the intersection of Route 40 (MP 46.39) and Route 50/CR-616 in Hamilton Township. The County was ultimately supportive of advancing this location through the Problem Statement process at NJDOT.

Work under this task is completed.

Under **Tasks 25/131 and 132 within the Capital Programming & Project Development** area, the consultant team continued to attend quarterly status meetings with subregional partners to get a full understanding of the status of federally funded projects. Attendance from the team will likely cease as SJTPO continues to fill previous vacancies.

Working with SJTPO and our subregional partners, the team developed the project pool for the FFY 2026-2035 TIP. NJDOT shared the final draft database in early June for use in developing the draft TIP. The



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TIP was released for public comment on Wednesday, July 2, 2025, and was intended to remain open until Sunday, August 3, 2025. The comment period was extended through Sunday, August 17th to give the public time to review Appendix B. Performance-Based Planning, which was not included in the initial release of the TIP document. SJTPO held two hybrid public meetings, in person at the SJTPO office and online through SJTPO's GoToMeeting platform. The 1st public meeting was held on Monday, July 14th, at 10 AM, with the second meeting being held on Wednesday, July 23rd, at 6 PM.

The final TIP/STIP database was shared by NJDOT on August 14, 2025, and reviewed by staff to update the TIP document. The TIP was made available on the SJTPO website (<https://www.sjtpo.org/planning/tip/>). Once approved by both the TAC and the Policy Board, the TIP will be effective in October 2025.

To enhance transparency and accessibility of the TIP document, the team developed an interactive map, visually displaying project information that is more easily digestible for the public. The TIP map is available on the SJTPO website (www.sjtpo.org/planning/tip/) and allows users to explore projects geographically and interactively. The intention is to continuously update the map when modifications are made to the TIP. A user guide is available to help use the TIP Projects Map.

The consultant team developed 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. The team additionally created an ArcPro template that includes Layouts templates, Authoritative Server Connections, Styles, and Symbologies. This will be an internal document to be used by SJTPO staff when creating maps. Similarly, the document will be shared with consultant teams who may be doing the same as part of a technical study.

Work under this task will continue through the end of September.

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. Initial webinars were held to assist municipalities in identifying potential projects for technical assistance and to learn about the new grant opportunity being offered to municipalities in the SJTPO region. An in-person workshop was held to provide an overview of Complete Streets, including associated design and funding considerations.



Date: September 15, 2025

Re: Technical Program Update

A total of six (6) applications were received, with three (3) 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

Kick-off meetings were held with the municipalities to help refine project outcomes, schedule, scope of work, and roles and responsibilities. Each municipality has signed off on the proposed scope of work.

The project team has begun work on reviewing the eCodes for Buena and Egg Harbor for opportunities to incorporate Complete Streets. Initial public engagement opportunities have been scheduled, capitalizing on existing community events within each municipality, to gather feedback on various Complete Streets improvements and specific areas of concern. The project team met with Pennsville Township to select an appropriate location for the temporary demonstration. Initial sketches will be provided for the Township for consideration before selecting a final location for the demonstration. Coordination with Salem County is necessary. All work is expected to be completed within six months, with the final deliverables anticipated by March 2026.

Cross County Connection has begun the purchase of some items/ materials for a Demonstration Library that will be available to our subregional partners to “try it, before you buy it”.

Regional Active Transportation Master Plan recently kicked off;
~~Jacob Cummings~~ John Peterson/Jennifer Marandino

Michael Baker International, Inc., in association with WSP USA Inc. and Drive Engineering (DBE)

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.

Consultant Selection was approved at the May 27, 2025, Policy Board meeting, approving the selection of Michael Baker International and WSP USA Inc., and Drive Engineering (DBE). A Notice to Proceed (NTP) was issued June 2nd, with the kick-off meeting held June 12th.

Bi-weekly check-ins with the project team occur regularly. A project specific logo has been created. An invitation letter was sent to potential Project Working Group members inviting them to participate in the first meeting scheduled for Tuesday, September 23rd at 10 AM. Draft survey questions were shared with SJTPO and are undergoing an internal review before being launched.

WSP is assembling existing mapping and data layers for base mapping. Coordination with the Staff Augmentation team for the development of an online map to display the data is being completed.



Date: September 15, 2025

Re: Technical Program Update

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 the 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 fee included. The second year of data will be invoiced in January 2026, with access to the data through December 31, 2026.

SJTPO staff offered and conducted training on the Signal Analytics Platform to SJTPO’s subregional partners in mid-July.



Date: September 15, 2025

Re: Technical Program Update

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 or complete a peer review of the SJTDM to determine the most appropriate next steps.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2509-21: Self-Certifying the SJTPO Transportation Planning Process

PROPOSAL

At its September 8, 2025, meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board adopt the MPO Self-Certification of the SJTPO Transportation Planning Process.

BACKGROUND

Federal regulation for metropolitan planning, as defined in 23 USC § 450, requires a Metropolitan Planning Organization (MPO) to certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) concurrent with the submittal of the proposed Transportation Improvement Program (TIP) to FHWA and FTA. An MPO must certify that the transportation planning and programming process is being conducted in accordance with all applicable federal laws and regulations, including the planning guidelines and requirements as defined in 23 USC § 134 and 49 USC § 5303, Subpart C.

On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law to reauthorize surface transportation and infrastructure improvements across the United States. As of September 9, 2025, new guidance and regulations for the MPO self-certification process have not been released pursuant to the IIJA. As such, SJTPO will continue to follow the current Metropolitan Planning Rule, as defined in 23 CFR § 450.336. SJTPO certifies that our transportation planning process meets all applicable requirements, including the following.

1. The transportation planning process, including the adoption of the TIP and Long-Range Plan (LRP), in nonattainment and maintenance areas, and is consistent with sections 174 and 176 (c) and (d) of the [Clean Air Act](#), as amended to 42 USC § 7504, and 42 USC § 7506 (c) and (d) and [40 CFR § 93](#); and
2. Title VI of the [Civil Rights Act of 1964](#), as amended to [42 USC § 2000d-1](#) and [49 CFR § 21](#); and
3. [49 USC § 5332](#), prohibiting discrimination on the basis of race, color, religion, national origin, sex, disability, or age in employment or business opportunity; and
4. Section 1101(b) of the FAST Act ([Pub. L. 114-357](#)) and [49 CFR § 26](#) regarding the involvement of disadvantaged business enterprises in DOT-funded projects; and
5. [23 CFR § 230](#), regarding the implementation of an [equal employment opportunity program](#) on Federal and Federal-aid [highway](#) construction contracts; and
6. The provisions of the [Americans with Disabilities Act of 1990](#), consistent with [42 USC § 12101](#) et seq., and [49 CFR § 27](#), [49 CFR § 37](#), and [49 CFR § 38](#); and
7. The Older Americans Act, as amended to [42 USC § 6101](#), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance; and
8. [Section 324](#) of title 23 USC regarding the prohibition of discrimination based on gender; and
9. Section 504 of the [Rehabilitation Act of 1973](#), as consistent with [29 USC § 794](#), and [49 CFR § 27](#), regarding discrimination against individuals with disabilities; and
10. All other applicable provisions of Federal Law.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2509-21: Self-Certifying the SJTPO Planning Process

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 Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the final rule to the Metropolitan Planning regulations, effective June 27, 2016, amending 23 CFR 450 and 49 CFR 613 to incorporate revisions to the Metropolitan Transportation Planning Process; and

WHEREAS, concurrent with the submittal of the Transportation Improvement Program (TIP), to FHWA and FTA as part of STIP approval, MPOs shall certify that the metropolitan planning process is being carried out in accordance with all applicable requirements; and

WHEREAS, SJTPO certifies that its metropolitan planning process meets all applicable requirements, including the following.

- 1. The transportation planning process, including the adoption of the TIP and Long-Range Plan (LRP), in nonattainment and maintenance areas, and is consistent with sections 174 and 176 (c) and (d) of the Clean Air Act, as amended to 42 USC § 7504, and 42 USC § 7506 (c) and (d) and 40 CFR § 93; and**
- 2. Title VI of the Civil Rights Act of 1964, as amended to 42 USC § 2000d-1 and 49 CFR § 21; and**
- 3. 49 USC § 5332, prohibiting discrimination on the basis of race, color, religion, national origin, sex, disability, or age in employment or business opportunity; and**
- 4. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR § 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects; and**
- 5. 23 CFR § 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts; and**
- 6. The provisions of the Americans with Disabilities Act of 1990 consistent with 42 USC § 12101et seq., and 49 CFR § 27, 49 CFR § 37, and 49 CFR § 38; and**
- 7. The Older Americans Act, as amended to 42 USC § 6101, prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance; and**
- 8. Section 324 of title 23 USC regarding the prohibition of discrimination based on gender; and**
- 9. Section 504 of the Rehabilitation Act of 1973 as consistent with 29 USC § 794, and 49 CFR § 27 regarding discrimination against individuals with disabilities; and**
- 10. All other applicable provisions of Federal Law; and**

WHEREAS, the Congestion Management Process requirements for non-attainment Transportation Management Areas have been met; and

WHEREAS, the Transportation Improvement Program has been fiscally constrained as required by Section 450.324(h) of the Planning Regulations; and

WHEREAS, at its September 8, 2025, meeting the TAC recommended the Policy Board adopt the SJTPO Metropolitan Planning Process Self-Certification; and

NOW THEREFORE BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby self-certifies that the planning process for the region is being conducted in accordance with all the applicable Federal requirements.

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of September 22, 2025.

 9/22/25

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

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2509-22: Adopting the FFY 2026-2035 Transportation Improvement Program (TIP)

PROPOSAL

At its September 8, 2025, meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board adopt the SJTPO Federal Fiscal Year (FFY) 2026-2035 Transportation Improvement Program (TIP).

BACKGROUND

The TIP is a federally required document that reflects the major surface transportation investments in the SJTPO region, detailing the different types of federal funding that flow into it over ten years. The TIP is updated every two years. The Federal Fiscal Year (FFY) 2024-2033 TIP was approved in September 2023 by SJTPO's Policy Board and shall be effective until the FFY 2026-2035 TIP is approved.

Over \$1.2 billion of FFY 2026-2035 federal and state funding is identified for transportation improvements within the four counties and participation in the statewide programs. The two-year TIP cycle provides SJTPO with the opportunity to suballocate approximately \$12 million to our subregional partners for each TIP cycle. During this same cycle, NJDOT is programming over \$392 million in our region, and NJ TRANSIT is programming over \$102 million during the constrained years of the TIP.

On Wednesday, July 2, 2025, SJTPO initiated a 45-day public comment period collectively for the Draft Transportation Improvement Program (TIP), Draft Statewide TIP (STIP), and Draft Transportation Conformity. The comment period for the TIP was extended through Sunday, August 17, 2025, to allow for additional time to receive public feedback on revisions to the document.

SJTPO hosted two public meetings, Monday, July 14, 2025, at 10:00 AM and Wednesday, July 23, 2025, at 6:00 PM. Participants were invited to attend the public meeting in person at the SJTPO office or virtually via SJTPO's GoToMeeting platform. The public meeting and comment period were duly advertised.

Hard copies of the draft documents and public meeting notice flyers were distributed to the State Depository Libraries in Atlantic Cape May, Cumberland, and Salem counties. Hard copies were also available at the SJTPO office in Vineland for public inspection, with the draft documents uploaded to the SJTPO website along with an announcement and invitation for public comment. Public notice was sent out to SJTPO's e-list and on social media, and an email address was established for receiving public comments. All public comments and responses are included in the TIP as Appendix D.

