

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
Policy Board - REORGANIZATION**

**Monday, January 26, 2026 - 10:00 A.M.
Hybrid (In-Person/Virtual) Meeting**

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

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AGENDA

- a. **Flag Salute and Open Public Meetings Law Announcement**
- b. **Roll Call**
 1. Board members
 2. Other attendees in person and virtual
- c. **Reorganization**
 1. [Report of Nominating Committee](#)
 2. Election of Officers
 3. Policy Board [Schedule of Action Items for 2026](#)
- d. Approval of [Minutes: November 24, 2025](#)
- e. **Communications**
- f. **Report of the Technical Advisory Committee – Ranae Knowles, 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 2601-01: Supporting the Calendar Year 2026 Safety Performance Management Targets](#)
Presenter: Jenna Monaghan, Assistant Planner
In a July 31, 2025, letter from NJDOT to FHWA, NJDOT reported Highway Safety Improvement Program (HSIP) targets for Calendar Year 2026. The targets are based on five-year rolling averages in the five performance measures (Number of Fatalities, Rate of Fatalities Per 100 million vehicle-miles traveled (VMT), Number of Serious Injuries, Rate of Serious Injuries per 100 million VMT, Number of Non-Motorized Fatalities and Serious Injuries).

Consistent with previous years, SJTPO supports the State targets, as opposed to developing specific targets for the SJTPO region.

2. **Resolution 2601-02: Approving a Subcontract Agreement for the Regional Pavement Condition Data Collection**

Presenter: Alice Gibson, Program Manager

Michael Baker International, Inc. is currently contracted to complete the regional pavement condition data collection for the SJTPO region. The initial agreement was executed for Task 1 Coordination and Administrative, and Task 2 Pavement Collection Data Collection only, for \$341,032. An Amendment to the Subcontract Agreement was approved in March 2025 to change the scope, cost, and schedule to incorporate work associated with Tasks 4 and 5 (Data Integration and Pavement Management System Implementation) and extend the contract end date through June 30, 2026, for a revised total contract cost of \$414,563.83.

The current request is to again change the scope and cost of the effort to advance Task 3 Ancillary Data Collection at an additional cost of \$126,094.68 and a revised total contract cost of \$540,658.51. The contract end date would be extended by 12 months from June 30, 2026, to June 30, 2027. Additional funds are available through the release of unexpended funds from SJTPO's Task Order PL-SJ-25-01.

A Second Amendment to the Subcontract Agreement is necessary to change the scope, cost, and schedule to incorporate work associated with Task 3, extending the contract end date from June 30, 2026, to June 30, 2027.

3. **Resolution 2601-03: Approving a Minor Amendment to the TIP for the Route 40, Atlantic County, Drainage project**

Presenter: Alice Gibson, Program Manager

NJDOT has requested consideration of a Minor Amendment associated with Route 40, Atlantic County, Drainage, DBNUM 08371, to increase the cost of the project by \$15.800M. The cost increase includes NHPP funds, which are increasing \$12.400M, from \$23.200M to \$35.600M for FFY 2026. The RAISE grant will remain the same at \$20.000M for FFY 2026, and STATE funds are increasing \$3.400M from \$10.500M to \$13.900M for FY 2026.

4. **Resolution 2601-04: Approving a Minor Amendment to the TIP to add the Fairmount Avenue Paving Project**

Presenter: Alice Gibson, Program Manager

Atlantic City requested consideration of a Minor Amendment to delete Martin Luther King, Jr. Boulevard from Mediterranean Avenue to Route 30, DBNUM S2101 project in FFY 2026, and reallocate the programmed funds to a new project, Fairmount Avenue Paving Project (DBNUM S2601). Construction funding will be reprogrammed in FFY 2026 for \$1.45M.

5. **Resolution 2601-05: Approving a Minor Amendment to the TIP for the Planning, Federal-Aid Statewide Program**

Presenter: Alice Gibson, Program Manager

NJDOT requested consideration of a Minor Amendment associated with Planning, Federal-Aid DBNUM X30, to increase funding by \$19.30M. Specifically, Statewide Planning and Research (SPR) funding for Planning (PLS) in FFY 2026 will be increased from \$20 M by \$19.30M to \$39.30M. The action will support an additional \$15.0M for Year 2 authorization of the Calendar

Year 2025-2026 SPR/Management Systems Work Program and \$4.3M for Year 2 authorization of the FHWA SPR Program.

6. Resolution 2601-06: Adopting a MOU for Statewide Procedures for TIP/STIP Revisions

Presenter: Alice Gibson, Program Manager

The Memorandum of Understanding between the DVRPC, NJTPA, SJTPO, NJ TRANSIT, and NJDOT establishes procedures for processing and implementing all amendments and modifications to the three TIP documents and STIP. The existing MOU was last approved in 2012.

Noteworthy changes include updating regulatory references; adding new definitions and providing more details on existing ones; including a provision to address the increase in competitive grants with the most recent transportation bill; and changes to monetary thresholds for informational, administrative, and committee modifications, as well as minor amendments, which now also consider the overall estimated costs of the construction project.

7. NJDOT Update

8. Adjournment



Date: January 14, 2025

To: Policy Board

From: Jennifer Marandino, Executive Director, on behalf of Policy Board Nominating Committee

Re: 2026 Officers

At the November 24, 2025, meeting, Chairperson Desiderio appointed members to the Nominating Committee for the appointment of officers on January 26, 2026, at the Reorganization Meeting. With Mayor Fanucci being designated as the chairperson of the committee, other committee members include Atlantic County Commissioner Risley, Cape May County Commissioner Vice Director Bulakowski, Cumberland County Commissioner Taylor, and Commissioner Director Laury.

After correspondence via email, as the Chair of the Nominating Committee, the Mayor proposed to keep the current slate of officers for another year term, continuing in 2026.

All members of the nominating committee responded with their consent, and it was agreed that the current officers remain as the 2026 officers of the South Jersey Transportation Planning Organization Planning Board, with no change, as listed below.

- Chairperson – Leonard C. Desiderio
- Vice Chairperson – Benjamin H. Laury
- Secretary/Treasurer – John W. Risley, Jr.

The reorganization of the board will be added as an action item on the January 26, 2026, Policy Board Meeting. Additional nominations for the 2026 officers will be accepted during the meeting.

Policy Board
Schedule of Action Items for 2026

January

- Report of Nominating Committee
- Election of Officers
- Supporting the Calendar Year 2026 Safety Performance Management (Safety PM 1) Targets Set by the New Jersey Department of Transportation
- Approving a Second Amendment to the Subcontract Agreement for the Regional Pavement Condition Data Collection to Change the Scope, Cost, and Time
- Approving a Minor Amendment(s) to the FFY 2026-2035 Transportation Improvement Program for the
 - Route 40, Atlantic County, Drainage project
 - Fairmont Avenue Paving Project
 - Planning, Federal-Aid Statewide Program
- Adopting a Memorandum of Understanding for Statewide Procedures for TIP/STIP Revisions
- FY 2027 Unified Planning Work Program (UPWP), *draft provided*
- Schedule of Action Items for 2026
- Tentative Schedule for the upcoming Technical Studies

March

- Adoption of the FY 2027 Unified Planning Work Program (UPWP)
- Adopting the Access for All Transit Plan as the 2026 update to the Coordinated Human Services Transportation Plan
- Approving an Amendment to *Forward 2050* to reflect projects within the new FFY 2026-2035 TIP
- Consultant Selection for Data Collection for SJTDM Recalibration and Validation
- Approving the Executive Director's Recommendation for Hiring SJTPO's Seasonal Intern *tentative*

May

- Approving a Complete Streets Technical Assistance Program Subcontract Agreement Between the South Jersey Transportation Authority and Rutgers
- Consultant Selection for
 - SJTPO General Legal Counsel
 - SJTPO Special Legal Counsel
- Extending the contract with Pro Computer Services (PCS) for SJTPO Information Technology Systems and Network Support
- Supporting the Subcommittee Recommendation for Filling SJTPO's vacant Safety Initiatives & Complete Streets Program Manager

July

- Consultant Selection for the Freight Movement Analysis – Mill Road Corridor

September

- Support for the FY 2026 Transit Asset Management Plan (TAMP) Targets Set by the New Jersey Transit
- Support for the CY 2026 Public Transportation Agency Safety Plan (PTASP) Safety Performance Targets Set by the New Jersey Transit

- Consultant Selection for South Jersey Travel Demand Model Update/Recalibration & Validation
- Draft Annual Meeting Schedule for 2027

November

- Support for the Calendar Year 2027 Safety Performance Management (Safety PM 1) Targets Set by the New Jersey Department of Transportation
- Support for the Safe Routes to School (SRTS) Program Project List *tentative*
- Adopting the Annual Notice of Schedule of Regular Meetings for 2027
- Designation of Nominating Committee for 2027 Policy Board Members
- Request for Credential Letters
- FY 2028 UPWP, *initial discussion*
- Authorization Summary for FFY 2026 Local Lead, HSIP, CMAQ, and CRP Project Status

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
Policy Board Meeting

Monday, November 24, 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:

P. Edward McKelvey, Alloway Township
Andrew Bulakowski, Cape May County
Louis Millan, NJ TRANSIT
Daniel Corrigan, SJTA
Len Desiderio, City of Sea Isle

John Risley, Atlantic County
Sandra Taylor, Cumberland County
Ben Laury, Salem County
Anthony Fanucci, City of Vineland

Also, in attendance:

Ranae Knowles, Atlantic County
Michael Watson, Brown & Connery LLC
Matt Pisarski, Cumberland County
Blair Gerold, GAU
Nathan Chadwick, NJ TRANSIT
Carey Italiano, SJEDD
Jennifer Marandino, SJTPO
Jenna Monaghan, SJTPO

Hannah Genevre, Atlantic County
Kathleen Hicks, City of Vineland
Brent Van Lith, DRBA
Steve Simone, NJOPA
Robert (R.J.) Palladino, NJ TRANSIT
Nancy Ridgway, Public
David Heller, SJTPO
Nancy Hammer, SJTPO

APPROVAL OF MINUTES: September 22, 2025

On Motion by Mayor Fanucci and seconded by Ben Laury, the minutes of September 22, 2025, were unanimously approved.

Communications

a. NJDOT FY 2027 UPWP Planning Priorities Letter

Jennifer Marandino explained that a letter was included in the Policy Board packet regarding SJTPO's State Fiscal Year 2027 Unified Planning Work Program. She shared that SJTPO's annual UPWP is influenced by State and Federal Transportation partners, who guide SJTPO and the other MPOs in New Jersey. This year, NJDOT shared a letter presenting its planning priorities for consideration of incorporating into the FY 2027 UPWP. The letter further notes that, as of September 3, 2025, the 2021–2023 FHWA/FTA Planning Emphasis Areas were rescinded and are no longer a directive of FHWA and FTA.

b. FY 2027 Subregional Planning Work Programs Memo

Ms. Marandino added that the second piece of communication is a memorandum prepared by Alice Gibson related to the Call for FY 2027 Subregional Planning Work Programs. The letter was transmitted via email to each County Planning Director on October 21st.

Technical Advisory Committee Report

TAC Chairman Matt Pisarski reported that he attended the November 10, 2025, Technical Advisory Committee meeting and stated that the TAC recommended affirmative action for all items.

Chairman's Remarks

Chairman Desiderio wished everyone a Happy Thanksgiving.

Report of the Executive Director – Jennifer Marandino

ANNUAL TAC MEETING SCHEDULE

Jennifer Marandino explained that at the Technical Advisory Committee meeting held on Monday, November 11th, members approved the 2026 schedule, including only the odd-numbered months, mimicking the proposed schedule for the Policy Board. She explained that traditionally, the TAC schedule included meetings on the second Monday of each month, with workshops on various transportation-related topics typically held in the even-numbered months (February, April, June, August, October, and December). However, because of a conflict with meetings at NJTPA, it was decided that all workshops will be individually scheduled at a date and time that will work for all those who may be interested in participating without disrupting anyone else's scheduled meetings. Ms. Marandino added that a copy of the approved 2026 schedule for SJTPO's TAC meetings was shared in the Policy Board packet as part of her Executive Director's report.

REQUEST FOR CREDENTIAL LETTERS

Ms. Marandino explained that, as in recent years, credential letters are requested for the January Reorganization Meeting. A formal letter will be sent to Policy Board members in December, with a copy of the same being emailed to the respective TAC members. Letters should include an appointment for a representative and an alternate. In addition to providing an appointment for the Policy Board, Ms. Marandino asked that members include a representative and at least one alternative for the TAC. Only those people identified in the credential letter shall have the authority to vote at meetings. She added that the same request was made at the TAC meeting two weeks ago.

FY 2027 UPWP

Ms. Marandino explained that the purpose of this is to serve as an initial discussion related to SJTPO's FY 2027 Unified Planning Work Program, with consideration for formal approval to be brought to the March meeting for the effective date of July 1, 2026. The UPWP lays out staff priorities and activities and identifies the consultant-led technical studies along with coordination and participation by our county partners, during the state fiscal year.

She explained that a draft of the FY 2027 UPWP is due to NJDOT on Friday, December 5th; however, she noted that she would likely need a bit more time to complete the draft, which she would communicate to NJDOT. To help facilitate the discussion, a short PowerPoint presentation was shared. Ms. Marandino noted that the timeline shows development should begin with the receipt of planning priorities. When the UPWP document is submitted to NJDOT in December, the UPWP is also released for public review and comment, ultimately leading to adoption in March.

Preliminary Budget Figures

Ms. Marandino explained a table that provides an overview of the available USDOT Planning Resources. Each year, NJDOT provides estimates for the FHWA and FTA allocations. In addition to those annual funds, there are previous unexpended balances from the FY 2025 UPWP Central Staff and FTA. In total, SJTPO can expect approximately \$3.6 million in federal funds. For comparison, \$2.78

million was available in FY 2026 UPWP, \$4.29 million in FY 2025 UPWP, and \$2.76 million in FY 2024.

She added that the available budget estimates for salaries, operating expenses, and consultant-led technical studies are still being calculated. She noted that she recently received the health benefits and fringe rate figures calculations, which will allow her to finalize the estimate of Central Staff Costs and determine the amount of funds available for consultant-led studies.