The [Statewide TIP](#) and [SJTPO TIP](#) for FFY 2026-2035 are available at www.sjtpo.org/tip.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2509-22: Adopting the FFY 2026-2035 Transportation Improvement Program (TIP)

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, an MPO is responsible for developing a Transportation Improvement Program (TIP) that sets forth significant surface transportation projects for at least four years, as required by the Federal Metropolitan Planning Rule (23 CFR 450 and 500; 49 CFR 613C); and

WHEREAS, the SJTPO FFY 2026-2035 TIP was developed in accordance with the requirements of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), the Moving Ahead for Progress in the 21st Century Act (MAP-21), Fixing America's Surface Transportation (FAST) Act, and the Infrastructure Investment and Jobs Act (IIJA); and

WHEREAS, the transportation plans and programs developed by the SJTPO conform to the purposes of the State Implementation Plan for air quality control and Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and

WHEREAS, the TIP is consistent with the current conforming Regional Transportation Plan (RTP), known as *Forward 2050*, adopted January 27, 2025; and

WHEREAS, the processes for interagency consultation and public involvement required by the United States Environmental Protection Agency's (USEPA) Transportation Conformity Rule (40 CFR Part 93) have been met; and

WHEREAS, the public, private transportation providers, and all interested parties have had an opportunity to participate and have their views considered in the development of the TIP and its Transportation Conformity Determination; and

WHEREAS, comments were received from the public, and have been formally addressed by SJTPO and our member agencies as Appendix D of the TIP document; and

WHEREAS, formal adoption is sought for the first four years of the TIP (FFY 2026-2029), with additional years (FFY 2030-2035) being included for information only; and

NOW THEREFORE BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby determines that the SJTPO FFY 2026-2035 Transportation Improvement Program conforms to the purposes of the State Implementation Plan and the Clean Air Act and this determination applies to the entire region.

BE IT FURTHER RESOLVED, that the Policy Board hereby adopts the SJTPO FFY 2026-2035 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 of September 22, 2025.



9/22/25

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

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2509-23: Adopting the SJTPO Transportation Conformity Determination for the FFY 2026-2035 TIP and *Forward 2050* Under the 2015 and 2008 8-Hour Ozone National Ambient Air Quality Standards (NAAQS)

PROPOSAL

At its September 8, 2025 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board approve the SJTPO Transportation Conformity Determination for the FFY 2026-2035 Transportation Improvement Program (TIP) and *Forward 2050* under the 2015 and 2008 8-Hour Ozone National Ambient Air Quality Standards (NAAQS).

BACKGROUND

Federal Planning Regulations require that air quality emissions from new TIPs and Regional Transportation Plans (RTPs) conform to motor vehicle emissions budgets established by the New Jersey State Implementation Plan (SIP), as well as all the additional requirements mandated by the Transportation Conformity Final Rule, 40 CFR Part 93. These emissions budgets are based on National Ambient Air Quality Standards (NAAQS), set by the US Environmental Protection Agency (EPA). The current conformity determination demonstrates that SJTPO's FFY 2026-2035 TIP and *Forward 2050* (SJTPO's current long-range Regional Transportation Plan), conform to the 2015 and 2008 8-Hour Ozone NAAQS.

The Transportation Conformity Determination demonstrates that the FFY 2026-2035 TIP and *Forward 2050* conform to the State Implementation Plan (SIP) with respect to the established motor vehicle emissions budgets as well as all the additional requirements mandated by the Transportation Conformity Final Rule, 40 CFR Part 93.

In accordance with Federal Regulations and SJTPO Public Involvement Plan, the Transportation Conformity Determination was released for public comment on Wednesday, July 2, 2025. The comment period was scheduled to close on Sunday, August 3, 2025, but was extended to Sunday, August 17, 2025 to allow for additional time to receive public feedback on revisions to the document. The comment period served collectively for the Draft Transportation Improvement Program (TIP), Draft Statewide TIP (STIP), and Draft Transportation Conformity.

SJTPO hosted two public meetings, Monday, July 14, 2025, at 10:00 AM and Wednesday, July 23, 2025, at 6:00 PM. Participants were invited to attend the public meeting in person at the SJTPO office or virtually via SJTPO's GoToMeeting platform. The public meeting and comment period were duly advertised.

Hard copies of the draft documents and public meeting notice flyers were distributed to the State Depository Libraries in Atlantic Cape May, Cumberland, and Salem counties. Hard copies were also available at the SJTPO office in Vineland for public inspection, with the draft documents uploaded to the SJTPO website along with an announcement and invitation for public comment. Public notice was sent out to SJTPO's e-list and on social media, and an email address was established for receiving public comments. All public comments and responses are included in the TIP as Appendix D.

Adoption by the SJTPO Policy Board will enable the projects and programs in SJTPO's TIP and RTP to continue to proceed and avoid a conformity lapse.

The SJTPO [Transportation Conformity](#) determination document under the 2015 and 2008 8-Hour Ozone NAAQS can be found on the SJTPO website at www.sjtpo.org/tip and is included as Appendix A of the TIP document.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2509-23: Adopting the SJTPO Transportation Conformity Determination for the FFY 2026-2035 TIP and *Forward 2050* Under the 2015 and 2008 8-Hour Ozone National Ambient Air Quality Standards (NAAQS)

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 transportation plans and programs developed by the SJTPO are required to conform to the purposes of the State Implementation Plan for air quality control and Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and

WHEREAS, the four county SJTPO region is designated as a nonattainment area under the 8-Hour Ozone National Ambient Air Quality Standards (NAAQS), originally set in 1997, revised in 2008 and 2015; and

WHEREAS, the current conformity determination for the FFY 2024-2031 Transportation Improvement Program (TIP), adopted in September 2023, and *Forward 2050* (SJTPO's Regional Transportation Plan), adopted in January 2025, were based on estimates consistent with emissions budgets, approved effective August 1, 2008, in the New Jersey State Implementation Plan (SIP); and

WHEREAS, the latest 8-Hour Ozone standards (70 ppb) were promulgated in 2015; and on June 4, 2018, the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE 8-Hour Ozone Nonattainment Area, of which SJTPO is a part, was designated a marginal nonattainment area under the 2015 8-Hour Ozone Standard; and

WHEREAS, updating the conformity determination now will verify that SJTPO's Regional Transportation Plan (RTP) and

WHEREAS, the transportation plans and programs developed by the SJTPO conform to the purposes of the State Implementation Plan for air quality control and Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and

WHEREAS, the processes for interagency consultation and public involvement required by the United States Environmental Protection Agency's (USEPA) Transportation Conformity Rule (40 CFR Part 93) have been met; and

WHEREAS, the public, private transportation providers, and all interested parties have had an opportunity to participate and have their views considered in the development of the TIP and its Transportation Conformity Determination; and

WHEREAS, comments were received from the public, and have been formally addressed by SJTPO and our member agencies as Appendix D of the TIP document; and

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby determines the SJTPO FFY 2026-2035 TIP and *Forward 2050*; conform to the purposes of the State Implementation Plan and the Clean Air Act, and this determination applies to the entire region.

BE IT FURTHER RESOLVED, that the Policy Board hereby adopts the SJTPO Transportation Conformity Determination for the FFY 2026-2035 TIP and *Forward 2050* under the 2015 and 2008 8-Hour Ozone NAAQS.

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of September 22, 2025.



9/22/25

Nancy Hammer,

Designated Alternate Secretary

for John W. Risley, Secretary/Treasurer

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2509-24: Support for the State Fiscal Year 2025 Transit Asset Management Plan (TAMP) Targets Set by New Jersey

PROPOSAL

At its September 8, 2025, meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board endorse and support the State Fiscal Year 2025 Transit Asset Management Performance (TAMP) Measure Targets as established by NJ TRANSIT.

BACKGROUND

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

The four required transit asset management performance measures are:

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

NJ TRANSIT set annual targets for FY 2025 that were submitted to the National Transit Database on their A-90 Form as part of their 2025 Annual Submission. The second part of this Item Sheet summarizes the performance measure targets for both FY 2024 (previously approved) and FY 2025.

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

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

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

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

NTD ID	20080
Reporter Name	New Jersey Transit Corporation
Report	2024 (Revision: 6)

Transit Asset Management Performance Measure Targets (A-90)

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

Performance Measure	2024 Target (%)	2024 Performance (%)	2024 Difference	2025 Target (%)
AB - Articulated Bus		0.00	0.00	0.00
AO - Automobile		37.01	36.80	100.00
BR - Over-the-road Bus		6.89	0.47	6.87
BU - Bus		88.39	85.20	93.15
CU - Cutaway		64.95	35.71	35.71
DB - Double Decker Bus		N/A		N/A
LR - Light Rail Vehicle		0.00	0.00	0.00
MV - Minivan		0.00	0.00	100.00
OR - Other		N/A		N/A
RL - Commuter Rail Locomotive		18.32	18.13	19.77
RP - Commuter Rail Passenger Coach		11.15	10.99	11.15
RS - Commuter Rail Self-Propelled Passenger Car		100.00	100.00	100.00
SB - School Bus		N/A		N/A
SV - Sports Utility Vehicle		N/A		N/A
VN - Van		N/A		N/A
VT - Vintage Trolley		N/A		N/A

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

Performance Measure	2024 Target (%)	2024 Performance (%)	2024 Difference	2025 Target (%)
Automobiles		45.10	24.32	25.00
Trucks and other Rubber Tire Vehicles		57.71	45.86	51.48
Steel Wheel Vehicles		39.68	39.68	39.68

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

Performance Measure	2024 Target (%)	2024 Performance (%)	2024 Difference	2025 Target (%)
Passenger / Parking Facilities		0.80	0.26	0.26
Administrative / Maintenance Facilities		0.95	0.00	0.00

4) Infrastructure - Percent of track segments with performance restrictions

Performance Measure	2024 Target (%)	2024 Performance (%)	2024 Difference	2025 Target (%)
CR - Commuter Rail		1.75	1.74	1.75
LR - Light Rail		2.38	0.95	0.00
YR - Hybrid Rail		0.18	0.18	0.00

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2509-24: Support for the State Fiscal Year 2025 Transit Asset Management Plan (TAMP) Targets Set by New Jersey Transit

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

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

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

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

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

WHEREAS, SJTPO coordinated with NJ TRANSIT, New Jersey Department of Transportation (NJDOT), and the other MPOs in New Jersey on developing State Fiscal Year (FY) 2025 TAMP targets; and

WHEREAS, NJ TRANSIT, NJDOT, in consultation with New Jersey's three MPOs, agreed upon four FY 2025 quantitative targets for each of the four TAMP performance measures identified above, with FTA formal approval still pending; and

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

NOW, THEREFORE, BE IT RESOLVED, that the SJTPO hereby supports the FY 2025 Statewide Transit Asset Management Performance Measure Targets set by NJ TRANSIT, as required by the Transit Asset Management Final Rule (23 CFR Part 490).

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

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of September 22, 2025.



9/22/25

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

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2509-25: Support for the Calendar Year 2025 Public Transportation Agency Safety Plan (PTASP) Safety Performance Targets Set by the New Jersey Transit

PROPOSAL

At its September 8, 2025 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board endorse and support the Public Transportation Agency Safety Plan Performance targets, as established by NJ TRANSIT.

BACKGROUND

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

In June 2025, NJ TRANSIT released updated transit safety performance measures and targets covering fatalities, injuries, and safety events such as collisions, employee injuries, and major bus fire events. This performance measure originally had seven performance measures, with one-year targets.

The Bipartisan Infrastructure Law (BIL) introduced new requirements related to safety risk reduction for Section 5307 recipients (FTA program—Urbanized Area Formula Program, of which NJ TRANSIT is one) serving a large, urbanized area (population of at least 200,000). There are now 14 performance measures in total, depicted in the table below.

Each target represents a one-year target for NJ TRANSIT's Bus Operations in Calendar Year (CY) 2025. NJ TRANSIT released transit safety targets for its light rail operations, but as there is no light rail that falls within the SJTPO region, they are not included here. The Atlantic City Rail Line is part of the rail system, for which PTASP does not apply. Rail operations are subject to a different set of safety regulations—FRA at 49 CFR 673.11(f).

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

Category	Metric	CY 2025 Target	Safety Performance Measure Calculation
Fatalities	Fatalities Rate	0.05	= <i>Total No. Fatalities/VRM</i>
	Fatalities Count	3.67 (4)	= <i>Total No. Fatalities</i>
	Transit Worker Fatality Rate	0	= <i>Total No. Transit Worker Fatalities/VRM</i>
Injuries	Customer-Passenger Injury Rate	2.76	= <i>Total Customer/Passenger Injuries/VRM</i>
	Transit Worker Injury Rate	0.87	= <i>Total No. Transit Worker Injuries/VRM</i>
	Overall Injury Rate	5.30	= <i>Total No. Injuries/VRM</i>
	Overall Injury Count	401	= <i>Total No. Injuries</i>
NTD Major Events	Major Event Rate	6.73	= <i>Total No. Major Events/VRM</i>
	Major Event Count	509	= <i>Total No. Major Events</i>
	Collision Rate	3.87	= <i>Total No. Collisions/VRM</i>
	Collision Count	292	= <i>Total No. Collisions</i>
	Pedestrian Collision Rate	0.15	= <i>Total No. Pedestrian Collisions/VRM</i>
	Vehicle Collision Rate	3.29	= <i>Total Vehicle Collisions/VRM</i>
Assaults	Assault on Transit Workers Rate	0.07	= <i>Total No. Assaults on Transit Workers/VRM</i>
	Assault on Transit Workers Count	6	= <i>Total No. Assaults on Transit Workers</i>
Mean Distance Between Mechanical Failures	Mean Distance Between Mechanical Failures	5,874	= <i>Mean Distance Between Mechanical Failures</i>

* MDBSF= Mean Distance between Major Service Failures

NJ TRANSIT

Bus Operations

FTA Public Transportation Agency Safety Plan (PTASP)

Safety Performance Targets

Reporting Year 2025



Section 1: Introduction

Per current FTA Guidance¹, The Public Transportation Agency Safety Plans (PTASP) regulation, at 49 CFR part 673 (part 673), requires the Agency Safety Plan (ASP) of each transit agency subject to the regulation to include annual safety performance targets (SPTs) based on the safety performance measures established in the National Public Transportation Safety Plan (National Safety Plan) (§ 673.11(a)(3)). Transit agencies use SPTs to monitor and assess the safety performance of their public transit systems.

In their guidance FTA provides that, Safety Performance Measure is used to establish targets and to assess progress toward meeting the established targets. Similarly, Safety Performance Target is a Quantifiable level of performance or condition expressed as a value for the measure, related to safety management activities, to be achieved within a specified time period.

FTA’s National Public Transportation Safety Plan (National Safety Plan) establishes 14 safety performance measures for all modes of public transit agencies under FTA’s safety jurisdiction, subject to the PTASP regulation². See Table 1 below.

Table 1: FTA’s National Public Transportation Safety Plan – 14 safety performance measures

#	Safety Performance Measure for all modes of public transit subject to FTA’s PTASP regulation	Description
1.	Measure 1a – Major Events	This includes all safety and security major events as defined by the NTD.
2.	Measure 1b – Major Event Rate	This includes all safety and security major events as defined by the NTD, divided by VRM.
3.	Measure 1.1 – Collision Rate (new)	This includes all collisions reported to the NTD, divided by VRM.
4.	Measure 1.1.1 – Pedestrian Collision Rate (new)	This includes all collisions “with a person,” as defined by the NTD, divided by VRM.
5.	Measure 1.1.2 – Vehicular Collision Rate (new)	This includes all collisions “with a motor vehicle,” as defined by the NTD, divided by VRM.
6.	Measure 2a – Fatalities	This includes all fatalities as defined by the NTD.
7.	Measure 2b – Fatality Rate	This includes all fatalities as defined by the NTD, divided by VRM.
8.	Measure 2.1 – Transit Worker Fatality Rate (new)	This includes all transit worker fatalities as defined by the NTD, including the categories “Transit Employee/Contractor,” “Transit Vehicle Operator,” and “Other Transit Staff,” divided by VRM.
9.	Measure 3a – Injuries	This includes all injuries as defined by the NTD.
10.	Measure 3b – Injury Rate	This includes all injuries as defined by the NTD, divided by VRM.
11.	Measure 3.1 – Transit Worker Injury Rate (new)	This includes all transit worker injuries as defined by the NTD, including the categories “Transit Employee/Contractor,” “Transit Vehicle Operator,” and “Other Transit Staff,” divided by VRM.
12.	Measure 4a – Assaults on Transit Workers (new)	This includes all assaults on transit workers as defined by the NTD.
13.	Measure 4b – Rate of Assaults on Transit Workers (new)	This includes all assaults on transit workers as defined by the NTD, divided by VRM.
14.	Measure 5 – System Reliability	This includes Major Mechanical System failures as defined by the NTD.

¹ FTA safety performance targets guide, updated November 2024 <https://www.transit.dot.gov/regulations-and-programs/safety/public-transportation-agency-safety-program/safety-performance>

² <https://www.ecfr.gov/current/title-49/part-673>

Source for Table 1:

National Public Transportation Safety Plan, updated April 2024 <https://www.transit.dot.gov/regulations-and-programs/safety/national-public-transportation-safety-plan>
 FTA safety performance targets guide, updated November 2024 <https://www.transit.dot.gov/regulations-and-programs/safety/public-transportation-agency-safety-program/safety-performance>

The Bipartisan Infrastructure Law requires large urbanized area (UZA) providers (recipients or subrecipients of financial assistance under 49 U.S.C. 5307 (Section 5307) that serve an urban area with a population of 200,000 or more as determined by the most recent decennial Census) to include a safety risk reduction program in their ASPs. In the National Safety Plan, FTA identified eight safety performance measures that transit agencies will use to set targets for the safety risk reduction program. These safety performance measures for the safety risk reduction program overlap with the National Safety Plan 14 safety performance measures (described above).

According to the National Public Transportation Safety Plan³, ‘the PTASP regulation requires all applicable transit agencies to set safety performance targets based on the safety performance measures established in the National Safety Plan. In this context, the measure defines the data point that an agency will “watch” to monitor safety performance. The target defines the desired level of safety performance over a specified timeframe (e.g., annually). Rates are calculated using VRM, as defined by and reported to the NTD. In general, a transit agency sets annual safety performance targets that represent its safety performance goals for the coming year. Transit agencies may define their own methodology for setting targets.’

Additionally, per the requirements of 49 CFR 673.15⁴, NJ TRANSIT makes its safety performance targets available to Metropolitan Planning Organizations (MPO) and coordinates with the MPOs consistently on an ongoing basis.

Section 2: Safety Performance Targets

Category	Metric	Safety Performance Measure/Targets	Safety Performance Measure Calculation
<i>Fatalities</i>	<i>Fatalities Rate</i>	.05	= Total No. Fatalities/VRM
	<i>Fatalities Count</i>	3.67 (4)	= Total No. Fatalities
	<i>Transit Worker Fatality Rate</i>	0	= Total No. Transit Worker Fatalities/VRM
<i>Injuries</i>	<i>Customer-Passenger Injury Rate</i>	2.76	= Total Customer/Passenger Injuries/VRM
	<i>Transit Worker Injury Rate</i>	.87	= Total No. Transit Worker Injuries/VRM
	<i>Overall Injury Rate</i>	5.30	= Total No. Injuries/VRM
	<i>Overall Injury Count</i>	401	= Total No. Injuries
<i>NTD Major Events</i>	<i>Major Event Rate</i>	6.73	= Total No. Major Events/VRM
	<i>Major Event Count</i>	509	= Total No. Major Events
	<i>Collision Rate</i>	3.87	= Total No. Collisions/VRM
	<i>Collision Count</i>	292	= Total No. Collisions
	<i>Pedestrian Collision Rate</i>	.15	= Total No. Pedestrian Collisions/VRM
	<i>Vehicle Collision Rate</i>	3.29	= Total Vehicle Collisions/VRM
<i>Assaults</i>	<i>Assault on Transit Workers Rate</i>	.07	= Total No. Assaults on Transit Workers/VRM
	<i>Assault on Transit Workers Count</i>	6	= Total No. Assaults on Transit Workers
<i>System Reliability</i>	<i>Mean Distance Between Mechanical Failures</i>	5,874	= Mean Distance Between Mechanical Failures

³ National Public Transportation Safety Plan, updated April 2024 <https://www.transit.dot.gov/regulations-and-programs/safety/national-public-transportation-safety-plan>

⁴ <https://www.ecfr.gov/current/title-49/section-673.15>

Section 3: Methodology

NJ TRANSIT Bus Operations Safety Performance Data is calculated based on a three-year average for calendar years, January 1, 2022, to December 31, 2024.

Section 4: References

2025 NTD Safety and Security Reporting Policy Manual

https://www.transit.dot.gov/sites/fta.dot.gov/files/2025-01/2025-Safety-and-Security-Policy-Manual_Version%201.0.pdf

2025 NTD Safety & Security Quick Reference Guide – Non-Rail Mode Reporting

<https://www.transit.dot.gov/ntd/safety-security-quick-reference-guide-non-rail-modes>

2025 NTD Safety & Security Quick Reference Guide – Rail Mode Reporting

<https://www.transit.dot.gov/sites/fta.dot.gov/files/2025-01/2025%20NTD-Rail-Quick-Reference.pdf>

FTA Safety Performance Targets Guide, Version 3 (November 2024)

<https://www.transit.dot.gov/regulations-and-programs/safety/public-transportation-agency-safety-program/safety-performance>

National Public Transportation Safety Plan, Updated April 2024

<https://www.transit.dot.gov/regulations-and-programs/safety/national-public-transportation-safety-plan>

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2509-25: Support for the Calendar Year 2025 Public Transportation Agency Safety Plan (PTASP) Safety Performance Targets Set by the New Jersey Transit

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

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

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

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

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

WHEREAS, the Bipartisan Infrastructure Law (BIL) introduced new requirements related to safety risk reduction for Section 5307 recipients (FTA program—Urbanized Area Formula Program, of which NJ TRANSIT is one) serving a large, urbanized area (population of at least 200,000), which resulted in 7 additional safety performance measures; and;

WHEREAS, in 2025, NJ TRANSIT released updated targets for the 14 total required safety performance measures covering fatalities, injuries, safety events, system reliability, and security events; and

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

NOW, THEREFORE, BE IT RESOLVED, that the SJTPO hereby supports the statewide targets for each of the safety performance measures for Calendar Year 2025 set by NJ TRANSIT as required by the Public Transportation Agency Safety Plan Final Rule (49 CFR Part 673).

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

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of September 22, 2025.



9/22/25

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

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2509-26: Approving the Selection of WSP USA Inc. as the Consultant for the Atlantic County Bikeway West Advanced Feasibility and Concept Development

PROPOSAL

At its September 8, 2025, meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board approve the selection of WSP USA Inc., in association with DuBois & Associates (subconsultant) and Drive Engineering (DBE), for the Atlantic County Bikeway West Advanced Feasibility and Concept Development effort.

BACKGROUND

The Atlantic County Bikeway West Advanced Feasibility and Concept Development effort will expand upon the 2021 Atlantic County Bikeway West Feasibility study completed by WSP USA Inc. Aiming to further develop a trail layout to the crucial 22 mile connection from the Camden County Link Trail to the Atlantic County Bikeway East trail, this study will help advance the vision of a continuous Philadelphia to Cape May trail.

On June 4, 2025, SJTPO released a Request for Proposal (RFP) seeking qualified firm(s) to complete the Atlantic County Bikeway West Advanced Feasibility Study and Concept Development effort. The Notice of Availability was sent to the 295 subscribers on the RFPs mailing list.

Three (3) proposals were received through the open and competitive process. The TAC-designated Consultant Selection Committee consisted of representatives from SJTPO, Atlantic County, NJDOT, and Cross County Connection Transportation Management Association. Members reviewed the proposals and interviewed the three (3) firms in accordance with Brooks Act. The Consultant Selection Committee selected WSP USA Inc., in association with DuBois & Associates 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 the advancement of Focus Area 3, a stretch of trail identified in the initial study from Mays Landing to the bridge over the Great Egg Harbor River, currently under design and construction by Hamilton Twp. Further, the Selection Committee were impressed by WSP USA Inc.'s in-depth knowledge of the project area and the opportunity to continue the work they completed in 2021.