NJDOT Continuing Task Orders

Ms. Marandino explained that before sharing technical study ideas for the FY 2027 UPWP, she wanted to share the continuing work, which will impact and limit staff's ability to start new efforts. She noted that SJTPO has nine technical studies that are continuing from eight previous task orders. The slide lists out those consultant-led efforts, displaying the initial budget and what has been expended to date.

Technical Studies ideas SJTPO staff

Ms. Marandino noted that while the available funds for the technical program are still to be determined, there have been some internal discussions about several potential studies to advance, which were shared at the November 11th TAC meeting.

She stated that the Policy Board will consider an amendment to the FY 2026 UPWP to add a new task to the Technical Program for data collection in support of the South Jersey Travel Demand. That effort will be a precursor to a Recalibration and Validation effort proposed in FY 2027 with a budget estimate of \$300,000.

Ms. Marandino mentioned that in the FY 2025 UPWP, SJTPO partnered with Voorhees Transportation Center (VTC) at Rutgers, Sustainable Jersey hosted at the College of New Jersey, and Cross County Connection Transportation Management Association (CCCTMA) to deliver the Complete Streets Technical Assistance Program. This is something that SJTPO would like to continue administering every two years. The initial budget in FY 2025 was \$400,000 and is assumed to be similar for FY 2027.

She added that the Local Safety Program Design Assistance study was included as a placeholder in the FY 2026 UPWP but will be removed with the recent amendment. The Local Safety Program is currently paused with the expectation that it will resume in calendar year 2026. She noted that the GPI team is currently working on Year 3 Implementation of the Countywide Local Road Safety Plans will be preparing applications for systemic improvements. A new placeholder will be added to the FY 2027 UPWP.

Ms. Marandino explained that the last bullet would not be a new effort, but a continuation of ongoing work. SJTPO is currently working with Michael Baker on the Regional Pavement Condition Data Collection effort. As part of their work, the consultant surveyed subregional partners to determine if they would benefit from additional asset collection to help them better maintain their physical infrastructure. She explained that the listing includes the items noted by the subregional partners, with the three items in bold emerging as the assets most desirable by all. The consultant team recently provided a cost estimate for these and other assets to be discussed internally and with our subregional partners. Any additional work to extract the assets would require additional funds and an amendment to the existing subcontract agreement for the FY 2025 task.

Technical Studies ideas Subregional partners

Ms. Marandino explained that earlier this year, David Heller reached out to the subregional partners to request their input on potential technical study ideas. She added that several thoughtful suggestions from our partners were received. These ideas reflect ongoing interest in addressing a wide range of planning and transportation needs across the region. She noted that, however, given the current workload, including our continuing multi-year tasks and the ongoing technical studies already planned, it is not feasible to advance these additional study ideas at this time. SJTPO will keep these ideas on file and consider them in future work programs as resources and staff capacity allow.

Subregional Planning Work Program

Ms. Marandino added basic information regarding the Subregional Planning Work Program, which should be known to our county partners.

As she previously shared, SJTPO's initial draft is due to NJDOT in early December. To meet that deadline, assistance is needed in developing the Subregional Planning Work Program, with an Estimate of the total cost of the work program due Friday, October 31, 2025. Full Work Program write-up and description, including Task III study due Friday, November 21, 2025.

The table shown on the slide is the budget figures from FY 2026. If similar estimates are requested by partners, SJTPO will need to flex planning funds to provide additional resources. These PL funds could be available to the region if not utilized in the allocated year.

Funding Overview

She added that the FY 2027 UPWP is still very much a work in progress. While the Operating/Direct Expenses figures are estimated, the Salaries/Labor for the Central Staff is still being determined.

Ms. Marandino stated that this figure will help determine the exact funding available for the Technical Program and what efforts can be advanced.

SJTPO LOCAL LEAD PROJECT STATUS CHARTS

Ms. Marandino mentioned that in addition to the three (3) Local Lead status charts, a summary of FFY 2025 authorizations is also included, which was additionally shared in the November 2025 edition of *On the Go*, SJTPO's digital newsletter.

TECHNICAL PROGRAM UPDATE

Ms. Marandino explained that a memo included in the Executive Director's Report notes that there are seven (7) active technical studies. The agenda included several hyperlinks to the project pages on the SJTPO website.

She added that should there be any questions about any of the technical studies, please reach out directly to the individual project managers.

Selection of Nominating Committee for 2026 Officers

Chairman Desiderio designated the following Policy Board Members to the Nominating Committee: Commissioner Director Laury, Commissioner Risley, Commissioner Vice Director Bulakowski, Commissioner Taylor, with Mayor Fanucci serving as the chair of the Committee.

Public Comment

Executive Director Marandino stated that an email was sent to SJTPO's General Information list, in which the public was advised that the meeting was to be conducted virtually in addition to in-person participation. Members of the public were asked to submit comments on agenda items through SJTPO's General Comment Form on the SJTPO website. She also noted that the meeting agenda and details to connect to the meeting were posted on the SJTPO website. On the question, Nancy Hammer stated that no comments were received in advance of the meeting.

There were no public comments.

NEW BUSINESS

1. Resolution 2511-29: Adopting Schedule of Regular Meetings for Calendar Year 2026

On Motion by Mayor Fanucci and seconded by Commissioner Taylor, Resolution 2511-29 was opened for discussion.

Jennifer Marandino explained that the proposed Regular Meetings Schedule for Calendar Year 2026 of the SJTPO Policy Board includes a proposed change in date for the May meeting due to the Memorial Day holiday. The meetings will continue to be held in a hybrid format, held in person on the 2nd floor Board Room at the SJTPO office at 817 East Landis Avenue in Vineland.

She explained that adoption of the meeting schedule is being sought in November, which will allow SJTPO to advertise the meetings in the local newspapers in early January.

Ms. Marandino suggested that if members find it acceptable, as well as the Chairman, SJTPO would love to host the Reorganization Meeting with members to attend in person in January or at a later meeting date suggested by the Chair. Chairman Desiderio agreed for the members to attend in person at the January meeting.

With no further comment, Resolution 2511-29 was approved by Roll Call Vote.

2. Resolution 2511-30: Support for the Transportation Alternatives Set Aside (TA Set Aside) Program Project List

On Motion by Mayor Fanucci and seconded by Commissioner Taylor, Resolution 2511-30 was opened for discussion.

Jenna Monaghan explained that at the November TAC meeting, the TAC recommended three (3) projects that were selected to receive funding through the Transportation Alternatives Set Aside (TA Set Aside) Program. Ms. Monaghan added that this program is jointly administered by NJDOT and the MPOs. She explained that the six (6) TA Set Aside projects were submitted in the SJTPO region, with three (3) projects in Salem County, City of Ventnor, and Atlantic City were selected to receive funding, totaling \$3.724 million. She explained that SJTPO received six (6) applications, but only four (4) were reviewed by both SJTPO and NJDOT due to two (2) being ineligible due to missing application requirements.

Ms. Monaghan added that once approved, NJDOT will send out grant announcement letters and rejection letters and will schedule debriefings as needed.

With no further comment, Resolution 2511-30 was approved by Roll Call Vote.

3. Resolution 2511-31: Approving an Amendment to SJTPO's FY 2026 UPWP to add Task 26/403 Data Collection for SJTDM Recalibration and Validation to the Technical Program

On Motion by Mayor Fanucci and seconded by Louis Millan, Resolution 2511-31 was opened for discussion.

Jennifer Marandino explained that in December 2024, staff released a model recalibration RFP but ultimately decided not to proceed with the effort as there were significant gaps in the necessary data. She stated that to ensure that appropriate data is available, a new consultant-led technical study will be necessary to carry out a comprehensive data collection effort.

Ms. Marandino stated that to help facilitate this new consultant-led effort, the FY 2026 UPWP must be amended. The specific request is to add \$221,881 for Task 26/403 Data Collection for SJTDM Recalibration and Validation within the Technical Program. She noted that the additional funds are available from previous unexpended balances from SJTPO's FY 2024 Technical Program and Planning funds flexed to the Subregional Planning Work Program in FY 2025.

Ms. Marandino stated that SJTPO's FY 2026 UPWP and associated financial tables have been amended. The amended document will be available on the SJTPO website this week. A formal request letter to modify the FY 2026 Task Order was submitted to NJDOT after SJTA completed the release and partial closeout of federal agreements in the FY 2025 UPWP.

With no further comment, Resolution 2511-31 was approved by Roll Call Vote. Commissioner Taylor abstained from the vote.

4. Resolution 2511-32: Approving a Subcontract Agreement for No Cost Time Extension for the Local Safety Program Design Assistance

On Motion by Commissioner Laury and seconded by Mayor Fanucci, Resolution 2511-32 was opened for discussion.

Jennifer Marandino explained that Urban Engineers, Inc., is currently under contract to advance four (4) separate projects from the Cumberland County Bicycle and Pedestrian Safety Action Plan through Preliminary Engineering and Final Design Services. The Subcontract Agreement was initially modified in January 2024, to extend the contract end date from June 30, 2024, to December 31, 2025. She noted that while Preliminary Engineering design services are progressing, additional time is needed to conduct public outreach and environmental documentation before moving into Final Design Services.

She explained that this is for a No Cost Time Extension is requested through December 31, 2027, to match the Period of Performance date associated with each Task Order Agreement. The total cost of the contract will not be affected by this current contract amendment.

A change in scope, schedule, and budget is expected to advance each project location into Final Design in calendar year 2026.

With no further comment, Resolution 2511-32 was approved by Roll Call Vote.

5. Resolution 2511-33: Honoring the Memory of John E. Peterson

On Motion by Mayor Fanucci and seconded by Commissioner Laury, Resolution 2511-31 was opened for discussion.

Jennifer Marandino stated that the South Jersey Transportation Planning Organization honors the memory of John E. Peterson, a deeply respected member of our regional planning community who passed away on November 7, 2025. Ms. Marandino read the resolution, sharing the following:

John devoted 36 years of service to Atlantic County, ultimately retiring in 2022 as Department Head of Regional Planning & Development. Throughout his distinguished career, he was a tireless advocate for safe and efficient transportation systems across South Jersey, and his influence reached far beyond our region.

For more than two decades, John provided invaluable leadership to SJTPO, serving multiple times as Chair and Vice Chair of the Technical Advisory Committee. His thoughtful guidance helped shape major accomplishments, including the adoption of several Transportation Improvement Programs, long-range Regional Transportation Plans, and annual Unified Planning Work Programs.

Even after retiring, John continued to serve the region as a part-time Subregional Program Specialist with SJTPO, where he remained a mentor, advisor, and trusted resource to staff and planning partners.

John was admired not only for his extensive professional expertise, but also for his integrity, kindness, and unwavering commitment to public service. His legacy leaves a lasting mark on our organization and on transportation planning in South Jersey.

On behalf of the Policy Board, we express our deepest appreciation for John's many contributions, and we extend our sincerest condolences to his family, friends, colleagues, and all who benefited from his leadership and mentorship.

Chairman Desiderio thanked Ms. Marandino and added that for those who knew John, you knew he was a professional, a gentleman, and our thoughts and prayers go out to his friends and family.

Commissioner Riskey added that John was a dear friend who took him under his wing to help him understand a lot of the work that got done at SJTPO and in Atlantic County. He emphasized what a great man he was once again and that he would miss him very much. He added to use this as a reminder that life is not guaranteed and to value every day that you have.

With no further comment, Resolution 2511-33 was approved by Roll Call Vote.

NJDOT UPDATE

No Update from NJDOT

NJ TRANSIT UPDATE

Lou Millan announced his retirement at the end of 2025. He asked if anyone needed information or had any questions; please direct them to RJ (Robert) Palladino. Mr. Millan thanked everyone at SJTPO, including current Policy Board members, as well as current SJTPO and past employees. Chairman Desiderio, as well as the rest of the Policy Board, congratulated and wished Mr. Millan the best in his retirement.

ADJOURNMENT

On Motion by Lou Millan and seconded by Mayor Fanucci, the meeting was adjourned at 10:38 a.m.

Approved Minutes Certified Correct:



1/26/26

Nancy Hammer

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



South Jersey Transportation Planning Organization

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

Leonard Desiderio, *Chairman*

Benjamin H. Laury, *Vice Chairman*

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Jennifer Marandino, P.E.
Executive Director

John W. Riskey, *Secretary/Treasurer*

EXECUTIVE DIRECTOR'S REPORT –January 23, 2026

FY 2027 UPWP

SJTPO's Draft FY 2027 Unified Planning Work Program (UPWP) was submitted to NJDOT for their review on December 12, 2025, with the same available on the SJTPO website www.sjtpo.org/upwp/. A public comment period was opened on Tuesday, December 17, 2025, and continued through Tuesday, January 27, 2026, pending any significant changes to the UPWP, which could trigger an additional 10 days. No formal public meeting will be held.

The Draft FY 2027 UPWP is available on the SJTPO website, www.sjtpo.org/UPWP. Hardcopies are available for viewing at the SJTPO office and [select libraries](#) in the region. Hardcopies can additionally be requested by completing the [Document and Records Request Form](#).

Written comments and questions can be submitted via:

- Comment form located at the bottom of the [UPWP webpage](#)
- Comment form located at the bottom of the [Public Comment webpage](#)
- Email: upwp@sjtpo.org
- Fax: (856) 794-2549
- Direct message to SJTPO [Facebook](#) and [X](#) accounts
- Mail: SJTPO; 817 East Landis Avenue, 2nd Floor; Vineland, NJ 08360

The UPWP document itself describes all transportation planning activities to be conducted by SJTPO staff, subregional partners, and other member agencies during State Fiscal Year (FY) 2027 (July 1, 2026-June 30, 2027).

This UPWP continues to utilize the same structure from previous years, with many of the same tasks. There were a few changes to note from previous work programs.

Both the Regional Transportation Plan (RTP) Development and Title VI & Public Health had a slight name change. Intelligent Transportation Systems Planning was removed as its own task with activities reassigned to more prominent tasks, including Regional Coordination & Collaboration and Local Project Development, as appropriate. A new Travel Demand Modeling task was added. Given SJTPO's increasing work in this area, including two related consultant-led technical efforts in FY 2026 and 2027, the task has been separated from the Environmental & Air Quality Planning task.