The total cost of the effort is \$317,855.85, with 10.1% DBE participation by cost. The consultant-led technical effort is included in SJTPO's FY 2025 UPWP as Task 26/401 Advanced Feasibility/Concept Development Atlantic County Bikeway West with a budget of \$235,165 (FHWA-PL) / 82,991 (FHWA-PL Set-Aside) total 318,155.

July 9, 2025

Jenna Monaghan, Assistant Planner of Complete Streets and Safety Initiatives
South Jersey Transportation Planning Organization
817 East Landis Avenue, 2nd Floor
Vineland, New Jersey 08360



WSP USA Inc.
2000 Lenox Drive, 3rd
Floor
Lawrenceville
NJ 08648
T: 609.512.3500
wsp.com/usa

RE: Atlantic County Bikeway West Advanced Feasibility and Concept Development

Dear Ms. Monaghan:

WSP USA Inc. (WSP) is pleased to submit both a digital and physical copy of our technical proposal for the continued identification and evaluation of the Atlantic Avenue Bikeway West trail. Having completed the Atlantic County Bikeway West Feasibility Study in 2021, WSP is uniquely positioned to leverage our in-depth knowledge of the project. We are excited about the opportunity to further our partnership with the South Jersey Transportation Planning Organization (SJTPO).

WSP will lead this effort with professional staff from our Lawrenceville, NJ office with support from our Philadelphia, PA office, however, should the need arise, we can call upon resources from our Newark and Morristown, NJ, and Pittsburgh, PA, offices. WSP has the local capability, combined with the knowledge of our nationwide network of experts, to assist SJTPO to ensure timely delivery of this Advanced Feasibility and Concept Development project.

The WSP Team will be led by **Project Manager Debbie Hartman, PE, PP**, who brings valuable knowledge of the trail alignment from her role as Stakeholder Outreach Task Lead for the 2021 Atlantic County Bikeway West Feasibility Study and experience in bike planning as the traffic lead for the Newark Riverfront Pedestrian and Bicycle Access Concept Development project. As a licensed planner and engineer, she has experience in completing Concept Development projects and ushering them through to design and construction. She will be supported by **Technical Advisor John Federico, PE, PP, AICP**, along with our team of experts who have extensive experience working with MPOs, counties, and NJDOT on highway and trail design. WSP is also supported by DuBois & Associates and Drive Engineering, who will provide environmental and stakeholder/public involvement services, respectively. As a certified DBE, Drive Engineering will help the WSP Team to exceed this project's 9.95% DBE requirement.

The WSP Team is committed to the successful implementation of the Atlantic County Bikeway West Advanced Feasibility and Concept Development project. Our key team attributes include:

- **Historical Knowledge of the Atlantic County Bikeway West Feasibility Study:** Our staff has a long history with the development of the Circuit Trails Coalition. Additionally, Debbie, John, and other team members were integral to the 2021 Feasibility Study.
- **Extensive Experience with MPOs, and SJTPO in Particular:** Our team members have directly worked for, or served on, the boards of MPOs across the region. We understand the federal requirements and framework within which MPOs operate and are currently serving SJTPO as Staff Augmentation, as well as supporting development of SJTPO's Regional Active Transportation Plan.

Our team is fully committed to working with the SJTPO staff to deliver this project on schedule. We are available upon notice to proceed and will remain dedicated to the project through its completion.

WSP has reviewed the SJTPO Standard Contract Agreement and has identified exceptions, which are outlined in the appendix titled "Exceptions to the Agreement". As instructed, enclosed is one original digital submission. We will follow up with one original and our Cost Proposal to your attention. We look forward to a favorable review of our proposal and the opportunity to collaborate with you and your staff. If you have any questions regarding our proposal, please do not hesitate to contact me at **410-246-0536** or via email at **wesley.mitchell@wsp.com**, or our proposed project manager, **Debbie Hartman**, at **609-512-3507** or via email at **debbie.hartman@wsp.com**.

Sincerely,

WSP USA Inc.

A handwritten signature in blue ink that reads "Wesley Mitchell".

Wesley Mitchell, PE
Senior Director, Mid-Atlantic Planning

01 NARRATIVE

PROJECT UNDERSTANDING

This project builds upon the alignment concept developed by our team as part of the Atlantic County Bikeway West Feasibility Study, completed in 2021. In this phase, SJTPO is seeking to further refine alignment selections within three Focus Areas (Focus Area 1, Focus Area 2, and Focus Area 3). The goal is to establish a continuous connection between the existing Atlantic County Bikeway and the planned Camden County Link Trail, while incorporating recent progress in right-of-way (ROW) acquisitions by Hamilton Township and Atlantic County. This phase brings SJTPO one step closer to its goal of providing a regional trail network in South Jersey that is a continuous, off-road, multi-use trail for all ages and abilities that is consistent with the larger Circuit trail network and other high-quality trails in the SJTPO region.

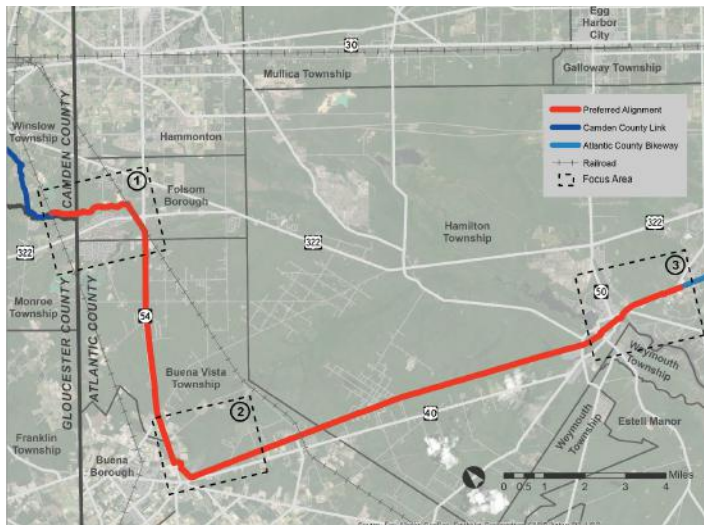


Exhibit 1: Atlantic County Bikeway West Feasibility Study

The proposed bikeway begins at the planned terminus of the Camden County Link in Winslow Township. In Focus Area 1, the route follows the Beasley’s Point secondary rail corridor until it intersects NJ Route 54, where it transitions into a side path within the NJ 54 ROW. Upon entering Buena Vista Township in Focus Area 2, two potential alignments are being considered before directing the trail east along an abandoned rail corridor. The route then continues along this corridor until it reaches Focus Area 3 in Mays Landing, where alternative alignments will be explored to avoid the complex crossing at US 40 and River Road (CR 617)/Somers Point Road (CR 559). From there, the alignment proceeds west along the US 40 ROW to meet the Atlantic County Bikeway to the east.

SJTPO has prioritized these focus areas in the following order: Focus Area 3, Focus Area 1, and Focus Area 2. Each presents unique challenges to be addressed in this phase:

Focus Area 3: Requires either a reconfiguration of the US 40/CR 617/CR 559 intersection or the development of an alternate route, potentially utilizing local streets and Underhill Park via an existing pedestrian bridge. On the western portion, the design must integrate with a new bridge over the Great Egg Harbor River, which is being advanced by Hamilton Township in coordination with NJDOT. For the eastern portion, to connect with the existing Atlantic Bikeway, trail development will require coordination with NJDOT to run as a sidepath along US 40, or alternatively, coordination with Hamilton Township to explore options along Atlantic Avenue.

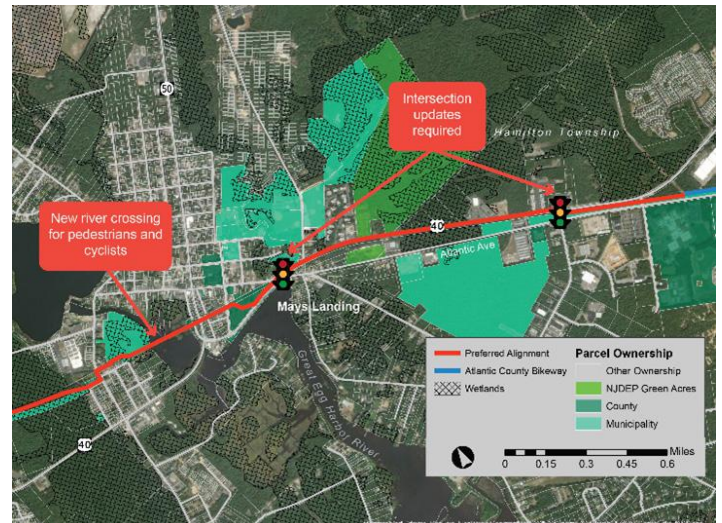


Exhibit 2: Focus Area 3

Focus Area 1: Encompasses portions of Camden County and the Winslow Wildlife Management Area (Green Acres), which lie outside of the SJTPO region. This area will necessitate additional coordination with Camden County and NJDEP and will also need to navigate areas with wetlands and steep slopes. Where the alignment bends south, trail development will require coordination with Conrail for a short rails-with-trails segment (to avoid the US 322/NJ 54 interchange) and coordination with NJDOT to run as a sidepath along NJ 54.

TECHNICAL APPROACH

The WSP Team’s multimodal approach is driven by our award-winning experience delivering trail, bicycle/ pedestrian, and Concept Development projects across New Jersey. Our approach emphasizes collaboration, community engagement, and integration with regional priorities. Key elements of our approach include:

1. Coordination with local officials, state agencies, and consideration of other local and regional initiatives, including SJTPO’s Regional Active Transportation Plan

Local and public interest in a project tends to increase after the initial feasibility phase is complete and an approximate alignment has been set. Public sector and community support is critical at this stage when final alignments are being determined. We will leverage our strong relationships and experience in South Jersey to implement a transparent and inclusive public engagement strategy. Our approach will include both traditional outreach and innovative methods, such as pop-up events, to bring engagement directly into the community. These efforts will ensure meaningful participation across the diverse demographics and geographies of the project area. Drive Engineering, a key team member, is currently leading public outreach for SJTPO’s Regional Active Transportation Plan and will bring valuable, current insights to support this effort.

As the alignment is refined, we will also coordinate closely with NJDEP, NJDOT, Atlantic County, Conrail, and other permitting agencies to address applicable regulatory requirements, including those related to Green Acres, Pinelands, wetlands, and the Flood Hazard Area Control Act. WSP has a wealth of experience working with these agencies. Our Route 4 over Palisade Avenue and CSX project is currently in the final stages of our Green Acres application and WSP’s Atlantic City Expressway Widening project cuts through the heart of the New Jersey Pinelands Commission (NJPC) where permitting is driving the schedule.

2. Trail Operations, Maintenance, and Connectivity in a Rural Context

In rural areas, long-term trail success depends on thoughtful planning for maintenance, safety, and strong connections to nearby destinations. As part of the concept development process, we will begin to identify preliminary operations and maintenance (O&M) needs to support long-term trail viability. These considerations will include trail surface durability, access for maintenance vehicles, signage and wayfinding, and emergency access points, focusing on

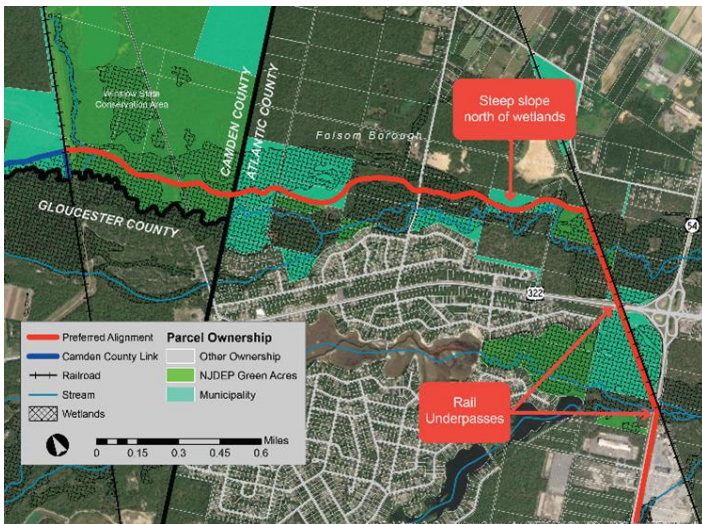


Exhibit 3: Focus Area 1

Focus Area 2: The primary challenge will be determining the most feasible connection between the US 54 ROW and the abandoned rail corridor ROW, which may necessitate a new stream crossing and routing through the Buena Campground. This area also involves coordination with the greatest number of private property owners, several of whom hold parcels covering the rail ROW. This includes structures owned by St. Augustine School located within the rail ROW.

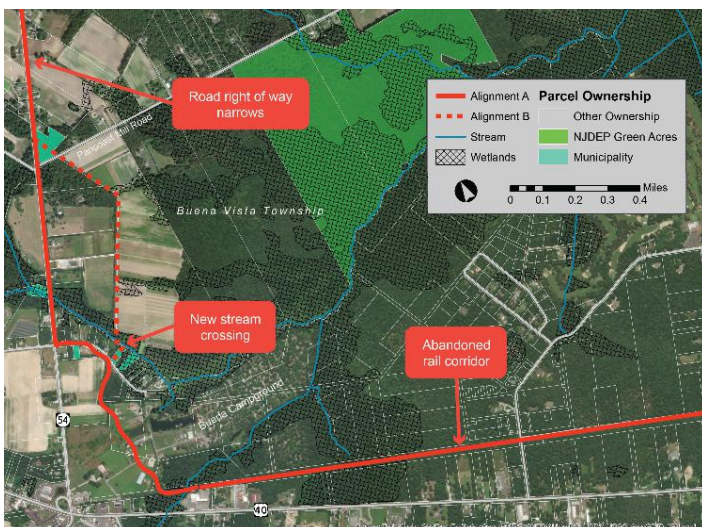


Exhibit 4: Focus Area 2

At the conclusion of this phase, the Off-Road Trail Concept Plan will deliver the necessary advanced conceptual designs, details, specifications, cost estimates, and construction phasing strategies to support a seamless transition of the project, or project phase, into Preliminary Engineering and Final Design.

solutions appropriate for lower-density environments. Connections to nearby points of interest are especially valuable in rural areas to increase local utility and generate broader public support for the trail.

We will also engage local stakeholders—including public works departments and law enforcement—to assess potential security needs, such as lighting, surveillance options, and coordinated trail patrol strategies. While full O&M planning typically occurs in later project phases, establishing early guidance and identifying responsible entities is critical to ensuring long-term sustainability and community support.

3. Alignment Refinement and Design Feasibility

A key objective of this phase is to refine trail alignments within the three focus areas to a level of detail that supports eventual engineering and implementation. The WSP Team will apply a data-driven and context-sensitive approach to evaluate alternatives based on constructability, environmental constraints, safety, cost-effectiveness, land ownership, and user experience.

Our process will include:

- Field assessments to verify current conditions and identify barriers or opportunities not evident in desktop reviews.
- Evaluation of right-of-way (ROW) status, including integration of recent acquisitions by Hamilton Township and Atlantic County.
- Documentation of potential environmental impacts related to wetlands, flood hazard areas, threatened & endangered species, and historic resources.
- Coordination with railroad owners to explore feasibility of rails-with-trails segment.
- Evaluation of traffic impacts, comfort, and safety where trail alignment is crossing or running adjacent to existing roadways.
- Updating previous economic impact analysis to determine anticipated trail demand, opportunities for linkages, and compatibility with adjacent land uses.
- GIS mapping and visualizations to support decision-making.
- Identification of preferred alignments with clear justification in an alternative analysis matrix.
- Recommendations for trail cross-sections, surfacing, and treatments that reflect user needs and site-specific conditions.

SCOPE OF WORK AND DELIVERABLES

Task 1: Coordination and Administrative Tasks

This task covers client communications, coordination meetings, financial administration, and overall quality management. As WSP's Project Manager and single point of contact, **Debbie Hartman, PE, PP**, will coordinate regularly with SJTPO's Project Manager and other stakeholders. Debbie will provide brief status updates to SJTPO every two weeks via email. These updates will list tasks completed in the past two weeks, upcoming tasks for the next four weeks, any delays that could affect the project schedule, any assistance that is anticipated to be needed from SJTPO or other stakeholders, and Drive Engineering's progress towards meeting the project DBE/ESBE goal.

Following Notice to Proceed, staff from WSP will attend a kickoff meeting with SJTPO and other invited participants to review and confirm the project's scope, schedule, methodology, and deliverables. We will also use this meeting to review previous studies and planning efforts so as not to duplicate existing work efforts. In addition to the kick-off meeting, we anticipate attending up to three (3) status update meetings with SJTPO. The schedule and milestone dates will be updated and shared as needed through the course of the study.

For all project meetings, WSP will coordinate with SJTPO to develop meeting agendas and determine the supporting meeting materials that are necessary. Following each meeting, we will prepare minutes within three business days that document the meeting's discussion, conclusions, and resulting action items.

DELIVERABLES

- ✓ **Deliverable 1.a:** Brief status updates via email every two weeks.
- ✓ **Deliverable 1.b:** Attendance at kickoff and up to three (3) meetings with SJTPO staff, including meeting minutes.
- ✓ **Deliverable 1.c:** Project schedule corresponding updates.

Task 2: Data Collection and Updates

The WSP Team will build upon the initial feasibility study by reviewing, confirming, and updating existing data and identifying any gaps that require additional fieldwork or analysis. Our approach will integrate desktop GIS analysis, field visits, and stakeholder coordination to produce a comprehensive and current dataset that supports informed decision-making.

Review and Update Existing Data

WSP will begin by reviewing the data collected in the initial feasibility study, including parcel ownership, wetlands,

natural features, and historic and cultural resources. We will cross-reference this data with updated sources from the NJDEP Bureau of GIS, NJGIN, and Atlantic County GIS. Updates will include:

- **Parcel Ownership:** WSP will confirm ROW and ownership through municipal tax parcel mapping and county GIS database. Coupled with our experience on past jobs in the area, WSP will use the above mentioned resources to piece together the ROW alignments.
- **Natural Features Inventory:** WSP will prepare a Natural Resources Inventory (NRI), inclusive of a field review. The purpose of the NRI is to provide environmental information early in the concept phase of the development process to allow for more environmentally sensitive design. The NRI is a complete analysis of existing natural, cultural, historic, and archeological resource, streams and drainage courses and will include: Forest and Trees - Forest Stand Delineation (FSD); Streams and Floodplains; Stream Buffers; Wetlands; Stream Quality; Topography; Unsafe and Unsuitable Lands (Soils); Threatened and Endangered Species and Species in Need of Conservation; and Existing Wildlife.
- **Structures within ROW:** WSP will employ the NJDOT bridge database, NJDOT as-built requests for jurisdictional and ROW maps along with aerial imagery from NearMap to ensure all structures and facilities are captured within the basemapping.

- Identify underground utilities where possible through coordination with utility providers and municipal records.
- Assess potential utility conflicts and project impacts.
- Intersections and Access Points:
 - Inventory and map road crossings, driveways, and rail lines.
 - Identify potential access points for pedestrians and vehicles.



Exhibit 6: A depiction of what typical underground infrastructure looks like within the public ROW. (Prescott Valley/Courtesy)

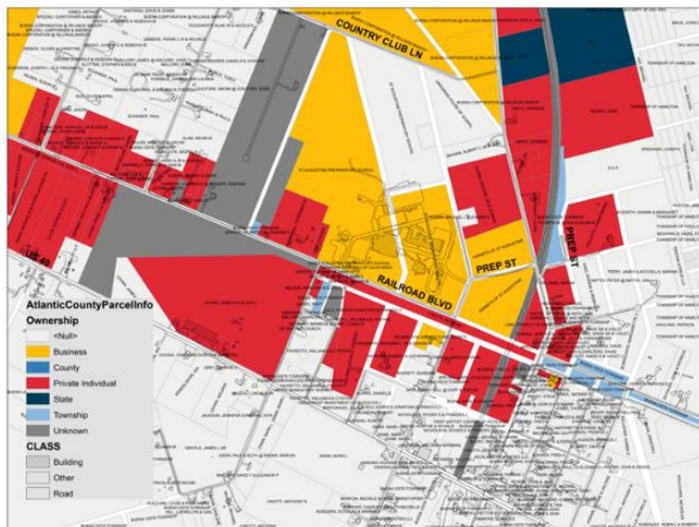


Exhibit 5: Parcel Map for Railroad ROW in Buena Vista

Additional Data Collection

To address data gaps, we will collect and analyze:

- Utilities and Related Infrastructure:
 - Map overhead utilities using aerial imagery and field verification.

Field Visits

A targeted field visit will be conducted to document existing conditions, particularly in areas where desktop analysis indicates potential constraints or opportunities. This includes:

- Confirming the presence and condition of natural features.
- Identifying utility locations and potential conflicts.
- Identifying any unrecorded structures or encroachments.

DELIVERABLES

- ✓ **Deliverable 2.a:** Updated GIS-based dataset including ROW alignments, land use, natural features, structures, parcels, and utilities.
- ✓ **Deliverable 2.b:** Field Inspections Memorandum summarizing findings and implications for trail feasibility.

Task 3: Environmental Impact Documentation

WSP will prepare an environmental document which will include an inventory (field and background) and impact analysis of all referenced environmental conditions, including but not limited to soils, topography, geology,

vegetation and wildlife inventories, water and air quality, subsurface water supply, phase 1A historical (background review), demographics, land use, aesthetics, and history. A request will be submitted to the Natural Heritage Program (NHP) for any documentation of critical habitat on the site for threatened or endangered species. This response will be included and addressed with a preliminary habitat evaluation to address existing wildlife and impacts. Additional reviews and references in the report will include a regional analysis, performance controls, impact analysis, and alternatives analysis. It is assumed that traffic and/or noise studies will not be required - any reference to these characteristics and levels (if required) will be based on a general evaluation of the site and surrounding areas and will not be a formal study. WSP will perform a search of the NJDEP State Historic Preservation Office mapping and address with a general evaluation of the history of the area based on additional background information available, but will not include any historic and archaeological studies.

- DELIVERABLES**
- ✓ **Deliverable 3.a:** Impact Memorandum.
 - ✓ **Deliverable 3.b:** Documentation.

Task 4: Economic Impact

As part of the initial feasibility study, WSP estimated the economic impacts that would result from increased tourism associated with the creation of the Atlantic County Bikeway West. Key to this analysis were the estimates of demand for the new trail and how many people it might bring to Atlantic City from outside Camden County, either for a day trip or overnight.

This initial demand was estimated using data from the Delaware Valley Regional Planning Commission (DVRPC), the Cross Camden County Trail Feasibility Plan, the Rail to Trails Conservancy, and trail counts for the existing Atlantic County Bikeway East. WSP will identify whether updated data may be available from these sources that would suggest different demand than previously estimated. WSP will also review recent population trends and forecasts in order to consider how natural population growth may lead to greater trail usage. Finally, WSP will make use of Replica, a national mobility dataset built on cellphone data that can provide additional information on local travel patterns and nearby trail usage.

As in the last study, Atlantic County’s existing dataset of potential bike facilities, along with SJTPO’s South Jersey trail network, will be overlaid with updated Census demographic and NJDEP land use data to inform the demand for potential trail linkages and connections. Statewide land use data and County facilities data will help establish updated points of interest throughout the project service area. Potential trail connections to these sites, including existing and proposed trails, historic sites, cultural

and natural resource, business districts, and municipal and County facilities will be reviewed.

Potential areas of conflict with adjacent land uses will be mapped using land use data to highlight areas that may require specialized access or screening/buffers or other mitigations to address potential impacts.

The revised demand data will serve as an input to the updated economic impact analysis, alongside revised capital cost estimates, enabling renewed calculation of the jobs, labor earnings, and economic output from the project.

- DELIVERABLES**
- ✓ **Deliverable 4.a:** Updated Economic Impact Analysis - The updated economic impact analysis will incorporate revised demand projections and cost estimates and the resulting impacts on jobs, labor earnings, and economic output.