Finances

[Table 5a](#) provides a general overview of the funding associated with SJTPO's FY 2027 UPWP, which includes approximately \$4.37 million in resources, including the 20% local match from our county partners for their

Subregional Planning Work Program activities. [Table 6](#) summarizes the programmed resources in the FY 2027 UPWP. In addition to current allocations from FHWA and FTA, SJTPO will utilize \$331,562 from previous unexpended balances available through the partial closeout of a federal project in the FY 2025 UPWP. \$306,474.34 of which has not been programmed for use in this UPWP and will remain available for later use. A portion of those funds (\$122,785.61) will be added to Task 25/401 Regional Pavement Condition Data Collection to advance the Task 3 Ancillary Data Collection as part of the ongoing consultant-led effort, leaving \$183,689.05 to be used for future purposes.

As noted, a total of approximately \$4.37 million in resources, including the 20% local match from our county partners, for their Subregional Planning Work Program activities. In comparison, \$3.07 million is programmed in FY 2026, and \$4.36 million was programmed in FY 2025. [Table 7](#) shows the breakdown of the USDOT funding sources.

SJTPO's current budget figures estimate an anticipated need of \$1.92 million in Central Staff Salaries and Labor, \$316,000 in Operating/Direct Expenses, and \$71,500 for Financial and Administrative Services for SJTA. In FY 2026, the Central Staff Salaries and Labor totaled \$1.76 million, \$1.69 million in FY 2025, and \$1.44 million in FY 2024.

[Table 8](#) lists the various tasks within the UPWP, with a breakdown of estimated costs within the Central Staff Work Program. [Table 9](#) displays the breakdown of Operating/Direct Expenses by Category. In comparison, the Operating/Direct Expenses for FY 2026 are \$259,100, whereas \$316,000 is estimated for FY 2027. Many of the line-item numbers have been changed to reflect changes made by SJTA.

Technical Program

A total of \$2.06 million is programmed for three consultant-led technical efforts, as shown in [Table 5a](#). This includes Task 27/401 Complete Streets Technical Assistance Program, Task 27/402 South Jersey Travel Demand Model Update/Recalibration & Validation, and Task 27/403 for Local Safety Program Design Assistance. SJTPO proposes utilizing our annual allocation of the federal PL Set-Aside for Increasing Safe and Accessible Transportation Set-Aside to supplement FHWA-PL funds for the Complete Streets Technical Assistance Program. The Local Safety Program Design Assistance is anticipated to be funded through a portion of SJTPO's Highway Safety Improvement Program (HSIP) allocation.

[Table 5b](#) displays the continuing task orders from previous work programs, with a budget of approximately \$6.52 million, with approximately \$2.15 million remaining budget for the 10 continuing tasks listed.

A [Tentative Schedule for Upcoming Technical Studies](#) is attached for reference. The schedule includes consultant-led technical studies for those efforts programmed in the FY 2027 UPWP.

Subregional Planning Work Program

[Table 10](#) shows the allocation of Subregional Planning Work Program funds and the Task III studies to be completed. Atlantic County intends to hire a consultant to conduct a Tilton Circle (CR533) Traffic Improvement Study, while Cape May County will continue with its Non-motorized Transportation Network Improvements effort. Cumberland County will have a consultant complete a Rural Communities Traffic Calming Analysis, and Salem County will conduct a roadway and intersection improvement analysis for locations guided by its Countywide Local Road Safety Plan.

Like the FY 2025 UPWP, this year, work program activities for NJDOT, NJ Turnpike, DRBA, NJ TRANSIT, SJTA, and Cross County Connection will be shared in SJTPO's FY 2027 UPWP.

[Table 11](#) provides a complete breakdown of the Continuing Task Orders and the funding associated with each. The table below notes the specific Period of Performance with notes including such things as the need for extensions as appropriate.

Based upon the Mutual Service Standards schedule for preparation of the FY 2027 UPWPs, we anticipate review comments from NJDOT/FHWA/FTA by mid-January, with all comments to be addressed and submitted to NJDOT in mid-February, at which time a 2nd draft document will be available.

A recommendation to the Policy Board (March 23, 2026) will be sought at the TAC at their March 9, 2026, meeting.

CURRENT STAFF VACANCIES

Currently, SJTPO central staff comprises eight (8) full-time and three (3) part-time positions, with three other vacancies for full-time positions. The Program Manager of Safety Initiatives & Complete Streets and a Principal Planner within the same program area are currently vacant, as is the part-time Subregional Program Specialist within the Capital Programming & Project Development program area. The Budget Analyst position within Grant Contracts & Administration is also vacant.

SJTPO intends to move forward with advertising and filling the vacant Program Manager position. Pending coordination with the Governor's Authorities Unit (GAU) and approval to advertise, SJTPO anticipates releasing a posting in Spring 2026. If successful, a new staff member could begin in time for the FY 2027 UPWP. The Executive Director will also work with the Administrative Manager to advertise the vacancy within Grant Contracts & Administration. This posting may include both full-time and part-time options to provide greater flexibility in recruitment and to better align with organizational needs.

Given the relocation of multimodal planning to the Regional Planning & System Performance program area, the roles and responsibilities of the vacant Principal Planner position under the Safety Initiatives & Complete Streets program area need to be evaluated and defined clearly before consideration of releasing any advertisement for the position.

SJTPO has funds set aside for a seasonal intern in each work program. SJTPO had a positive experience with a seasonal worker in the Summer of 2024 and was able to hire a seasonal intern for Summer 2025 following an appropriate advertisement. SJTPO intends to bring on a seasonal intern for the Summer 2026, advertising the opportunity in early spring. The intern would be a seasonal employee, with potential employment from Memorial Day through Labor Day, and the option to work during their winter break.

Members of the Personnel Subcommittee are requested to approve the recommendation of several new hires over the next several months. This is expected to include a seasonal intern, a program manager, and an assistant/principal planner most immediately.

ACCESS FOR ALL TRANSIT PLANS PUBLIC MEETING

SJTPO will open a Public Comment Period for Draft Access for All Transit Plans for Atlantic, Cape May, Cumberland, and Salem Counties on Thursday, February 5, 2026, which will remain open through Sunday, March 8, 2026. SJTPO will host a hybrid public meeting on Wednesday, February 18th at 6PM, to allow people to provide comments on the draft documents. When released the draft documents will be posted to the SJTPO website at www.sjtpo.org/planning/access-for-all/. All residents from the four-county region are invited to attend. For more information, contact accessforall@sjtpo.org.

While SJTPO is hosting the public meeting for the plan, the County Commissioners will be required to adopt the county plan. The county transportation providers have been participating in the planning process to date and have been advised of the next steps.

SJTPO LOCAL LEAD PROJECT STATUS CHARTS

A new Local Lead Project Status Chart displaying projects programmed for funding in FFY 2026 is attached. The chart includes the current HSIP and CMAQ/CRP projects, separately displayed in two additional project charts.

Subregional partners have been asked to prepare a schedule for the FFY 2026 projects for the NJDOT Local Aid District 4 office and SJTPO. The chart includes no later than submission dates to help ensure that project materials are submitted to allow for authorization this federal fiscal year.

TECHNICAL PROGRAM UPDATE

SJTPO currently has seven (7) active technical studies: [Local Safety Program Design Assistance](#), Regional Pavement Condition Data Collection, Staff Augmentation, the [Complete Streets Technical Assistance Program Pilot](#), the [Regional Active Transportation Master Plan](#), and the Atlantic County Bikeway West Advance Feasibility/Concept Development effort.

The attached memo provides information regarding the status of all technical program efforts.

FFY 2026-2035 TIP MODIFICATIONS

NJDOT approved six (6) eSTIP actions associated with Statewide programs, listed below. All actions fell within the thresholds of an Administrative or Informational Modification, as noted.

- Administrative Modification
 1. DBNUM 12320, Route 47, Nummytown Mill Pond Dam
- Informational Modification
 1. DBNUM 22353, PROTECT
 2. DBNUM X30, Planning, Federal-Aid
 3. DBNUM 15343, Intelligent Traffic Signal Systems
 4. DBNUM 13306, Mobility and Systems Engineering Program
 5. DBNUM 13304, Intelligent Transportation System Resource Center

A Design phase was added to the Route 47, Nummytown Mill Pond Dam project, as it was not authorized in FFY 2025. All other projects except for the DBNUM 22353 were a change in funding sources. The action for the PROTECT (DBNUM 22353) project was a reduction in project cost.

SJTPO initiated an Informational Modification for Willow Grove Road (CR 639), DBNUM S1904, to correct the project title, the municipality, and the mileposts.

SJTPO's Technical Advisory Committee approved a Committee Action related to Statewide Traffic Operations and Support Program, DBNUM 13308. NJDOT has requested a project cost increase to NHPP funding for (EC) Design and Construction in FFY 2026 by \$14.300 M.

The TIP tracker is attached for reference and will be posted to the website at the end of the month.

PROMOTING SUBREGIONAL PROJECTS

SJTPO continues to desire to do a better job of 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 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.

Table 5a: Funding Overview

		Draft	12/16/2025
			Budget
27/ 100	Central Staff Work Program		
27/ 101	Central Staff Salaries/Labor <i>excluding Task 27/165 Technical Program Management</i>	\$	1,920,000
27/ 102	Operating/Direct Expenses <i>excluding Task 27/165 Technical Program Management</i>	\$	316,000
		\$	265,440
		<i>Subtotal Central Staff Work Program</i>	<i>\$ 2,236,000</i>
		<i>excluding Task 27/165 Technical Program Management</i>	<i>\$ 1,878,240</i>
27/ 200	Financial Administration		
27/ 201	Financial & Administrative Services	\$	71,500
		<i>Subtotal Financial Administration</i>	<i>\$ 71,500</i>
27/ 300	Subregional Planning Work Programs		
27/ 301	Atlantic County	\$	142,000
27/ 302	Cape May County	\$	55,000
27/ 303	Cumberland County	\$	105,000
27/ 304	Salem County	\$	58,000
		<i>Subtotal Subregional Planning Work Programs (80% Federal + 20% Local Match)</i>	<i>\$ 360,000</i>
27/ 400	Technical Program		
27/ 165	Technical Program Management	\$	357,760.00
27/ 401	Complete Streets Technical Assistance Program (2-year study)	FHWA PL	\$ 315,349
	South Jersey Travel Demand Model Update/Recalibration & Validation	FHWA PL Set-Aside	\$ 84,651
27/ 402	(2-year study)	FHWA PL	\$ 300,000
27/ 403	Local Safety Program Design Assistance (4-year study)	FHWA HSIP	\$ 1,000,000
		<i>Subtotal Technical Program</i>	<i>\$ 2,057,760</i>
		FY 2027 Total Program (including Local Match)	\$ 4,367,500
		20% Local Match	\$ 72,000.00
		FY 2027 Total Programmed FHWA Resources (excluding Local Match)	\$ 4,295,500

Table 5b: Funding Overview for NJDOT Continuing Task Orders

		Draft	12/16/2025
		Total Initial Budget	Expended to Date
		Remaining Budget	
23/ 406	Countywide Local Road Safety Plans	\$ 3,046,701.00	\$ 2,356,354.93
24/ 403	Regional Active Transportation Master Plan	\$ 224,589.00	\$ 12,040.78
24/ 405	Local Safety Program Design Assistance	\$ -	\$ -
	3rd Street and Wheaton Avenue Traffic Calming and Pedestrian Safety Improvements	\$ 386,836.22	\$ 235,941.60
	High Street Pedestrian Safety Improvements	\$ 387,080.96	\$ 237,379.73
	East Avenue Pedestrian Safety Improvements	\$ 306,850.95	\$ 233,120.59
	Bridgeton Pedestrian Safety Improvements	\$ 416,952.47	\$ 360,428.79
25/ 401	Regional Pavement Condition Data Collection	\$ 417,694.00	\$ 237,138.84
26/ 401	Advanced Feasibility/Concept Development - Atlantic County Bikeway West	\$ 318,155.00	\$ -
26/ 402	Freight Movement Analysis - Mill Road Corridor	\$ 100,000.00	\$ -
26/ 403	Data Collection for SJTDM Recalibration and Validation	\$ 221,880.67	\$ -
NJDOT Continuing Task Orders Total		\$ 5,826,740.27	\$ 3,672,405.26
		FY 2027 Total Program (including Local Match)	\$ 10,194,240.27
		FY 2027 Total Programmed FHWA Resources (excluding Local Match)	\$ 6,521,835.01
		\$ 10,122,240.27	\$ 6,449,835.01



Draft 12/16/2025

Table 6: Programmed USDOT Planning Resources

	Budget
FHWA FFY 2026 Planning (PL) Allocation	\$1,589,304
FHWA/FTA Consolidated Planning FFY 2026 PL Flex from Section 5303	\$875,793
Previous Unexpended Balance Reprogrammed	
FY 2025 UPWP, Task Order PL-SJ-25-01 (D00S902)	\$331,562
FHWA/FTA Consolidated Planning FFY 2025 PL Flex from Section 5303	\$138,191
<i>Subtotal FHWA PL</i>	\$2,934,849
<hr/>	
Increasing Safe and Accessible Transportation Options Set-Aside, Y410	\$84,651
<i>Subtotal FHWA PL Set-Aside</i>	\$84,651
<hr/>	
FHWA Highway Safety Improvement Program (HSIP) Funds	\$1,000,000
<i>Subtotal FHWA HSIP</i>	\$1,000,000
<hr/>	
FHWA Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds	\$0
<i>Subtotal FHWA CMAQ</i>	\$0
<hr/>	
FHWA FFY 2026 Surface Transportation Block Grant Program Funds (STBGP-L5K)	\$276,000
<i>Subtotal STBGP non-urbanized</i>	\$276,000
<hr/>	
<i>Total Federal Funds</i>	\$4,295,500
<hr/>	
Subregional Planning Work Programs Local Match	\$72,000
<i>Total Local Match</i>	\$72,000
<hr/>	
FY 2027 Total Program (including Local Match)	\$4,367,500
20% Local Match	\$72,000
FY 2027 Total Programmed FHWA Resources	\$4,295,500
NJDOT Continuing Task Orders Remaining Budget Total	\$2,154,335.01
Grand Total (including 20% Local Match)	\$6,521,835.01
Grand Total (excluding 20% Local Match)	\$6,449,835.01

Table 7: USDOT Funding Source Summary

Draft 12/16/2025

NO.	TASK	FHWA					Total Federal	Local Match	Total Program
		PL including Flexed FTA Section 5303	PL Set-Aside	HSIP	CMAQ	STBGP-L5K			
27/ 100 Central Staff Work Program									
27/	101 Central Staff Salaries/Labor	\$ 1,920,000	\$ -	\$ -	\$ -	\$ -	\$ 1,920,000	\$ -	\$ 1,920,000
	<i>excluding Task 27/165 Technical Program Management</i>	\$ 1,612,800					\$ 1,612,800		\$ 1,612,800
27/	102 Operating/Direct Expenses	\$ 316,000	\$ -	\$ -	\$ -	\$ -	\$ 316,000	\$ -	\$ 316,000
	<i>excluding Task 27/165 Technical Program Management</i>	\$ 265,440					\$ 265,440		\$ 265,440
	<i>Subtotal Central Staff Work Program</i>	\$ 2,236,000	\$ -	\$ -	\$ -	\$ -	\$ 2,236,000	\$ -	\$ 2,236,000
	<i>excluding Task 25/165 Technical Program Management</i>	\$ 1,878,240	\$ -	\$ -	\$ -	\$ -	\$ 1,878,240	\$ -	\$ 1,878,240
27/ 200 Financial Administration									
27/	201 Financial & Administrative Services	\$ 71,500	\$ -	\$ -	\$ -	\$ -	\$ 71,500	\$ -	\$ 71,500
	<i>Subtotal Financial Administration</i>	\$ 71,500	\$ -	\$ -	\$ -	\$ -	\$ 71,500	\$ -	\$ 71,500
27/ 300 Subregional Planning Work Programs									
						(80%)		(20%)	(100%)
27/	301 Atlantic County	\$ -	\$ -	\$ -	\$ -	\$ 113,600	\$ 113,600	\$ 28,400	\$ 142,000
27/	302 Cape May County	\$ -	\$ -	\$ -	\$ -	\$ 44,000	\$ 44,000	\$ 11,000	\$ 55,000
27/	303 Cumberland County	\$ -	\$ -	\$ -	\$ -	\$ 84,000	\$ 84,000	\$ 21,000	\$ 105,000
27/	304 Salem County	\$ 12,000	\$ -	\$ -	\$ -	\$ 34,400	\$ 46,400	\$ 11,600	\$ 58,000
	<i>Subtotal Subregional Planning Work Programs</i>	\$ 12,000	\$ -	\$ -	\$ -	\$ 276,000	\$ 288,000	\$ 72,000	\$ 360,000
27/ 400 Technical Program									
27/	165 Technical Program Management	\$ 357,760	\$ -	\$ -	\$ -	\$ -	\$ 357,760	\$ -	\$ 357,760
27/	401 Complete Streets Technical Assistance Program (2-year study)	\$ 315,349	\$ -	\$ -	\$ -	\$ -	\$ 315,349	\$ -	\$ 315,349
		\$ -	\$ 84,651	\$ -	\$ -	\$ -	\$ 84,651	\$ -	\$ 84,651
27/	402 South Jersey Travel Demand Model Update/Recalibration & Validation (2-year study)	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
27/	403 Local Safety Program Design Assistance (4-year study)	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000
	<i>Subtotal Technical Program</i>	\$ 973,109	\$ 84,651	\$ 1,000,000	\$ -	\$ -	\$ 2,057,760	\$ -	\$ 2,057,760
	FY 2027 Total Program	\$ 2,934,849	\$ 84,651	\$ 1,000,000	\$ -	\$ 276,000	\$ 4,295,500	\$ 72,000	\$ 4,367,500
	NJDOT Continuing Task Orders Total Initial Budget	\$ 1,041,356	\$ 240,963	\$ 4,544,422	\$ -	\$ -	\$ 5,826,740	\$ -	\$ 5,826,740
	Grand Total	\$ 3,976,205	\$ 325,614	\$ 5,544,422	\$ -	\$ 276,000	\$ 10,122,240 *	\$ 72,000	\$ 10,194,240 **

* FY 2027 Total Programmed FHWA Resources (excluding Local Match)

** FY 2027 Total Program (including Local Match)



Table 8: Central Staff Work Program, Breakdown of Estimated Costs by Task

				Draft	12/16/2025
NO.	TASK	TASK RATIO	Central Staff Work Program Task 27/100	Salaries/Labor Task 27/101	Operating/Direct Expenses Task 27/102
27/ 110 Transportation Planning					
27/	111 Performance Based Planning	2.50%	\$ 55,900	\$ 48,000	\$ 7,900
27/	112 Complete Streets Planning	2.50%	\$ 55,900	\$ 48,000	\$ 7,900
27/	113 Transit/Human Services Planning	2.00%	\$ 44,720	\$ 38,400	\$ 6,320
27/	114 Regional Transportation Plan (RTP) Implementation & Development	2.50%	\$ 55,900	\$ 48,000	\$ 7,900
27/	115 Transportation Safety Planning	4.00%	\$ 89,440	\$ 76,800	\$ 12,640
27/	116 Congestion Management & Relief Planning	2.00%	\$ 44,720	\$ 38,400	\$ 6,320
27/	117 Freight Planning	1.00%	\$ 22,360	\$ 19,200	\$ 3,160
27/	118 Economic Development & Tourism	1.00%	\$ 22,360	\$ 19,200	\$ 3,160
27/	119 Resiliency & Reliability Planning	1.00%	\$ 22,360	\$ 19,200	\$ 3,160
27/	120 Environmental & Air Quality Planning	1.50%	\$ 33,540	\$ 28,800	\$ 4,740
27/	121 Travel Demand Modeling	3.50%	\$ 78,260	\$ 67,200	\$ 11,060
27/	122 Regional Coordination & Collaboration	4.00%	\$ 89,440	\$ 76,800	\$ 12,640
<i>Subtotal Transportation Planning</i>			\$ 614,900	\$ 528,000	\$ 86,900
27/ 130 Capital Programming & Project Development					
27/	131 Transportation Improvement Program (TIP)	4.00%	\$ 89,440	\$ 76,800	\$ 12,640
27/	132 Local Project Development	3.00%	\$ 67,080	\$ 57,600	\$ 9,480
<i>Subtotal Capital Programming & Project Development</i>			\$ 156,520	\$ 134,400	\$ 22,120
27/ 140 Safety Education					
27/	141 Safety Education Programs	4.00%	\$ 89,440	\$ 76,800	\$ 12,640
27/	142 Safety Education Coordination & Collaboration	1.50%	\$ 33,540	\$ 28,800	\$ 4,740
<i>Subtotal Safety Education</i>			\$ 122,980	\$ 105,600	\$ 17,380
27/ 150 Public Outreach					
27/	151 Public Engagement & Communication	11.00%	\$ 245,960	\$ 211,200	\$ 34,760
27/	152 Title VI & Language Access	2.50%	\$ 55,900	\$ 48,000	\$ 7,900
<i>Subtotal Public Outreach</i>			\$ 301,860	\$ 259,200	\$ 42,660
27/ 160 Program Management					
27/	161 Administration & Internal Management	19.00%	\$ 424,840	\$ 364,800	\$ 60,040
27/	162 Board & Committee Support	7.00%	\$ 156,520	\$ 134,400	\$ 22,120
27/	163 Unified Planning Work Program	3.00%	\$ 67,080	\$ 57,600	\$ 9,480
27/	164 Subregional Planning Work Program Management	1.50%	\$ 33,540	\$ 28,800	\$ 4,740
27/	165 Technical Program Management	16.00%	\$ 357,760	\$ 307,200	\$ 50,560
<i>Subtotal Program Management</i>			\$ 1,039,740	\$ 892,800	\$ 146,940
Central Staff Work Program Grand Total			100%	\$ 2,236,000	\$ 1,920,000
					\$ 316,000

Table 9: Central Staff Work Program, Operating/Direct Expenses Breakdown by Category

Draft 12/16/2025

LINE ITEM	CATEGORY	BUDGET
51020	Travel O/N: Trans & Lodge <i>Lodging & Meals</i>	\$ 8,000
51025	Travel (Day Only) <i>Mileage</i>	\$ 13,000
51035	Tuition Reimbursement	\$ 11,000 *
51200	Training & Conferences <i>Professional Development</i>	\$ 25,000
51205	Cetifications & Licenses <i>Association Dues</i>	\$ 5,500
52000	Office Supplies	\$ 13,000
52005	Printing	\$ 1,400
52010	Postage, Delivery & Notices	\$ 2,000
52022	Water: Bottled	\$ 600
52100	Advertising <i>Ads & Promotion - Legal Notices</i>	\$ 8,000
52105	Promotions/Events, Awards	\$ 2,000
52115	Publications & Subscriptions	\$ 1,500
52205	Software & Subscriptions	\$ 20,000
54001	Janitorial Services & Supplies	\$ 15,000
53309	Telephone (SJTPO)	\$ 4,000
53310	Internet, Cable & Phone	\$ 3,000
54015	Small Equipment/Parts/Accessories <i>New Equipment</i>	\$ 20,000
54231	Office & Equipment Rent	\$ 3,000
55000	Equipment Repair & Maintenance <i>Phone Maintenance</i>	\$ 5,000
55025	Buildings Repairs & Maintenance <i>Office Rent</i>	\$ 75,000 **
57000	Legal:Other	\$ 15,000
57014	Consulting: Other Professional <i>IT Consulting</i>	\$ 10,000
57016	Contracted & Professional Misc <i>Consultant Support (Translation, website)</i>	\$ 45,000
57090	Supportive Tasks - to SJTPO <i>System Support Contracts (ESRI, Bentley, etc.)</i>	\$ 10,000
Central Staff Work Program Operating/ Direct Expenses Grand Total		\$ 316,000

* Compensation in the form of tuition is limited to the tax-free amount allowed per section 127 of the Internal Revenue Code, as amended

** Utilities are included in Office Rent, with new Office Lease (2023)



Table 10: Subregional Planning Work Program, Funding Summary

Draft 12/16/2025

27/ 300 Subregional Planning Work	Task			Total	(80%) Federal Share *	(20%) Local Share
	I	II	III			
27/ 301 Atlantic County	\$ 14,000	\$ 57,000	\$ 71,000	\$ 142,000	\$ 113,600	\$ 28,400
27/ 302 Cape May County	\$ 4,200	\$ 38,800	\$ 12,000	\$ 55,000	\$ 44,000	\$ 11,000
27/ 303 Cumberland County	\$ 5,000	\$ 12,500	\$ 87,500	\$ 105,000	\$ 84,000	\$ 21,000
27/ 304 Salem County	\$ 3,000	\$ 10,000	\$ 45,000	\$ 58,000	\$ 46,400	\$ 11,600
Subregional Planning Work Programs Grand Total	\$ 26,200	\$ 118,300	\$ 215,500	\$ 360,000	\$ 288,000	\$ 72,000

Task III Breakdown						
	Staff	Consultant ⁺	Capital Purchase	Total		
27/ 301 Atlantic County	\$ 14,200	\$ 56,800	\$ -	\$ 71,000		
- 27/ 302 Cape May County	\$ 12,000	\$ -	\$ -	\$ 12,000		
27/ 303 Cumberland County	\$ 17,500	\$ 70,000	\$ -	\$ 87,500		
27/ 304 Salem County	\$ 9,000	\$ 36,000	\$ -	\$ 45,000		

Task III Projects

- Atlantic County: Tilton Circle (CR533) Traffic Improvement Study
- Cape May County: Continuation of Non-motorized Transportation Network Improvements
- Cumberland County: Rural Communities Traffic Calming Analysis
- Salem County: Roadway Improvement Analysis

Note:

- * Representing 80% of total county subregional budget; 20% Local Match required
- + Amounts shown represent the maximum funding that can be allocated to a consultant (80% Task III Budget); actual consultant participation and funding level may be less
- Cape May County will not utilize consultant support, the project will be completed in-house by county Planning and GIS staff

Table 11: NJDOT Continuing Task Orders

Draft 12/16/2025

NO. TASK	FHWA					Total Initial Budget	Expended to Date	Remaining Budget
	PL	PL Set-Aside	HSIP	CMAQ	STBGP			
23/ 406 Countywide Local Road Safety Plans		\$ -	\$ 3,046,701.00	\$ -	\$ -	\$ 3,046,701.00	\$ 2,356,354.93	\$ 690,346.07
24/ 403 Regional Active Transportation Master Plan	\$ 66,617.00	\$ 157,972.00	\$ -	\$ -	\$ -	\$ 224,589.00	\$ 12,040.78	\$ 212,548.22
24/ 405 Local Safety Program Design Assistance 3rd Street and Wheaton Avenue Traffic Calming and Pedestrian Safety Improvements	\$ -	\$ -	\$ 386,836.22	\$ -	\$ -	\$ 386,836.22	\$ 235,941.60	\$ 150,894.62
High Street Pedestrian Safety Improvements	\$ -	\$ -	\$ 387,080.96	\$ -	\$ -	\$ 387,080.96	\$ 237,379.73	\$ 149,701.23
East Avenue Pedestrian Safety Improvements	\$ -	\$ -	\$ 306,850.95	\$ -	\$ -	\$ 306,850.95	\$ 233,120.59	\$ 73,730.36
Bridgeton Pedestrian Safety Improvements	\$ -	\$ -	\$ 416,952.47	\$ -	\$ -	\$ 416,952.47	\$ 360,428.79	\$ 56,523.68
25/ 401 Regional Pavement Condition Data Collection	\$ 417,694.00		\$ -	\$ -	\$ -	\$ 417,694.00	\$ 237,138.84	\$ 180,555.16
26/ 401 Advanced Feasibility/Concept Development - Atlantic County Bikeway West	\$ 235,164.00	\$ 82,991.00				\$ 318,155.00	\$ -	\$ 318,155.00
26/ 402 Freight Movement Analysis - Mill Road Corridor	\$ 100,000.00					\$ 100,000.00	\$ -	\$ 100,000.00
26/ 403 Data Collection for SJTDM Recalibration and Validation	\$ 221,881					\$ 221,880.67	\$ -	\$ 221,880.67
NJDOT Continuing Task Order Total	\$ 1,041,355.67	\$ 240,963.00	\$ 4,544,421.60	\$ -	\$ -	\$ 5,826,740.27	\$ 3,672,405.26	\$ 2,154,335.01