Task 5: Security and Maintenance Plans

As part of trail development, the WSP team will assess safety and security needs along the Atlantic County Bikeway West corridor, utilizing best practices to ensure the safety of all trail users. Recent trail studies conducted by WSP include coordination with local first responders, including emergency personnel, police, and fire officials to ensure that trail access points are provided at key locations for first responders to access the trail in case of any emergency. In addition, best practices for emergency call boxes and “Help Locator” signs will be investigated to promote a safe environment along the trail. Help Locator signage is being utilized successfully throughout Philadelphia’s Park and Trail system and can be replicated for this project.



Exhibit 7: Help Locator Sign in Philadelphia’s Tacony Creek Park - Emergency personnel have access to numbered locations which provide the ability to locate callers on the trail

The WSP team will also evaluate the maintenance needs of the Atlantic County Bikeway West during the design process to ensure that paving materials, site furnishings such as benches and trashcans, and landscaping are proposed at a level that is acceptable to the maintenance partner(s), which will be identified during this phase of the project. WSP firmly believes that identifying potential maintenance partners early in project development is critical to long-term success. We are currently developing a 30-mile trail corridor in eastern Pennsylvania, working with elected officials on a county and local level to develop a plan and partnerships to ensure that maintenance is a priority after the trail is constructed. WSP will utilize

lessons learned to create an organizational structure for the Atlantic County Bikeway West that accounts for local capacity and governance considerations.

DELIVERABLES

- ✓ **Deliverable 5.a:** Updated Security and Maintenance Plan.

Task 6: Stakeholder Consultation and Public Involvement

WSP recognizes that meaningful stakeholder and public engagement is essential to the success of this project. Our approach emphasizes inclusivity, transparency, and responsiveness to community needs.

Stakeholder Engagement

Working closely with SJTPO, we will initiate contact with all identified stakeholders, including NJDOT, Atlantic and Camden Counties, New Jersey State Historic Preservation Office (NJ SHPO), Pinelands Commission, NJDEP Division of Fish and Wildlife, and others. Our engagement strategy includes:

- **Stakeholder Coordination:** Confirm stakeholder contact information, roles, expectations, and communication protocols with counties and local municipalities, including Hamilton, Folsom, and Buena Vista.
- **Stakeholder Meetings:** Conduct three virtual meetings with identified stakeholders at key milestones to review progress, gather input, and build consensus on trail alignment.
- **Camden County Coordination:** Collaborate to identify a viable connection from the Camden Link Trail to Atlantic County.

Public Involvement

Our team is committed to developing a transparent and inclusive public involvement process that meaningfully engages the community. By actively involving a broad range of stakeholders and community members, we aim to ensure that diverse voices are heard and reflected throughout the planning, seeking input to specifically support the decision-making process. Each project is examined specific to the context of the community – who is present, challenges to engaging, and what works best – to ensure the greatest opportunity for engagement.

Public Involvement Plan

The Team will work with SJTPO to develop a Public Involvement Plan that establishes a final timeline, ensures a well-rounded approach encompassing both online and offline engagement tools, and incorporates outreach and promotion to encourage input. One component of this will be the evaluation of population data to identify the vulnerable communities, ensure language access, and develop specific strategies for how to reach Limited English

Proficiency (LEP) and other vulnerable communities present (for example, older adults or youth).

Public Meetings

Two rounds of public meetings are anticipated for the project. For the first round, the Team proposes both a virtual public meeting and pop-up style outreach at a public event and/or on the existing trail network to reach both current and potential cyclists. This will build upon the work of the concept plan, reengaging the community following the initial feasibility study from 2021, with inclusion of the input and determinations of that study. For the second round of engagement, the team proposes hosting a public meeting in Mays Landing, where key input is needed from the community on possible alignment through the town center.

Communications Materials

The Team will prepare standard language describing the project’s purpose, need, and goals as well as a basic style guide of colors and imagery to be used throughout the project. Throughout the project, the Team will also provide web and social media language and graphics for updates to SJTPO’s existing channels.

Survey

The Team will develop one online and written survey at a key point within the public engagement process, ensuring that questions are legible to the general public and the information’s purpose and use is clearly defined. The survey will be translated into Spanish and replicated into a paper format for offline use.

Inclusion of Underrepresented Groups

Public input will be gathered through a variety of methods to promote broad and equitable participation: We will proactively reach out to LEP populations, particularly Spanish-speaking residents, through translated advertisements in local media and the provision of Spanish-language materials and interpreters at the two public meetings as needed.



Exhibit 8: Spanish-Translated Advertisement

DELIVERABLES

- ✓ **Deliverable 6.a:** Outreach Participation Plan detailing meeting schedules, stakeholder lists, and engagement strategies.
- ✓ **Deliverable 6.b:** Meeting Memoranda documenting discussions and outcomes for all meetings held.
- ✓ **Deliverable 6.c:** Stakeholder Letters of Support indicating preliminary feasibility and support for the trail alignment.

Task 7: Prepare Off-Road Trail Concept Plan

In coordination with SJTPO and project stakeholders, WSP will develop a trail concept plan for the preferred alignment, beginning with Focus Area 3, then Focus Area 1, then finally Focus Area 2 if budget allows. For each focus area, the plan will depict municipal/political boundaries, ROW, environmental constraints, and natural features. Every effort will be made to avoid private easements in all focus areas, and particularly in Focus Area 3, where we will incorporate the ROW acquisitions by Atlantic County and Hamilton Township.

While minor refinements to the initial feasibility alignment may be necessary, significant deviations are not anticipated. One exception may be in Mays Landing, where the intersection of Route 40 and Somers Point Road poses some difficulties to achieving safe bicycle and pedestrian travel. Though less direct, a possible alternative route utilizing the Third Street Bridge, adjacent to Shaner Elementary School and through Underhill Park, may offer a safer and more accessible solution. This alignment, which was initially vetted during the feasibility study, would require close coordination with officials in Mays Landing to assess current feasibility and community support.

The updated proposed concept for the Atlantic County Bikeway West will expand upon the previous study by integrating a range of bicycle infrastructure improvements aimed at enhancing safety, connectivity, and user experience. This includes identifying opportunities to upgrade intersections, crossings, and surface treatments to meet current design standards. The trail concept plan will also identify spurs or connectors to nearby points of interest such as parks, schools, neighborhoods, or cultural landmarks, supporting both recreational use and active transportation.

In addition, the trail concept plan will map and assess potential trailheads for parking availability, restroom access, and ADA-compliant entrances to ensure inclusive and convenient access. Opportunities for Interpretive historic signage and wayfinding elements will be identified throughout the corridor, guided by input from the NJ SHPO and Historic Hamilton Township, to highlight the region’s historical assets and improve navigability. The concept will be depicted on base maps showing parcel and municipal

boundaries, active rail lines, utility rights-of-way, and major transportation corridors, with sufficient detail to support the development of advanced conceptual designs and associated cost estimates, providing a pathway for future funding and implementation.

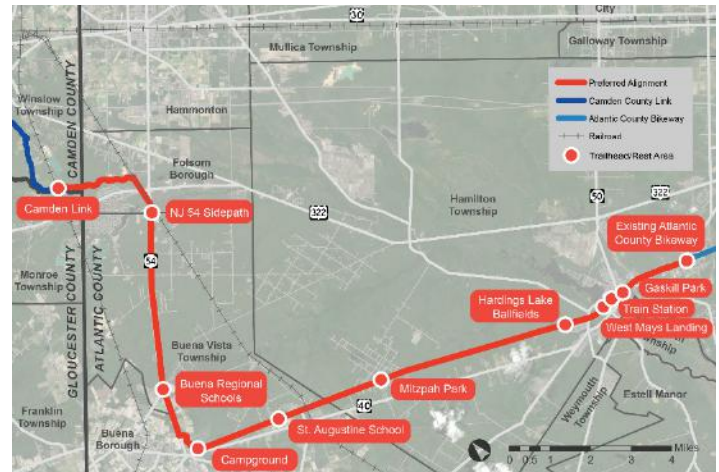


Exhibit 9: Potential trailhead locations identified during Feasibility

DELIVERABLES

- ✓ **Deliverable 7.a:** Updated Trail Concept Alignment in GIS Format.

Task 8: Construction Phasing and Cost Schedule

As with any large infrastructure project, the intent would be to construct the Atlantic County Bikeway West Trail in phases. WSP understands that the impact to both public perception and the financial stability of the overall project can be impacted by strategically prioritizing segment advancement. Early public outreach to key stakeholders and lead agencies will play a large role in how this is determined.

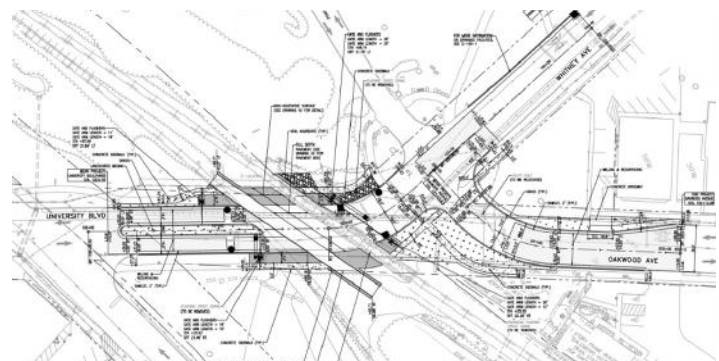


Exhibit 10: Early Action Image - Rowan University Project, Glassboro, NJ

Breakout segments of the trail will be weighed to consider their public benefits as a standalone project. WSP is

currently working with Delaware Valley Regional Planning Commission (DVRPC) on the Glassboro Camden Light Rail from the Walter Rand Transportation Center to Rowan University. Our team was tasked with selecting ‘early action’ projects that would provide the most benefit to the community, be accepted by the jurisdictions, and also function as a standalone project within an allocated budget. WSP understands the delicate task of balancing these elements while maintaining the overall goals of the larger project.

WSP’s deep bench of wide-ranging engineering expertise will narrow down the critical elements that require early coordination and drive both phasing and cost schedule, including identifying political and local support. Environmental considerations will be at the forefront of these drivers with agencies such as NJDEP Green Acres & Freshwater Wetland and New Jersey Pinelands Commission (NJPC).



Exhibit 11: Route Green Acres Map

Knowing the NJPC requires up to eighteen months to review permit requests will allow WSP to advance other phases of the project while simultaneously pursuing NJPC concurrence. WSP is confident our team can provide an accurate cost schedule and a realistic, efficient phasing sequence to set SJTPO up for future success.

WSP’s experience on projects such as Delaware Heritage Trail, among others, will enable our team to create an accurate estimate of cost for each of the focus segments. For example, on Heritage Trail, WSP designed a structure adjacent to Route 130, coordinated with SHPO on a historical site and NJDEP on a bald eagle nesting site, and coordinated a new at-grade crossing with NJ TRANSIT. Each of these experiences helps our team understand not only the construction costs but also the time needed to gain approvals and permits.

Components to be included and broken up into PE and FE phases based on the three focus areas:

- Path materials based on the segment of trail for the path and any required grading adjustments.
- Road crossings components including but not limited to crossing signage, stop signs, road and trail pavement markings, bike boxes, road and trail pavement markings, pedestrian crosswalks, mile markers, etc.

- Construction estimate including the item unit, item unit price, quantity, and total cost of each item.
- Design and engineering estimates.
- Environmental permitting estimates.
- Investigation of potential funding sources for construction and maintenance.

WPS’s Advisory Service group is on the forefront of the changing economic conditions, shifting government priorities, and emerging technologies that challenge organizations today. Our team will work closely with our Advisory Service group to develop a Funding Opportunity Memo and help guide SJTPO through financing the Atlantic County Bikeway West Trail.

DELIVERABLES

- ✓ **Deliverable 8.a:** Updated Cost Schedule.
- ✓ **Deliverable 8.b:** Updated Construction Schedule.
- ✓ **Deliverable 8.c:** Funding Opportunity Memorandum.