NO. TASK	Task Order Number	Federal Project	Job Number	Source	Period of Performance
23/ 406 Countywide Local Road Safety Plans	PL-SJ-23-02	HSIP-D00S(677)	2207580	100% HSIP	12/31/2026
24/ 403 Regional Active Transportation Master Plan	PL-SJ-24-01	Y450D00S(746)	2207702	FHWA-PL(23) / FHWA-PL(22) set Aside	12/31/2026
24/ 405 Local Safety Program Design Assistance 3rd Street and Wheaton Avenue Traffic Calming and Pedestrian Safety Improvements	PL-SJ-24-02	D00S817	6010370	100% HSIP	12/31/2027
High Street Pedestrian Safety Improvements	PL-SJ-24-03	1010304	6010371	100% HSIP	12/31/2027
East Avenue Pedestrian Safety Improvements	PL-SJ-24-04	1025303	6014453	100% HSIP	12/31/2027
Bridgeton Pedestrian Safety Improvements	PL-SJ-24-05	0552335	6001344	100% HSIP	12/31/2027
25/ 401 Regional Pavement Condition Data Collection	PL-SJ-25-01	Y450D00S(903) Y240D00S(903)	2207832	FHWA-PL STBGP	6/30/2026
26/ 401 Advanced Feasibility/Concept Development - Atlantic County Bikeway West	PL-SJ-26-01	25MP F00S(009) 24MP F00S(009) Y410 F00S(009)	2208018	FTA-PL FTA-PL Inc Safe Ace Trans Op	6/30/2027
26/ 402 Freight Movement Analysis - Mill Road Corridor	PL-SJ-26-01	25MP F00S(009) 24MP F00S(009)	2208018	FTA-PL	6/30/2027
26/ 403 Data Collection for SJTDM Recalibration and Validation	PL-SJ-26-01	TBD	TBD	TBD	6/30/2027



Tentative Schedule for Upcoming Technical Studies

All dates are best estimates as of the date shown above and may be subject to change. This is not intended to serve as a complete listing of technical studies, simply a listing of those known to date.

Task 26/402 Freight Movement Analysis – Mill Road Corridor (2-year study)

Project Manager: David Heller *FY 2026 UPWP ~ \$100,000 (FHWA-PL)*

RFP Release Date	March 31, 2026
Proposal Due Date	April 30, 2026
Consultant Interviews	Week of June 1, 2026
Policy Board Action	July 27, 2026
Notice to Proceed	Early August 2026
Project Completion Date	Early June 2027
Contract End Date	June 30, 2027

Task 26/403 Data Collection for SJTDM Recalibration and Validation (2-year study)

Project Manager: David Heller *FY 2026 UPWP ~ \$221,881 (FHWA-PL)*

RFP Release Date	Tuesday, January 13, 2026
Proposal Due Date	Thursday, February 5, 2026
Consultant Interviews	Week of February 23, 2026
Policy Board Action	Monday, March 23, 2026
Notice to Proceed	Early April 2026
Project Completion Date	Early June 2027
Contract End Date	June 30, 2027

Task 27/401 Complete Streets Technical Assistance Program (2-year study)

Project Manager: Jennifer Marandino *FY 2027 UPWP ~ \$315,349 (FHWA-PL) / \$84,651 (FHWA PL Set-Aside)*

RFP Release Date	not applicable*
Proposal Due Date	not applicable*
Consultant Interviews	not applicable*
Policy Board Action	May 26, 2026
Notice to Proceed	Early July 2026
Contract End Date	June 30, 2028

* *Funding will be passed through to Voorhees Transportation Center (VTC) at Rutgers, The State University of New Jersey, which will work in partnership with Sustainable Jersey, hosted at the Sustainability Institute (SI) at the College of New Jersey, and Cross County Connection Transportation Management Association (CCCTMA).*



Date: January 5, 2026

Re: Tentative Schedule for Upcoming Technical Studies

Task 27/402 SJTDM Update/Recalibration & Validation (2-year study)

Project Manager: David Heller · *FY 2027 UPWP ~ \$300,000 (FHWA-PL)*

RFP Release Date	Tuesday, June 9, 2026
Proposal Due Date	Tuesday, July 14, 2026
Consultant Interviews	week of August 17, 2026
Policy Board Action	Monday, September 28, 2026
Notice to Proceed	Early October 2026
Project Completion Date	Late December 2027
Contract End Date	June 30, 2028

Task 27/403 Local Safety Program Design Assistance (4-year study)

Project Manager: Jennifer Marandino · *FY 2027 UPWP ~ \$1,000,000 (FHWA-HSIP)*

This work is contingent upon the release of the hold on the State's Local Safety Program for new applications. The \$1,000,000 of HSIP funds is a placeholder for this effort. Any authorization of funds will be in accordance with the scope, cost, and schedule prepared at the time of the consultant selection, after the RFP is released.

PUBLIC MEETING



Date: February 18th, 2026

Time: 6:00 PM

The South Jersey Transportation Planning Organization (SJTPO) has released for public comment the Draft Access for All Transit Plans for Atlantic, Cape May, Cumberland, and Salem Counties. SJTPO is holding a hybrid public meeting to allow people to provide comments on the Draft Access for All Transit Plans. All residents from the four-county region are invited to attend. For more information, contact accessforall@sjtpo.org.

In Person: 817 E. Landis Ave, 2nd Floor, Vineland, NJ 08360

Virtual: <https://meet.goto.com/344217117>

Phone: 1-866-899-4679 (US Toll Free); 1-571-317-3116 (US)

Phone Access Code: 344-217-117



Federal Fiscal Year 2026 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	2026	PL	Metropolitan Planning	PLS	\$1.127							
	2026	PL-FTA		PLS	\$0.487							
	2026	STBGP-L5K		PLS	\$0.276							
X100C	2026	STBGP-OS-BRDG	Local Bridges, SJTPO	ERC	\$5.000							
Atlantic City												
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		CON	\$1.450							5/19/2025
	2026	STBGP-AC		CON	\$1.450							
Authorized on 5/19/25. Anticipated to be advertised for bid week of 7/7/25. CED was approved at the 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. 9/17/25 Pre-Con Meeting Held. 10/2/25: CED to be submitted to DOT. NTP issued. 11/6/25: CM/CI RFP has been awarded to CME. Project has been awarded to South State, pre con meeting held on 9/17. Contractor is currently working on-site. 12/4/25: Construction is currently ongoing. No pay estimate have been requested to date. No change order has been issued to date. Concrete work has completed. Milling and paving operationed anticipated to start next week after some concrete gutters and ramps are repaired.												
Atlantic County												
X107	2023	TA	Mays Landing Bikeway (Project Sponsor: Hamilton Township)	PE/DES	\$0.854							7/25/2025
	2023	TA		CON	\$1.500							Anticipated Authorization 2027
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.												
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		3/24/2023	7/13/2023		Estimated 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. 5/28/25: provided comments on PE Report to GPI and GPI responded to NJDOT												
99358	2022	SRTS	Pleasantville School Transportation Safety Project	CON	\$1.299		2/27/2026					Anticipated Authorization 6/2026
	2/21/2025 - sent letter requesting award resolution from the city 3/6/25 - kickoff meeting with city/GPI Yatin - 05/21/25: Per GPI email today - CED submission:11/14/2025, Public Information Center: the week of 10/27/2025. The following dates will be after FD authorization: Preliminary PS&E Package, DBE/Trainee Goal Request, RFP for CM/CI Services, Final PS&E Package, Federal Authorization Package, Advertisement for Bids, and Construction Start. 09/18/2025 Update: Base mapping recently completed. Survey control report completed. Preliminary layout of improvements has been initiated. 10/27/2025 Update: Layout of proposed improvements continue. Status mtg with city to be held soon. Possible FY2026. Yatin - 05/21/25: Per GPI email today - CED submission:11/14/2025, Public Information Center: the week of 10/27/2025											
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	11/4/2022		5/2/2026	Anticipated Authorization 5/02/2026
	LAPM Vijesh Darji Last modified 6/16/25 2/19/25 - a meeting between Local Aid, City, CME and Atlantic County is scheduled to discuss status of Pinelands approval and additional costs 3/5/25 - received a request for additional funds from CME Associates 3/17/25 - sent additional funds request to HQ - Design Assistance team. Design Assistance: Additional funds in the amount of \$153,047.64 for Final Design phase are requested. Construction Costs: Current construction cost is estimated to be approximately \$1,960,000.00 (not including CM/CI and CE Services). 5/9/25 - HQ approved City's request for additional funds. Sent letter to City.											
99358	2024	SRTS	Somers Point School Safety Project	CON	\$0.771							
Project selected for FY 2024 SRTS funding. 7/18/25 Anticipated schedule: CED submission 6/16/25 Public Information Center 6/12/25 Preliminary PS&E Package 9/2025 DBE/Trainee Goal Request 9/2025 RFP for CM/CI Services 08/2025 Final PS&E Package 11/2025 Federal Authorization Package 12/2025 Advertisement for Bids 01/2026 Construction Start 03/2026. 11/24/25: BEPR emailed CED for our signature we email it back. last updated 7/18/25 Anticipated schedule: CED submission 6/16/25 Public Information Center 6/12/25 Preliminary PS&E Package 9/2025 DBE/Trainee Goal Request. 01/2026 Construction Start 03/2026.												
X107	2025	TAP	Black Horse Pike Beautification Project	CON	\$0.375				1/31/2025			Anticipated Authorization FFY2027
	1/28/2025:Held kickoff meeting on with the city for federal aid eligibility. 2/26/2025: City requested the Design Assistance, response provided to city to request in writing. Moved to FFY2027											
S2307	2026	STBGP-AC	Philadelphia Avenue (CR 563)	CON	\$3.000							
	11/13/24: NJDOT will have a conference call with Egg Harbor City to discuss a timetable for this project. 5/22/25: status is 75% Concept Development complete: mill/pave match existing grades from Rte. 30 to south of Duerer Street, reprofile and recross section from south of Duerer Street to south of EHC lake, traffic signal replacement and improvements at Moss Mill Road, and to be determined if guide rail replacement at EHC-13 (Philadelphia Bridge over Landing Creek) will be performed under this or City's Bike Lane project. 5/22/25: Pinelands wanted soil study for City's project. 8/21/25: Preliminary Design 75%, as meeting is being scheduled with CME (design consultant) to coordinate with City's bike lane project. Public Info meeting late fall. County will send Jeff a copy of Fred's latests communication then set up a meeting to discuss. 12/17/25: Public Information Meeting to be scheduled early 2026. City's bike lane project will not be a part of it.											
99358	2026	SRTS	City of Linwood Pedestrian Improvement	CON	\$3.760							
7/18/2025: City is currently working on the plans to submit for the CED submission and anticipate having them submitted to Local Aid no later than June 16, 2025. 5/15/25: Public Information Center meeting in July 2025 Preliminary PS&E package in late July/early August 2025 Final PS&E package submitted by October 2025. Authorization in November 2025 Advertise in the winter 2026 Construction start after school is out in 2026.												

Federal Fiscal Year 2026 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												
X107	2024	TA	Park Boulevard and Central Avenue Pedestrian & Bicyclist Safety Improvements <i>(Project Sponsor: West Cape May Borough)</i>	CON	\$0.644							Anticipated Authorization FFY2027
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. FD Phase anticipated FFY2026 and Construction Phase anticipated FFY2027.												
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. 11/18/25: Will not use Design Assistance. 12/4/25: 3/13/25 - AECOM initiated preparation & review of required Federal Aid Eligibility documents for Upper Township (LPA) FAHP Eligibility Assessment - work in progress. Draft CED submitted to BEPR on 11/24/25. CED review & development in progress. Anticipated Final PS&E submission by 2/23/26. Anticipated Authorization Request by 4/30/26 per current schedule submitted by LPA.												
X107	2023	TA	Crook Horn Creek Nature Trail <i>(Project Sponsor: Ocean City)</i>	CON	\$0.580		4/7/2025					Anticipated Authorization 6/30/2026
LA PM Art San Jose 4/10/25: DES phase with LPA own funds/consultant - in progress. Draft CED, prelim plans & estimate submitted - under review for BEPR submission. Requested DES consultant to submit revised/current submission schedule. Anticipated CON phase authorization request by 6/30/26. 12/3/25: DES phase with LPA own funds/consultant - in progress. Draft CED, prelim plans & estimate submitted - under review for BEPR submission. Revised anticipated CON phase authorization request by 6/30/26 based on previous (original) project schedule submitted by the LPA. Requested LPA/DES consultant to submit revised/current BEPR requirements & anticipated required docs. submission schedule.												
S2313	2026	STBGP-AC	Shunpike Road (CR 620), Oyster Road to Dias Creek Road (CR 612)	CON	\$1.149		Estimated 2/15/2026		Estimated 3/1/2026			
S2117	2026	STBGP-FLEX	Seashore Road Phase 3 resurfacing (CR 626) from Sandman Blvd (US Rt 9) to Tabernacle Road (CR 647)	CON	\$2.420			9/11/2024	Estimated 3/1/2026			
X107	2024	TA-Regional	Sunset Blvd. (CR 606) Shared Use Pathway and Road Reconstruction	CON	\$3.000		Estimated 1/1/2027		Estimated 3/1/2027			
12/3/25: LAPM Art San Jose LPA is requesting for authorization request extension due to time consuming NJDEP permits and CED development. (Ref. NJDOT/RC email communications dated 11/5/25). Site walk thru with BEPR was performed on 8/8/25.												
City of Vineland												
S2318	2024	STBGP-B50K200K	Reconstruction of South East Avenue	PE	\$0.075	\$0.098					8/14/2024	9/3/2024
	2025	STBGP-B50K200K		DES	\$0.075	\$0.031	5/5/2025	6/12/2025			6/18/2025	6/24/2025
	2026	STBGP-B50K200K		CON	\$1.510				Estimated 1/2026	Estimated 5/2026	Estimated 6/2026	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	\$0.214		10/25/2025				Estimated 1/2026	Anticipated Authorization FFY 2026
	2027	SS4A-VINELAND		CON	\$18.821				Estimated 6/26	Estimated 9/2026	Estimated 12/2025	Anticipated Authorization FFY 2027
	2028	SS4A-VINELAND		CON	\$0.041							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.												
X065	2024	CMAQ	Landis Avenue & Valley Avenue Traffic Signal Update	PE	\$0.083	\$0.043					8/21/2024	8/30/2024
S2319	2025	CR-VINELAND		FD	\$0.029	\$0.029	2/26/2025	5/16/2025	6/1/2025	6/1/2025	6/25/2025	7/1/2025
X065	2026	CMAQ		CON	\$0.550				Estimated 1/2026	Estimated 5/2026	Estimated 6/2026	
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	\$0.099					6/2/2025	6/12/2025
	2026	STBGP-B50K200K		DES	\$0.075			Estimated 3/2026			Estimated 6/2026	
	2027	STBGP-B50K200K		CON	\$1.540							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.												
S2319	2025	CR-VINELAND	Park and West Traffic Signal Upgrade	PE	\$0.112	\$0.098					5/16/2025	5/30/2025
	2026	CR-VINELAND		FD	\$0.035		Estimated 3/2026					Anticipated Authorization FFY 2026
X065	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						Estimated 5/2026	
	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 2026 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
04314	2023	HSIP	East Avenue Pedestrian Safety Improvements (Vineland)	PE	\$0.307							
	2026	HSIP		FD	\$0.154		Estimated 1/2026					Anticipated Authorization 7/8/2026
	2027	HSIP		CON	\$3.170							
3/21/25: SJTPO lead Design Assistant project. Anticipated Construction phase authorization in FY 2026. 11/18/25: Consultant is still working in the PE Phase, Construction authorization est. 9/2026. 12/8/25: PE Authorized 8/24/2023 (Task Federal Aid Agreement No. PL-SJ-24-04 fully executed 11/1/2023 effective thru 12/31/2027); Approved CED for PE phase anticipated 9/15/2025, with authorization of FD (DES) anticipated 12/15/2025												
X107	2026	TA-Regional	Main Road and Chestnut Avenue Pedestrian Connections	CON	\$1.970							
Cumberland County												
S1403	2026	STBGP-L5K	Cumberland County Federal Road Program	CON	\$2.300							
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. 10/28/25: Project authorized; county resolution scheduled for August Commissioners meeting; county scheduling project bid.												
04314	2025	HSIP	Cumberland County Pilot Roundabout (West Park Drive)	ROW	\$0.031							7/27/2021
	2027	HSIP		CON	\$1.035				11/18/2025			Anticipated Authorization 1/30/2026
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. 4/2/2025: Federally funded minor diversion ROW acquisition ongoing.. Additional funding authorized on 10/21/24. Additional funding authorized on 4/1/25 for Green Acres required Subsurface Investigation. As per County engineer 4/3/25 email Construction authorization anticipated FY 2026.												
X107	2023	TAP-L5K	Newport Streetscape Improvement Project (Project Sponsor: Downe Twp)	FD	\$0.294							
				CON	\$0.990		8/21/2023	6/3/2024	11/6/2025			Anticipated Authorization 2/11/2026
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. SAGE REF: FAP-2018-Downe Township-03003 (Design Assistance). 4/2/24 - FD phase authorization FY 2024. Require SHPO approval and DEP Storm Water permit. Construction in FY 2025 as per Dale Foster - status meeting of 5/25/23. CED submitted on 8/30/23 to BEPR. FD Modification approved on 4/2/25. AS per 4/3/25 email of Doug Whitkaer County Engineer, project is anticipated in FY 2026 authorization. 10/28/25: FD modification received by county and scheduled for bringing into county budget at August Commissioners Meeting. 11/18/25: FD Modification approved on 4/2/25. AS per 4/3/25 email of Doug Whitkaer County Engineer, project is anticipated in FY 2025 authorization.												
X107	2023	STP-TE	Maurice River Bikeway Trail - Phase V (Project Sponsor: City of Millville)	CON	\$0.517		8/3/2020	8/16/2021	11/18/2025			Anticipated Authorization 7/9/2026
				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. 4/2/2025: Please also see FAP-2014-Millville City-02802 for Design Assistant Phase Currently in FD, waiting for mark up plans for new route from Millville City as discussed in April 2024 meeting. Authorization anticipated in FY 2026 TW&T - Consultant working with providing City of Millville with mockup of proposed new bike path and pedestrian crossing over Sharp St.9/11/2024 – Millville consents to the extra preliminary engineering and design services by TWT for \$336,855.72, assuming there are forthcoming design assistances funds to cover additional costs. New configuration being reviewed by state agencies. 10/28/25: Purchasing Agent has submitted an amending contract resolution for the May 6th Commission meeting. Once authorized, resolution to be submitted. 11/18/25: Consultant working with providing City of Millville with mockup of proposed new bike path and pedestrian crossing over Sharp St.								
X107	2020	TA-FLEX	Millyard Riverfront Walk Project	DES	\$0.225	\$0.330						Anticipated Authorization 2/26/2026
	2020	TA-SA		CON	\$0.900				2/26/2026			Anticipated Authorization 7/8/2026
PE-2024, FD-2025, Con. 2026. 4/2/2025: Project is linked to the Design Assistance Program. Design Assistant meeting held on 5/10/22 - McCormick Taylor will be consultant for Design Assistant; no possibility of Construction phase authorization FY 2025. No CED or Plans submitted. Anticipated authorization in FY 2026. 10/28/25: Received invoice #13 from McCormick Taylor. 79% of project complete at this time & Public Information Center held September 10, 2024. DIVISION OFFICE COMMENTS: 8/20/2025 FD will be authorized as an additional modification once the CED is approved. DISTRICT OFFICE COMMENTS: 4/2/25 No CED or Plans submitted. Low confidence for FD authorization in FY 2025												
X107	2026	TAP	Thompsons Beach Scenic Overlook and Accessway	CON	\$0.386							Anticipated Authorization 6/26/2026
4/2/25: Design Assistant project - Design ongoing. Anticipated Construction phase authorization in FY 2026.												
04314	2023	HSIP	3rd Street and Wheaton Avenue Traffic Calming and Pedestrian Safety Improvements (Millville)	PE	\$0.387							
	2026	HSIP		FD	\$0.295							Anticipated Authorization 6/26/2026
	2027	HSIP		CON	\$3.500							
4/2/25: SJTPO lead Design Assistant project. Anticipated Construction phase authorization in FY 2026. 10/28/25: Received 30% drawings and are providing comments. Also need to provide comments on FAQ sheet. 12/8/25: PE Authorized 8/24/2023 (Task Federal Aid Agreement No. PL-SJ-24-04 fully executed 11/6/2023 effective thru 12/31/2027); Approved CED for PE phase anticipated 9/15/2025, with authorization of FD (DES) anticipated 12/15/2025												
04314	2023	HSIP	High Street Pedestrian Safety Improvements (Millville)	PE	\$0.387							
	2026	HSIP		FD	\$0.210							Anticipated Authorization 6/26/2026
	2027	HSIP		CON	\$4.000							
4/2/25: SJTPO lead Design Assistant project. Anticipated Construction phase authorization in FY 2026. 10/28/25: Received 30% drawings and are providing comments. Also need to provide comments on FAQ sheet. 12/8/25: PE Authorized 8/23/2023 (Task Federal Aid Agreement No. PL-SJ-24-03 fully executed 11/8/2023 effective thru 12/31/2027); Approved CED for PE phase anticipated 12/1/2025												
04314	2023	HSIP	Bridgeton Pedestrian Safety Improvements	PE	\$0.417							
	2026	HSIP		FD	\$0.295				Estimated 03/11/2026			Anticipated Authorization 5/22/2026
	2027	HSIP		ROW	\$0.050							
	2030	HSIP		CON								
4/2/25: SJTPO lead Design Assistant project.												

Federal Fiscal Year 2026 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							
	2026	STBGP-L5K		DES	\$0.150						7/1/2025	8/5/2025
	2029	STBGP-L5K		CON	\$1.500	\$1.650						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							
	2026	STBGP-L5K		CON	\$0.900	\$0.900						
FD in house County funds. Advertised 6/16/25. LA PM Art San Jose 11/15/24: PE Federal funded not complete. FD using County fund. Will request LPA for CON phase anticipated reqd. docs. submission dates. LPA in SAGE should be Salem County not Salem City - see SAGE projects listing. LA PM Lucero McKenna 10/20/25: PE invoice processing for payment. FD funded by Salem County and ongoing. To receive update at next quarterly status meeting. 11/21/25: Tentative authorization expected in spring. Date will be updated once receive PS&E submission.												
S1406	2023	STATE-SJTPO	CR 551 (Hook Road), E. Pittsfield Street to Route 295 (Phase II)	CON	\$0.469				6/24/2019			Anticipated Authorization FFY 2027/8
	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. LA PM Lucero McKenna 7/10/2025: Art transferred to Lucero McKenna on 4/1/25. To reprogram funds (ref. January status meeting). Consider moving to FY2027 or FY2028. County's 2024 LAIF application denied.											
S1903	2022	STBGP-B5K50K	Griffith Street/ Grant Street (CR 657)	PE	\$0.060	\$0.030						9/7/2022
	2023	STBGP-B5K50K		DES	\$0.065							
	2026	STBGP-B5K50K		CON	\$0.750	\$0.750						
Final Design services not authorized in FFY 2023. County anticipates design improvements in-house without seeking federal funds. FD awarded to TWT2/5/25. Preliminary PS&E submitted to NJDOT on 4/25, Final 6/11/25. PIC 06/18/25. LA PM Art San Jose 11/15/24: PE Federal funded not complete. FD using County fund. Will request LPA for CON phase anticipated reqd. docs. submission dates. LPA in SAGE should be Salem County not Salem City - see SAGE projects listing. LA PM Lucero McKenna 10/20/25: PE invoice processing for payment. FD funded by Salem County and ongoing. To receive update at next quarterly status meeting. 11/21/25: Anticipated PS&E submission in Jan. Estimated auth. in spring. Date will be updated once submission received.												
S1904	2023	STBGP-L5K	Willow Grove Road (CR 639)	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							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.												
S2112	2024	STBGP-L5K	Quaker Neck Road (CR 657), Phase II	PE	\$0.080	\$0.283					9/18/2024	9/18/2024
	2026	STBGP-L5K		DES	\$0.150							Anticipated Authorization FFY 2026
	2028	STBGP-L5K		CON	\$1.500							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 FFY2026
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. LAPM Lucero McKenna 10/14/2025: Remaining comments need to be addressed. No final submission received.												
04314	2019	HSIP	Six Points Roundabout	PE	\$0.876							
	2020	HSIP		FD	\$0.876							
	2023	HSIP		ROW	\$0.934	\$0.934						
	2027	HSIP		CON	\$3.145							Anticipated Authorization FFY 2026
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. LA PM Lucero McKenna 8/14/25: ROW phase not complete. Awaiting Prelim. PS&E submission. CED required. No submission to date. 11/18/25: Received PS&E Submission under review and an updated schedule was requested. 12/9/25: Submission under review.												
04314	2019	HSIP	Five Points Roundabout	PE								
	2020	HSIP		FD								
	2023	HSIP		ROW	\$0.091	\$0.091						9/21/2023
	2026	HSIP		CON	\$2.328							Anticipated Authorization FFY 2026
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. LA PM Lucero McKenna 8/14/25: Offers under review by owners and Salem County. Awaiting response to comments on final PS&E submission. ER required. Moved to FFY 2026. 11/18/25: ROW review ongoing.												
S2302	2026	STBGP-B5K50K	Walnut Street (CR 665)	PE	\$0.100							
	2027	STBGP-B5K50K		DES	\$0.150							

Updated December 29, 2025

Key Submission Dates:

CED & Preliminary Submission to BEPR: Mid-March 2026
 Final PS&E Submission: Early June 2026
 Authorization Package to NJDOT: Late June 2026

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		City of Bridgeton	PE	HSIP	Authorized	\$0.417								\$0.417
						FD		Programmed			\$0.295					\$0.295	
						ROW		Placeholder				\$0.050				\$0.050	
Pedestrians and Bicyclists	High Street Pedestrian Safety Improvements		City of Millville		City of Millville	CON	HSIP	Placeholder								\$0.000	
						PE		Authorized	\$0.387						\$0.387		
Pedestrians and Bicyclists	High Street Pedestrian Safety Improvements		City of Millville		City of Millville	FD	HSIP	Programmed			\$0.210					\$0.210	
						CON		Placeholder				\$4,000			\$4,000		
Pedestrians and Bicyclists	East Avenue Pedestrian Safety Improvements		City of Vineland		City of Vineland	PE	HSIP	Authorized	\$0.307							\$0.307	
						FD		Programmed			\$0.154			\$0.154			
Pedestrians and Bicyclists	East Avenue Pedestrian Safety Improvements		City of Vineland		City of Vineland	CON	HSIP	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		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 pause 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 10.24.25

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 October 24, 2025



Date: January 5, 2026
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, addressing the unique safety needs of each county and local jurisdiction. The effort involved identifying and assembling a series of stakeholders at the local, county, regional, and state levels, collecting extensive data on roadway features, conducting data analysis, developing systemic safety countermeasures, creating an investment strategy, and producing 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. The Policy Board approved this 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/. Additionally, data from the extensive data collection effort is available on NJGIN.

Year 3 Project Implementation is underway and providing consultant support for project implementation to selected counties and/or municipalities. 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. Two stakeholder meetings in each county have been held, along with a round of workshop meetings, with another round of stakeholder meetings to be held this month (January 2026).

Additionally, training videos were posted to SJTPO's YouTube channel www.youtube.com/@sjtpo1161 for both counties and municipalities to learn more about topics such as funding opportunities, low-cost safety countermeasure projects, and behavioral strategies to reduce fatalities and serious injuries.