Task 9: Prepare Final Trail Concept Plan Report

WSP will develop the Final Trail Concept Plan in accordance with the requirements outlined in the RFP, ensuring all components are presented in a clear, logical, and accessible format. The document will begin with a concise Executive Summary that highlights the project’s goals, key findings, and recommendations. Subsequent sections will be clearly labeled and organized to align with each major element of the trail planning process, including data collection, environmental impact, economic and demand impact, safety and maintenance, outreach, and off-trail concept plan.

To maintain clarity and usability, detailed technical components—such as base mapping, engineering specifications, cost estimates, stakeholder engagement summaries, and environmental screening—will be included as appendices rather than within the main body of the plan. This structure will allow for easier navigation of high-level concepts while preserving access to supporting documentation. The final report will be delivered in a web-friendly, ADA-compliant format suitable for online publication and public dissemination. In alignment with Safe Harbor guidelines, WSP will also produce a complete Spanish-language version of the plan to ensure accessibility for LEP populations.

DELIVERABLES

- ✓ **Deliverable 9.a:** Final Trail Concept Plan Report formatted for online access

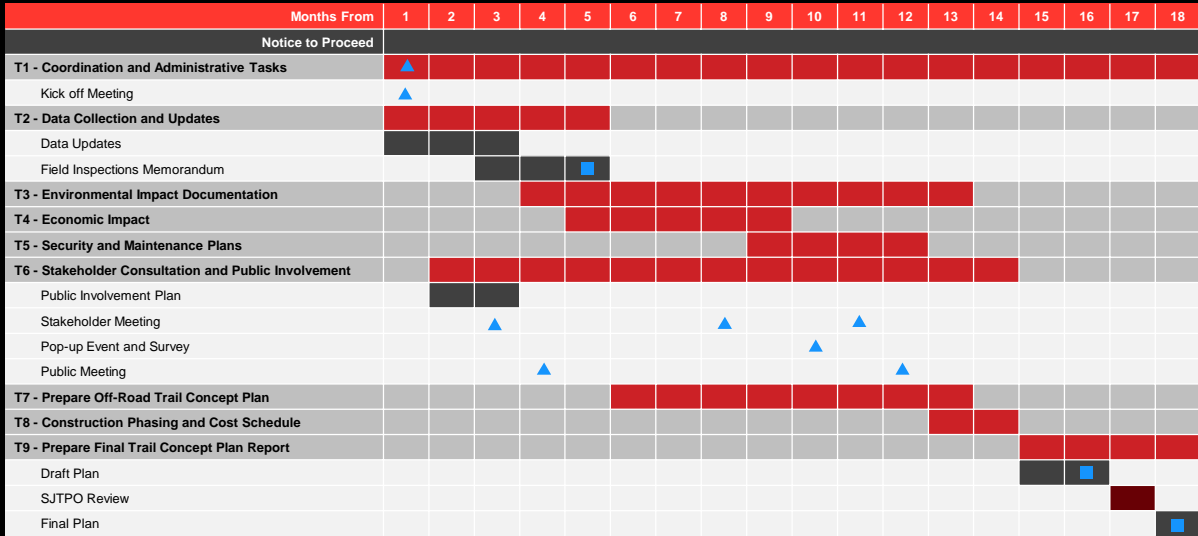
02 STAFFING PLAN

Staff Name	Title	Hours Per Task									Total Hours	% of Total Hours
		Coordination and Administrative Tasks	Data Collection and Updates	Environmental Impact Documentation	Economic Impact	Security and Maintenance Plans	Stakeholder Consultation and Public Involvement	Prepare Off-Road Trail Concept Plan	Construction Phasing and Cost Schedule	Prepare Final Trail Concept Plan Report		
		1	2	3	4	5	6	7	8	9		
WSP USA, Inc. (WSP)												
Debbie Hartman, PE, PP	Project Manager	40	18	20	6	6	26	18	6	20	160	76%
John Federico, PE, PP, AICP	Technical Advisor	24					16	10		10	60	
Himadri Kundu, AICP	Planner	8	74					52		38	172	
Sophie Cohen	Senior Consultant		20		56			10	12		98	
Jacqueline Lawson, PE	Senior Civil Engineer	8	16	8		6	16	10	12		76	
Rob Armstrong	Senior Planner	8				46					54	
Amanda Day	Environmental Specialist	8		68							76	
Martin Balcazar, AICP	Junior Planner		150		74		24	52		124	424	
Athanasios Georgiadis, PE	Civil Engineer		20	54				10	36		120	
Patrick Ennis, PE	Senior Environmental Specialist			4		4		10			18	
Lyly Lau, PE	Structural Engineer							10	12		22	
Peter Lachmanowicz, PE, PMP	Traffic Engineer					12		28	24		64	
Andrew Levecchia, PP, AICP	Senior Planner						12				12	
Claire Hutchinson, AICP	Junior Planner						26				26	
Rory McGlasson	Engagement Specialist						28				28	
	Project accountant	24									24	
WSP Subtotal		120	298	154	136	74	148	210	102	192	1434	
DuBois & Associates, LLC (DuBois)												
Anthony Silva	Principal Biologist	5	4	44							53	10%
Kristin Wildman	Sr. Environmental Coordinator	5	4	44							53	
Frank Tutelian	Sr. Biologist	5	32	8							45	
Ben Langbein	Sr. Biologist	5	32	8							45	
DuBois Subtotal		20	72	104	0	0	0	0	0	0	196	
Drive Engineering (Drive)												
Rosanne Lubeck	Sr. Transportation Planner	29					88				117	14%
Trinh Pham	Marketing Coordinator						148				148	
Drive Subtotal		29	0	0	0	0	236	0	0	0	265	
Totals		169	370	258	136	74	384	210	102	192	1895	100%

* Drive (DBE) will complete 10.1% of this project budget, in excess of the 9.95% DBE/ESBE goal.

WSP Schedule

LEGEND	
Work in Progress	
SJTPO Review	
Meetings/Events	
Deliverables	

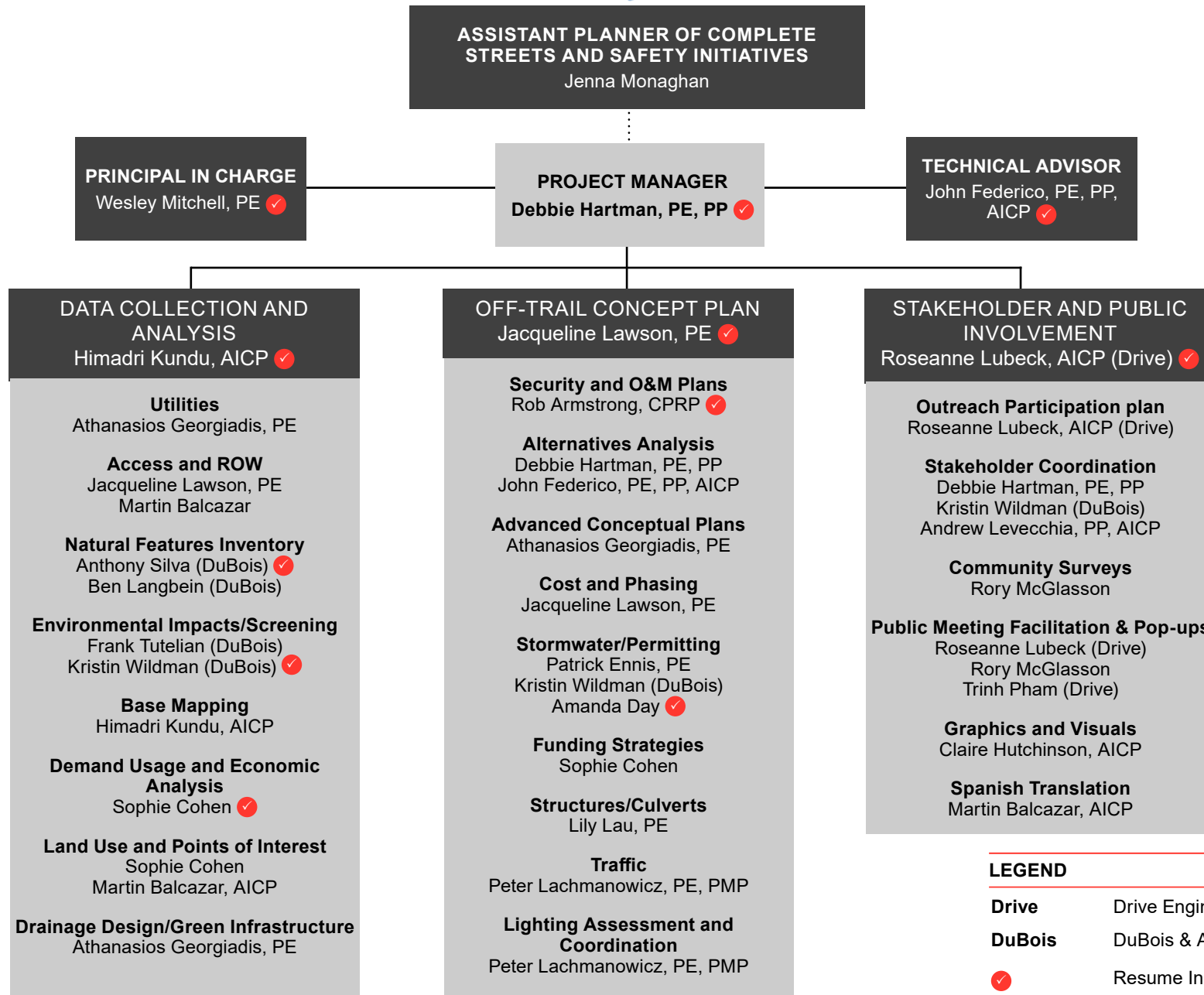


SJTPO | Atlantic County Bikeway West - Advanced Feasibility and Concept Development

20

We've made a minor adjustment to outreach activities in the schedule since our proposal submission as Rosanne explained
The key change

- Was to move Pop up to be part of round 2 outreach to better align with peak biking season and have concrete concepts for users to react to
- Our plan is still to do data collection in the fall, documentation and impact analysis in the winter
- While public engagement will be happening throughout, we will really lean in during the active summer months
- Using feedback we receive from project partners and the public, we will develop the concept plan in the second third of the project, then provide phasing and cost schedules
- The project will be completed in 18 months, with ample time for SJTPO to review the draft and then final concept plan



LEGEND

- Drive** Drive Engineering
- DuBois** DuBois & Associates
- ✓** Resume Included

TOTAL COST BY TASK



	Costs by Task									Total Cost by Firm
	Coordination and Administrative Tasks	Data Collection and Updates	Environmental Impact Documentation	Economic Impact	Security and Maintenance Plans	Stakeholder Consultation and Public Involvement	Prepare Off-Road Trail Concept Plan	Construction Phasing and Cost Schedule	Prepare Final Trail Concept Plan Report	
	1	2	3	4	5	6	7	8	9	
WSP USA, Inc. (WSP)										
	\$28,849	\$41,504	\$32,711	\$22,186	\$16,406	\$26,941	\$37,038	\$23,586	\$24,268	\$253,488
DuBois & Associates, LLC (DuBois)										
	\$4,227	\$10,255	\$17,747	\$0	\$0	\$0	\$0	\$0	\$0	\$32,229
Drive Engineering (Drive)										
	\$4,849	\$0	\$0	\$0	\$0	\$27,290	\$0	\$0	\$0	\$32,139
Total Cost by Task	\$37,926	\$51,759	\$50,458	\$22,186	\$16,406	\$54,230	\$37,038	\$23,586	\$24,268	\$317,856

* Drive (DBE) will complete 10.1% of the total project cost, in excess of the 9.95% DBE/ESBE goal.

COST SUMMARY



WSP USA, Inc. (WSP)		
Labor		\$95,337.96
Overhead	138.28%	\$131,833.33
	Subtotal	\$227,171.29
Fee	10%	\$22,717.13
	Subtotal	\$249,888.42
Direct Expenses		\$3,600.00
	WSP Total	\$253,488.42

DuBois & Associates, LLC (DuBois)		
Labor		\$11,326.80
Overhead	150.00%	\$16,990.20
	Subtotal	\$28,317.00
Fee	10%	\$2,831.70
	Subtotal	\$31,148.70
Direct Expenses		\$1,080.00
	SubConsultant Total	\$32,228.70

Drive Engineering (Drive)		
Labor		\$11,467.00
Overhead	151.30%	\$17,350.03
	Subtotal	\$28,817.03
Fee	10%	\$2,881.70
	Subtotal	\$31,698.73
Direct Expenses		\$440.00
	SubConsultant Total	\$32,138.73

Total Project Cost		\$317,855.85
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Direct Expenses (WSP)

Travel		\$2,000.00
Reproduction		\$1,600.00
Total	\$	3,600.00

Direct Expenses (DuBois)

Travel		\$1,080.00
Total	\$	1,080.00

Direct Expenses (Drive)

Travel		\$240.00
Meeting Materials		\$200.00
Total	\$	440.00

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2509-26: Approving the Selection of WSP USA Inc. as the Consultant for the Atlantic County Bikeway West Advanced Feasibility and Concept Development

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) 2026 SJTPO Unified Planning Work Program includes Federal Highway Administration planning funds for this project through Task 26/401 Advanced Feasibility / Concept Development Atlantic County Bikeway West, programmed as a two-year effort continuing through FY 2027; and

WHEREAS, the Notice of Availability of Requests was sent to 295 subscribers on the Requests for Proposals (RFPs) mailing list on June 4, 2025; and

WHEREAS, the Request for Proposal (RFP) announcement and supplementary materials were also posted on the publicly accessible SJTPO website; and

WHEREAS, three (3) proposals were received; and

WHEREAS, the SJTPO Technical Advisory Committee (TAC) at their March 10, 2025, meeting vested consultant selection authority in a committee consisting of representatives from SJTPO, Atlantic County, NJDOT, and Cross County Connection Transportation Management Association, which reviewed the proposals and evaluated them according to SJTPO's published criteria; and

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

WHEREAS, the Consultant Selection Committee recommends WSP USA, Inc., in association with DuBois & Associates and Drive Engineering (DBE); and

WHEREAS, the SJTPO TAC, at their September 8, 2025, meeting, endorsed the recommendation of the Consultant Selection Committee and the selection of WSP USA Inc. as the Consultant for the Atlantic County Bikeway West Advanced Feasibility and Concept Development effort at a total project cost of \$317,855.85; 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 2026 UPWP Technical Program as Task 26/401 Advanced Feasibility / Concept Development Atlantic County Bikeway West, with a total budget of \$318,155; and

NOW THEREFORE BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the above selection for the Atlantic County Bikeway West Advanced Feasibility and Concept Development, with a maximum fee of \$317,855.85 and a minimum 10.1% DBE participation.

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 September 22, 2025.

 9/22/25

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

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2509-27: Approving a Third Amendment to the Subcontract Agreement for No Cost Time Extension for the Countywide Local Road Safety Plan

PROPOSAL

At its September 8, 2025, meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board approve a subcontract amendment for a No Cost Time Extension related to the SJTPO Countywide Local Road Safety Plan technical study. The amendment to the Subcontract Agreement would extend the length of the contract from October 31, 2025, to December 31, 2026.

BACKGROUND

On May 23, 2022, the Policy Board, through Resolution 2205-14 approved the selection of Greenman-Pedersen, Inc. (GPI) as the Consultant for the Countywide Local Road Safety Plans in association with subconsultants Jacobs Engineering, Urban Engineering Inc., FHI Studios and Techniquet, for the two-year Countywide Local Road Safety Plan technical study with a maximum fee of 3,059,451.77. The original consultant contract was to develop and implement four separate Countywide Local Road Safety Plans. The original contract was fully executed, with a Notice to Proceed on September 21, 2022, for a two-year effort with an anticipated contract end date of September 15, 2024.

On July 22, 2024, through Resolution 2407-22 the Policy Board approved a No Cost Time Extension extending the original contract for this technical study from September 15, 2024, to December 31, 2024.

Subsequently on September 23, 2024, the Policy Board through Resolution 2409-32 approved a Second Subcontract Agreement Amendment to Change of Scope, Cost and Time for the Countywide Local Road Safety Plan adding a third year of project implementation support which was an option in the initial proposal. The maximum fee for this effort was revised to \$3,135,589.30, extending the end date from December 31, 2024, to October 31, 2025.

A Third Amendment to the Subcontract Agreement is requested to extend the end date from October 31, 2025, to December 31, 2026. The total cost of the project remains unchanged.

As part of the scope of work for year three, GPI is under contract to complete Local Safety Program Applications. Currently, the Local Safety Program is paused, requiring GPI to stay on contract through December 31, 2026, to complete applications during the year-long Local Safety Program application process. The project team anticipates that all plan-related work and coordination with stakeholders and the steering committee will be completed by December 2025. The additional time from mid-September to December will allow the team to finalize progress reports and complete the remaining tasks necessary to position the counties and municipalities for long-term success beyond SJTPO's Local Safety Program applications. The scope of work, approved in September, will be unchanged.

The Period of Performance associated with the Task Order providing federal funds is September 19, 2025. As such A Task Order modification will be necessary to extend the Period of Performance through to December 31, 2026. A formal request will be made to NJDOT.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2509-27: Approving a Third Amendment to the Subcontract Agreement for No Cost Time Extension for the Countywide Local Road Safety 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 2023 SJTPO Unified Planning Work Program contemplated Federal Highway Administration Highway Safety Improvement Program (HSIP) funds for this project; and

WHEREAS, NJDOT Bureau of Bicycle, Pedestrian, and Safety Program authorized HSIP funds following a review of the winning consultant's technical scope and cost, and executed a separate Task Order for this technical study; and

WHEREAS, at their May 23, 2022, meeting the Policy Board approved Greenman-Pedersen Inc. for the technical study with a maximum fee of 3,059,451.77; and

WHEREAS, a Subcontract Agreement between the Greenman-Pedersen and the South Jersey Transportation Authority was fully executed on September 21, 2022, with a contract end date of September 15, 2024; and

WHEREAS, at their July 22, 2024 meeting, the Policy Board approved an Amendment to the Subcontract Agreement for a No Cost Time Extension from September 15, 2024 to December 31, 2024; and

WHEREAS, at their September 23, 2024 meeting, the Policy Board approved a Second Amendment to the Subcontract Agreement to change to the Scope, Cost and Time for the Countywide Local Road Safety Plan; and

WHEREAS, the Second Amendment increased the total contract to \$3,135,589.30 and extended the contract end date from December 31, 2024, to October 31, 2025 to conduct the Year 3 Project Implementation effort; and

WHEREAS, additional time is needed to complete plan implementation progress reports, coordination with stakeholders, and the development of Local Safety Program Applications; and

WHEREAS, all plan-related work will be completed by December 2025, additional time through December 2026 will allow the team to during the year-long Local Safety Program application process, given the Local Safety Program is currently paused; and

WHEREAS, a Third Amendment to the Subcontract Agreement for a No Cost Time Extension is needed, extending the contract end date from October 31, 2025 to December 31, 2026; and

WHEREAS, the total cost of this contract will not be affected by this contract amendment; and

WHEREAS, the No Cost Time Extension will not negatively impact the initial needs and objectives of the technical study; and

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2509-27: Approving a Third Amendment to the Subcontract Agreement for No Cost Time Extension for the Countywide Local Road Safety 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 2023 SJTPO Unified Planning Work Program contemplated Federal Highway Administration Highway Safety Improvement Program (HSIP) funds for this project; and

WHEREAS, NJDOT Bureau of Bicycle, Pedestrian, and Safety Program authorized HSIP funds following a review of the winning consultant's technical scope and cost, and executed a separate Task Order for this technical study; and

WHEREAS, at their May 23, 2022, meeting the Policy Board approved Greenman-Pedersen Inc. for the technical study with a maximum fee of 3,059,451.77; and

WHEREAS, a Subcontract Agreement between the Greenman-Pedersen and the South Jersey Transportation Authority was fully executed on September 21, 2022, with a contract end date of September 15, 2024; and

WHEREAS, at their July 22, 2024 meeting, the Policy Board approved an Amendment to the Subcontract Agreement for a No Cost Time Extension from September 15, 2024 to December 31, 2024; and

WHEREAS, at their September 23, 2024 meeting, the Policy Board approved a Second Amendment to the Subcontract Agreement to change to the Scope, Cost and Time for the Countywide Local Road Safety Plan; and

WHEREAS, the Second Amendment increased the total contract to \$3,135,589.30 and extended the contract end date from December 31, 2024, to October 31, 2025 to conduct the Year 3 Project Implementation effort; and

WHEREAS, additional time is needed to complete plan implementation progress reports, coordination with stakeholders, and the development of Local Safety Program Applications; and

WHEREAS, all plan-related work will be completed by December 2025, additional time through December 2026 will allow the team to during the year-long Local Safety Program application process, given the Local Safety Program is currently paused; and

WHEREAS, a Third Amendment to the Subcontract Agreement for a No Cost Time Extension is needed, extending the contract end date from October 31, 2025 to December 31, 2026; and

WHEREAS, the total cost of this contract will not be affected by this contract amendment; and

WHEREAS, the No Cost Time Extension will not negatively impact the initial needs and objectives of the technical study; and

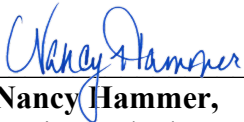
NOW THEREFORE BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the No Cost Time Extension for the Countywide Local Road Safety Plan.

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.

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

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of September 22, 2025.



9/22/25

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

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2509-28: Support for the 2020 Functional Classification Map for the four-county SJTPO region

PROPOSAL

At its September 8, 2025 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board support the 2020 Functional Classifications Map for the four-county SJTPO region.

BACKGROUND

After every decennial census, NJDOT is required to revisit the Urban Boundaries and Functional Classifications for all the roadways within the state based on the latest census and traffic volume data. Because of the 2020 US Census, NJDOT revised its Urban Area boundaries. The SJTPO Policy Board supported the NJDOT 2020 Adjusted Urban Boundary for SJTPO counties, through Resolution 2311-44.

The resulting urban boundaries contribute to the classification of roads as being urban or rural. Roadways are classified based on the function they serve in the overall transportation network. Beyond function, functional classification is utilized to determine eligibility for federal and state funding, as well as to prioritize projects in the regional transportation plan. The latest volume data determines the road functional classifications. The road functional classifications will impact the eligibility for certain funding sources.

While NJDOT engaged consultant services to lead the smoothing process of its Urban Area boundaries, the Department spearheaded a review of the functional classification of the roadways. Comments on the 2020 Functional Classification were requested from the three MPOs, using the Survey123 Comment Form. NJDOT provided each county with an opportunity to comment and submit suggestions, resulting in the [NJDOT 2020 Functional Classification Map](#). The map was last updated in 2010.

NJDOT is requesting notification from each MPO, accepting the 2020 functional classification values, to move forward with FHWA approval. An ArcGIS Online web page displaying the approved 2020 Functional Classifications in an interactive and user-friendly format will be provided following approval.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2509-28: Support for the 2020 Functional Classification Map for the four-county SJTPO region

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 the distribution of certain federal funding to member agencies pursuant to 23 U.S.C. 134; and

WHEREAS, the Functional Classifications Map impacts the eligibility for certain federal transportation funds that SJTPO distributes to its member agencies to implement its Regional Transportation Plan pursuant to 23 U.S.C. 133 (c); and

WHEREAS, NJDOT spearheaded a review of the functional classification of the roadways after the 2020 Adjusted Urban Boundary were developed and approved by the FHWA; and


WHEREAS, SJTPO staff, and certain key member agency personnel have reviewed the NJDOT 2020 Functional Classifications Map, resulting in the 2020 Functional Classification Map ; and

WHEREAS, the SJTPO Technical Advisory Committee recommended that the Policy Board support the 2020 Functional Classifications Map for SJTPO counties at their September 8, 2025 meeting.

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby supports the 2020 Functional Classifications Map for SJTPO counties.

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of September 22, 2025.

 9/22/25

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