The project will now continue through December 2026 due to a pause in the State's Local Safety Program. A No-Cost Time Extension of the Task Order was approved by the SJTPO Policy Board. The extension was subsequently approved by NJDOT. This time extension will allow the project team to close out projects and continue their effort in developing Local Safety Program (HSIP) applications.



Date: January 5, 2026

Re: Technical Program Update

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. 60%-design plans are completed and delivered to the respective local public agencies for review and feedback requested by early November. Contact letters to the utility companies were sent for all project locations. 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 all projects is pending, with coordination with the public ongoing.

The project team presented the two projects to the City of Millville during their September 16th Board of Commissioners Work Session, seeking feedback on the installation of a Rectangular Rapid-Flashing Beacon at Powell Street. A presentation was made (September 25th) to the City of Vineland Local Officials and stakeholders to provide an update on the project status. A Public Information Center (PIC) was held on December 8th at Cunningham Academy (City of Vineland) for the East Avenue Pedestrian Safety Improvements. The Millville PIC is scheduled for Wednesday, January 7th (6-7:30 PM) at Millville City Hall. Coordination is ongoing to schedule the PIC in the City of Bridgeton.

Project Fact Sheets (available in English and Spanish) have been developed for all four project locations as part of the Public Involvement Action Plan. The project webpage is live at www.sjtpo.org/safety/local-safety-program-design-assistance/ on the SJTPO website, by navigating to Safety from the megamenu. The website includes a project location map, project schedule information, educational materials, fact sheets, and concept drawings for each location.



Date: January 5, 2026

Re: Technical Program Update

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

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, advancing (Task 1) Coordination and Administrative, and (Task 2) Pavement Collection Data Collection only. 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.

All data has been collected, processed, and delivered per the requirements of Task 2. Michael Baker International, Inc. has sent instructions to access the Pavement Display Viewer (PDV), and at least one (1) individual for each member agency has access to PDV.

Subregional partners have access to and are registered for AtlasView. 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.

Based on work associated with Task 4 Data Integration, recommendations for new assets to be collected as part of any ancillary data (Task 3) were included in a memo. The memo summarizes observations of the data and recommends additional data extraction from the existing imagery collected for the pavement data collection task. The memo was shared with project stakeholders for feedback and discussion of next steps. Additional budget is needed to advance the Ancillary Data Collection (Task 3), for which a contract modification is necessary. Action is being considered by the TAC and Policy Board in January 2026.

Staff Augmentation *ongoing;* Jennifer Marandino

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

Through this effort, consultant support was provided for six tasks within the Fiscal Year (FY) 2025 Unified Planning Work Program (UPWP). The effort was initiated to bridge the gap left by vacancies in three crucial positions to ensure the successful execution of the FY 2025 UPWP.

A Notice to Proceed was issued effective November 26, 2024. A Task Order Amendment was required to extend the Period of Performance from June 30, 2026, to September 30, 2026, to allow the team to continue support through the approval of the FFY 2026-2035 TIP. No additional cost was required.

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,



Date: January 5, 2026

Re: Technical Program Update

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 25/113 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 staff met with the WSP team throughout the summer to discuss the survey and the associated outreach materials. The consultant team conducted a virtual public survey as well as a survey of stakeholders. In addition, a public workshop was held on Tuesday, September 30, 2025, and a Stakeholder Workshop was held on Tuesday, October 6th.

The project team drafted text for each of the four plans and delivered the drafts to SJTPO with final review pending. A TAC workshop was held on December 8th to review the draft before the document is released for public comment in early 2026.

Work under this task will continue through June 30, 2026.

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 the Fall of 2025; however, given the resignation of Jacob Cummings in early August, this work has been on hold and may resume under David Heller.

Under the Amendment to the Subcontract Agreement, work under this task was to continue through June 30, 2026.

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

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

The official Notice to Proceed for this effort was issued on October 31, 2024, with a kick-off meeting held on November 7, 2024. While 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 (*along with a demonstration project*)

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 completed their review of the eCodes for Buena and Egg Harbor, looking for opportunities to incorporate Complete Streets. A meeting was held with each municipality to share preliminary recommendations for the Complete and Green Streets for All Policy and review results of the public engagement efforts. As part of the next steps, municipal officials have been asked to review the



Date: January 5, 2026

Re: Technical Program Update

model policy and make comments/edits. The final reports for both municipalities are pending, with the next steps for each municipality to advance its new Complete and Green Streets for All Policy.

The project team has been drafting the Bicycle Corridor Plan for Pennsville Township. Based on initial discussions, two project locations (Riviera Drive and Industrial Drive, CR 670) were selected for a demonstration project. Plans for an Industrial Park Road Temporary Demonstration were deferred because the football season ended for the Fall.

Using temporary paint and plastic bollards, Riviera Drive was temporarily narrowed in the vicinity of the boat ramp by Dartmouth Road. Painted crosswalks will be added at two locations. Curb extensions reduce the crossing distance for pedestrians, narrow the roadway to reduce speeds, and improve sightlines by helping to enforce existing parking prohibitions near the intersection.

In coordination with Pennsville Township, the project installed the Riviera Drive demonstration project in early November and will remain until the Thanksgiving holiday. A public survey was launched to help gather feedback on the project installation.

Regional Active Transportation Master Plan *ongoing;*
~~Jacob Cummings~~ 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 on June 2nd, with the kick-off meeting held on June 12th.

Bi-weekly check-ins with the project team occur regularly. The project team completed a literature review, which requires SJTPO review and feedback. WSP completed 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. A Level of Stress Analysis is underway, with all required data resources obtained.

A new webpage has been developed for the [Regional Active Transportation Plan](#), with a public survey available through November 31st. The survey seeks to gather input on current transportation experiences, travel patterns, challenges faced, and desired transportation improvements. Additional outreach was conducted in Cape May and Salem Counties to collect feedback in Round 1. More public events are anticipated in Fall/Winter as part of Round 2.

The first Project Working Group meeting was held on Tuesday, September 23, 2025. A save the date for the 2nd meeting was sent for next meeting on Tuesday, February 10th at 10 AM, and will provide an update



Date: January 5, 2026

Re: Technical Program Update

of the project development schedule, a summary of public outreach, including results of online public survey, review of existing conditions, including the building of the Active Transportation network, and next steps.

Atlantic County Bikeway West Advance Feasibility/Concept Development *recently kicked-off*; Jenna Monaghan

WSP USA Inc., in association with DuBois & Associates and Drive Engineering (DBE)

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.

The official Notice to Proceed for this effort was issued on October 8, 2025, with a kick-off meeting held on October 16th.

Data collection has begun to further investigate environmental constraints in areas where the trail is preliminarily designed to be routed. The first stakeholder meeting is set to be scheduled for late January and will include members from Mays Landing, Hamilton Township, Atlantic County, and other pertinent parties. Public engagement meetings are set to be scheduled in early and mid-spring.

Other Technical Program Efforts

South Jersey Travel Demand Model Recalibration *cancelled*, Kent Schellinger

The RFP was released on Monday, December 16, 2024, with one proposal received. 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. The initial decision was made to temporarily defer the release and execution of this technical study.

Based on further discussion, SJTPO intends to pivot and conduct a data collection effort to provide SJTPO with the data required to complete a future model recalibration and validation project. The recalibration effort will follow as a separate effort, with a revised scope allowing SJTPO to proceed with updating and recalibrating the regional travel demand model in accordance with federal regulations.

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.



Date: January 5, 2026

Re: Technical Program Update

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.

Strategic Data Management Development *canceled*

Summary of TIP Amendment and Modification Actions

SJTPO FFY 2026-2035 TIP

Last updated: 1/15/2026

Under the provisions of federal law and regulation, the approved TIP can be modified or amended in order to add new projects, delete projects, advance projects into the first year, and accommodate cost and phase of work changes or major scope changes to a project. This table lists all of the changes that have been made to the TIP as a result of the TIP Amendment and Modification process.

Action #:	8	SJTPO Action Taken On:	1/12/2026	(eSTIP approval by SJTPO Executive Director)
		NJDOT Action Taken On:	12/31/2025	(eSTIP approval by NJDOT)
		FHWA/FTA Action Taken On:		
		Request Made By:	NJDOT	

DB #	13308	Project Name:	Statewide Traffic Operations and Support Program
		Project Phase:	(EC) Design and Construction

Action Taken: Committee Modification

NJDOT has requested a project cost increase. This action increases NHPP funding for EC in FFY 26 by \$14.300 M from \$17.000 M to \$31.300 M. The reason for the change is to support an additional \$2.000 M for Mobility Operations (Traffic Operations North) 2026, \$5.000 M for Safety Service Patrol (South) 2026, \$5.000 M for Mobility Operations South (Traffic Operations South) 2026, and \$2.300 M for IMRT - NJDOT, 2026 Work Program.

Action #:	7	SJTPO Action Taken On:	not applicable	
		NJDOT Action Taken On:	1/7/2026	(eSTIP approval by NJDOT)
		FHWA/FTA Action Taken On:		
		Request Made By:	NJDOT	

DB #	13304	Project Name:	Intelligent Transportation System Resource Center
		Project Phase:	(EC) Design and Construction

Action Taken: Informational Modification

NJDOT has requested a project cost increase to increase HSIP funding for EC in FFY26 by \$0.500M from \$0M to \$0.500M.

Action #:	6	SJTPO Action Taken On:	1/7/2026	(eSTIP approval by SJTPO Executive Director)
		NJDOT Action Taken On:	1/5/2026	
		FHWA/FTA Action Taken On:		
		Request Made By:	NJDOT	

DB #	12320	Project Name:	Route 47, Nummytown Mill Pond Dam
		Project Phase:	(DES) Design

Action Taken: Administrative Modification

NJDOT has requested a project phase addition to add NHPP funding for DES in FFY26 in the amount of \$2.600M. The project was not authorized during FY2025. The modification is adding the project to the STIP for FY2026 authorization.

Action #:	5	SJTPO Action Taken On:	1/5/2026	(eSTIP approval by SJTPO Executive Director)
		NJDOT Action Taken On:	not applicable	
		FHWA/FTA Action Taken On:	not applicable	
		Request Made By:	SJTPO	

DB #	S1904	Project Name:	Willow Grove Road (CR639)
		Project Phase:	(CON) Construction

Action Taken: Informational Modification

SJTPO has initiated corrections to the project title, municipality, project description, and mileposts. This information was corrected in the FFY 2024-33 TIP (Action #78) and was incorrectly copied over to the FFY 2026-35 TIP. This new action removes Perkintown Road (CR 644) from the title, corrects the municipality to Pittsgrove Twp, removes the mention of Perkintown Road (CR 644) from the project description, and removes the milepost 0.00-2.37.

Last updated: 1/15/2026

Under the provisions of federal law and regulation, the approved TIP can be modified or amended in order to add new projects, delete projects, advance projects into the first year, and accommodate cost and phase of work changes or major scope changes to a project. This table lists all of the changes that have been made to the TIP as a result of the TIP Amendment and Modification process.

Action #:	4	SJTPO Action Taken On:	not applicable	
		NJDOT Action Taken On:	12/24/2025	(eSTIP approval by NJDOT)
		FHWA/FTA Action Taken On:	not applicable	
		Request Made By:	NJDOT	
DB #	13306	Project Name:	Mobility and Systems Engineering Program	
		Project Phase:	(EC) Design and Construction	

Action Taken: Informational Modification
 NJDOT has requested to change the funding source. This changes \$2.750 M of NHPP funding for EC in FFY26 to STBGP-FLEX to support 2026 TRANSCOM Tri-State Operations Support Program.

Action #:	3	SJTPO Action Taken On:	not applicable	
		NJDOT Action Taken On:	12/24/2025	(eSTIP approval by NJDOT)
		FHWA/FTA Action Taken On:	not applicable	
		Request Made By:	NJDOT	
DB #	15343	Project Name:	Intelligent Traffic Signal Systems	
		Project Phase:	(EC) Design and Construction	

Action Taken: Informational Modification
 NJDOT has requested to change the funding source. This changes \$2.322 M of STBGP-FLEX funding for EC in FFY26 to NHPP to support authorization for Route 17, CR 130 (Orient Way) to Route 80 and Route 120, CR 503 (To & From Sports Camp) to Route 17 (11th Street), projects are located on NHPP.

Action #:	2	SJTPO Action Taken On:	not applicable	
		NJDOT Action Taken On:	12/24/2025	(eSTIP approval by NJDOT)
		FHWA/FTA Action Taken On:	not applicable	
		Request Made By:	NJDOT	
DB #	X30	Project Name:	Planning, Federal-Aid	
		Project Phase:	(PLS) Planning Study	

Action Taken: Informational Modification
 NJDOT has requested to change the funding source. This changes \$2.398M of PFP funding from Releases from Statewide FY26-35-1 to X30 to support the authorization of Great Bay Boulevard-Tuckerton Marsh and Resilience Improvement Plan Development (PROTECT Funds) projects.

Action #:	1	SJTPO Action Taken On:	not applicable	
		NJDOT Action Taken On:	12/24/2025	(eSTIP approval by NJDOT)
		FHWA/FTA Action Taken On:	not applicable	
		Request Made By:	NJDOT	
DB #	22353	Project Name:	PROTECT	
		Project Phase:	(ERC) Design, Right of Way, and Construction	

Action Taken: Informational Modification
 NJDOT has requested a project cost decrease. This reduces PFP funding for ERC in FFY26 from \$35.573 M by \$2.398M to \$33.139M. To support the authorization of Great Bay Blvd-Tuckerton Marsh and Resilience Improvement Plan Development (PROTECT Funds) projects.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2601-01: Supporting the Calendar Year 2026 Safety Performance Management (Safety PM1) Targets Set by the New Jersey Department of Transportation

PROPOSAL

At its January 12, 2026, meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board endorse and support the Safety Performance Management (Safety PM 1) Targets as established by the New Jersey Department of Transportation (NJDOT) for the calendar year 2026.

BACKGROUND

In the interest of improving accountability and transparency, Congress passed MAP-21, the FAST Act, and the 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 Highway Administration (FHWA) enacted the Safety Performance Management Final Rule (23 CFR 490), which establishes national performance measures for carrying out the Highway Safety Improvement Program (HSIP) and for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to use in assessing serious injuries and fatalities.

The Rule established the process for State DOTs and MPOs to create and report their annual safety targets. It also establishes the process that the FHWA will use to assess whether State DOTs have met or are making significant progress toward meeting their safety targets.

The five required safety performance measures are the five-year rolling averages of:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million Vehicle Miles Traveled
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The targets are based on five-year averages and include crashes on all public roads regardless of functional classification or ownership.

Most recently, on January 27, 2025, the SJTPO Policy Board endorsed the Safety Performance Management Targets for calendar year 2025. Previous endorsements also include the following:

Calendar Year Target	Date of SJTPO Policy Board Support
2024	January 25, 2024
2023	November 28, 2022
2022	November 22, 2021
2021	September 28, 2020
2020	July 22, 2019
2019	July 23, 2018
2018	January 29, 2018

NJDOT set annual targets for the calendar year 2026, which it includes in its Annual Safety Report. The attached letter, dated July 31, 2025, from NJDOT Commissioner Francis K. O'Connor to FHWA Acting Division Administrator Camille Otto sets these targets.

As with the previously set safety targets, NJDOT's statewide safety targets for the five measures were established based on a collaborative process with the New Jersey Division of Highway Traffic Safety and the three New Jersey MPOs. The targets were set after analyzing previous trends, recently built projects, and the current socioeconomic environment. Despite the increase in the number of fatalities and serious injuries on New Jersey roads and nationally since 2020, NJDOT is committed to the vision of achieving "Zero" fatalities by the year 2040.

Consistent with a final rule on metropolitan planning (23 CFR 450 & 771 and 49 CFR 613), MPOs must adopt safety targets no later than 180 days after the State DOT establishes and reports targets in the State HSIP annual report, 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.

Together with SJTPO staff, TAC recommends that the Policy Board endorse and support the State's Safety Performance Management Targets for calendar year 2025.

The SJTPO's action on targets is to be reported to NJDOT and must be available to FHWA if requested. While the NJDOT can face corrective actions for failing to meet or make substantial progress toward meeting their statewide safety targets, no specific regulatory penalties apply to MPOs.

As a result of not meeting the recorded Safety Performance Management (Safety PM 1) Targets, NJDOT is required to develop an HSIP Implementation Plan and must dedicate all the State's allotment of HSIP funds directly to safety projects, losing the ability to flex a portion of those funds to other projects and/or programs.



State of New Jersey

DEPARTMENT OF TRANSPORTATION

P.O. Box 600

Trenton, New Jersey 08625-0600

PHILIP D. MURPHY
Governor

FRANCIS K. O'CONNOR
Commissioner

TAHESHA L. WAY
Lt. Governor

July 31, 2025

Camille Otto, Acting Division Administrator
New Jersey Division
Federal Highway Administration
840 Bear Tavern Road, Suite 202
West Trenton, NJ 08628

Dear Ms. Otto:

I am pleased to submit New Jersey's 2026 Safety Performance Targets as required under the Highway Safety Improvement Program (HSIP). The New Jersey Department of Transportation (NJDOT) will include these targets in the state's Annual Safety Report for this year. These targets represent not only compliance with federal requirements but a bold and deliberate commitment to transformational change in roadway safety. While historical fatality trends continue to present significant challenges, New Jersey has chosen to adopt an aggressive path forward recognizing that incremental improvements are no longer sufficient in the face of continued loss of life due to traffic crashes.

To achieve these ambitious targets, NJDOT alongside its safety partners across the state has committed to several strategies including but not limited to – an effective integration and implementation of the Safe System Approach (SSA), expansion of education and behavior change campaigns, targeted infrastructure improvements, enhancement of data systems and analytics, and strong cross-agency collaboration.

Additionally, the updated 2025 New Jersey Strategic Highway Safety Plan (SHSP) is based on the SSA framework that guides the allocation of safety funding and resources to reduce highway fatalities and serious injuries on New Jersey's public roadways. The 2025 SHSP is data-driven, sets short-term and long-term goals, and is a coordinated action-oriented statewide plan that identifies the most significant infrastructure and behavioral safety issues on New Jersey's public roads. The 2025 SHSP identified four (4) key safety emphasis areas, including Safer Roads & Safer Speeds, Safer People & Safer Speeds, Safer Vehicles, and Post-Crash Care. These emphasis areas have key strategies identified that are likely to have the greatest impact on improving safety on our roadways.

NJDOT acknowledges that achieving zero fatalities and serious injuries requires sustained, coordinated, transformative, and systemwide actions. The targets reflect the urgency and an unwavering commitment towards an ultimate safety vision of "Towards Zero Deaths".

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To satisfy 23 CFR 924.15(a)(1)(iii)(B) requirements, the targets set by New Jersey Department of Transportation for 2026 Safety Performance Measures, based on 5-year rolling averages are shown in **Table 1**. The annual targets are shown in **Table 2**.

Table 1: Targets set for 2026 Safety Performance Measures (5-year rolling averages)

PERFORMANCE MEASURE	TARGET 2022-2026 - 5-YEAR ROLLING AVERAGE	BASELINE 2020-2024 - 5-YEAR ROLLING AVERAGE
NUMBER OF FATALITIES	502.2	653.4
RATE OF FATALITIES PER 100 MILLION VMT	0.646	0.879
NUMBER OF SERIOUS INJURIES	2,117.4	3,029.8
RATE OF SERIOUS INJURIES PER 100 MILLION VMT	2.733	4.088
NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES	691.2	909.0

Table 2: Targets set for 2026 Safety Performance Measures (Annual)

PERFORMANCE MEASURE	TARGET 2026 ANNUAL	BASELINE 2024 ANNUAL
NUMBER OF FATALITIES	0	688
RATE OF FATALITIES PER 100 MILLION VMT	0.000	0.877
NUMBER OF SERIOUS INJURIES	0	2,750
RATE OF SERIOUS INJURIES PER 100 MILLION VMT	0	3.504
NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES	0	1148

Page Three

NJDOT's target-setting process included coordination with NJ's three Metropolitan Planning Organizations (MPOs) and NJ's Division of Highway Traffic Safety (DHTS) to ensure a consistent approach for target setting. The identified targets reflect coordination and collaboration with NJ's Governor's Highway Safety Representative.

If you have any questions, please contact my office.

Sincerely,

A handwritten signature in black ink that reads "Francis K. O'Connor". The signature is written in a cursive, slightly slanted style.

Francis K. O'Connor
Commissioner

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2601-01: Supporting the Calendar Year 2026 Safety Performance Management (Safety PM1) Targets Set by the New Jersey Department of Transportation

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 Highway Administration (FHWA) published the final rule, (23 CFR Part 490), on the Highway Safety Improvement Program (HSIP) on April 14, 2016, requiring the New Jersey Department of Transportation (NJDOT) to develop and adopt targets assessing five (5) safety performance measures including the number of motor vehicle crash-related serious injuries and fatalities; serious injuries and fatalities per vehicle miles traveled (VMT), and number of serious injuries and fatalities of non-motorized users; and

WHEREAS, on May 27, 2016, the Federal Highway Administration (FHWA) issued a final rule on metropolitan planning (23 CFR 450 & 771 and 49 CFR 613), under which MPOs must adopt safety targets no later than 180 days after the State DOT establishes and reports targets in the State HSIP annual report, and each year thereafter; and

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

WHEREAS, SJTPO coordinated with NJDOT, the New Jersey Division of Highway Traffic Safety, and the other MPOs in New Jersey on analyzing trends and developing appropriate calendar year 2026 safety targets; and

WHEREAS, the NJDOT, in consultation with New Jersey's three MPOs, agreed upon the calendar year 2026 quantitative targets for each of the five safety performance measures identified above, and formally submitted them to the FHWA on July 31, 2025; and

WHEREAS, the final HSIP Rule (23 CFR Part 490) states that MPOs have the option to (1) agree to program investments in support of NJDOT's targets, or (2) set their own quantifiable targets; and

WHEREAS, SJTPO supported the State's previous calendar year Safety Performance Management Targets and most recently for calendar year 2025 Safety Performance Targets on January 27, 2025; and

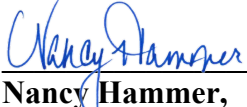
WHEREAS, the calendar year 2026 Safety Performance Management represents the ninth (9th) year of annual target setting for the five Safety Performance Management metrics mentioned above; and

NOW, THEREFORE, BE IT RESOLVED, that the SJTPO hereby supports the statewide calendar year 2026 Safety Performance Management Targets for each of the safety performance measures set by NJDOT from the National Performance Management Measures: Highway Safety Improvement Program (HSIP); Final Rule (23 CFR 490), as documented in the July 31, 2025, NJDOT letter to FHWA; and

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

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting on January 26, 2026.

 1/26/26

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

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2601-02: Approving a Second Subcontract Agreement for the Regional Pavement Condition Data Collection to Change the Scope, Cost, and Time

PROPOSAL

At its meeting on January 12, 2026, the Technical Advisory Committee (TAC) recommended that the Policy Board approve amending the contract for the Regional Pavement Condition Data Collection effort. The contract amendment includes a change to increase the scope of work to include Ancillary Data Collection (Task 3) and increases the cost by \$126,094.68 for a total revised cost of \$540,658.51. This change also extends the contract from June 30, 2026, to June 30, 2027.

BACKGROUND

On May 24, 2024, the Policy Board, with Resolution 2405-12, approved the selection of Michael Baker International, Inc., in association with TechniQuest Corporation (SBE/DBE) for the Regional Pavement Condition Data Collection. The original contract was executed to cover only Task 1 (Coordination and Administration) and Task 2 (Pavement Data Collection), including their associated scope and costs, while the other tasks were only proposed. The initial agreement advanced working totaling \$341,032.00.

After further negotiations with subregional partners, SJTPO requested Michael Baker to initiate work related to Task 4 (Data Integration) and Task 5 (Pavement Management System Implementation and Analysis), with future considerations to advance Task 3.

On March 24, 2025, the Policy Board, with Resolution 2503-07, approved an amendment to the subcontract agreement to change the scope, cost, and time. The amended contract was executed to cover Task 4 (Data Integration) and Task 5 (Pavement Management System Implementation and Analysis/Pavement Management Software Subscription). The additional cost was \$73,531.83, for a revised total contract cost of \$414,563.83 with an extension to the project end date through June 20, 2026.

After further coordination with the subregional partners, there is interest in pursuing Task 3 Ancillary Data Collection. Michael Baker provided a detailed scope of work and cost for the requested additional work to include extracting guiderails, drainage inlets, manholes, sidewalk, curb ramps, pavement striping, and rumble strips. The extracted information for the listed items will include both the location and type, and will be delivered in a GIS file. A memo will also be provided for the subregional partners to describe the steps to keep the inventory updated.

The total cost for Task 3 would be an additional \$126,094.68, for a total proposed cost of \$540,658.51. While we anticipate completing all aspects of Task 3 within 20 weeks after Notice-to-Proceed has been issued, extending the project schedule through June 30, 2027, will enable Michael Baker staff to continue answering questions and providing additional support, as needed, to subregional partners and SJTPO.

In FY 2025 UPWP, Task 25/401 Regional Pavement Condition Data Collection is budgeted for \$417,694, with the total current cost for Tasks 1, 2, 4, and 5 of \$414,563.83. With the additional work associated with Task 3, the total proposed cost is \$540,658.51. The additional \$122,964.51 is available through the release of unexpended funds from SJTPO's Task Order PL-SJ-25-01 (D00S901).

An Amendment to the Subcontract Agreement is requested to add work associated with Task 3 (Ancillary Data Collection). The additional scope of work and associated cost are attached and will be made part of

the Second Amendment to the Subcontract Agreement. In addition to the scope and cost change, the contract end date would be extended from June 30, 2026, to June 30, 2027.

A Task Order Modification is necessary. A formal request letter was submitted to NJDOT.

SCOPE OF WORK AND PRICING PROPOSAL FOR TASKS 4 AND 5**Task 3: Asset Extraction**

Michael Baker will use existing right-of-way imagery captured along with pavement condition data between October 2024 and March 2025 to create an asset inventory of the following asset types:

- Manholes (point asset)
- Drainage Inlets (point asset)
- Guiderails (line asset)
- Sidewalks (line asset)
- Curb Ramps (point asset)
- Pavement Striping (line asset)
- Rumble Strips (line asset)

Extracted information for the above listed items include location and type and will be delivered as a GIS file that can be integrated with existing asset management systems capable of uploading GIS files. We will also follow the SJTPO GIS Data Management Plan published in June 2025.

Additionally, Michael Baker will deliver a memo describing steps subregional partners may take to keep the asset inventory updated. The memo will include recommended data collection technologies, data collection frequencies, and interim data maintenance activities.

Cost

The total labor cost for the above-described tasks is **\$64,482.18**. The Staffing Plan and breakdown of costs per tasks are provided below.

Staff Name	Title	Estimated Hours per Task				Billable Rate*	Total Hours	Total Labor Cost Tasks 3
		Ancillary	Asset Extraction					
			3					
Prime Consultant: Michael Baker International, Inc.								
	Technical Advisor		8		\$ 379.88	8	\$ 3,039.05	
	Project Manager		8		\$ 273.06	8	\$ 2,184.50	
	Quality Manager		40		\$ 275.25	40	\$ 11,010.12	
	Software Developer		8		\$ 200.43	8	\$ 1,603.43	
	Data Manager		40		\$ 224.41	40	\$ 8,976.23	
	GIS Analyst		90		\$ 158.78	90	\$ 14,289.91	
	Asset Extraction Lead		90		\$ 109.49	90	\$ 9,854.43	
	Data Analyst		80		\$ 109.49	80	\$ 8,759.49	
	Technician		80		\$ 84.56	80	\$ 6,765.02	
						0	\$ -	
						0	\$ -	
Michael Baker Subtotal		0	444	0 0		444	\$ 66,482.18	
Subconsultant: TechniQuest (DBE)								
TechniQuest Subtotal		0	0	0 0		0	\$ -	
Total		0	444	0 0		444	\$66,482.18	
							Sub %	0.0%

* Billable rate includes direct labor, overhead, and 10% fixed fee.

	Task 5
Labor	\$64,482.18
Subconsultant	\$0
Labor Subtotal	\$64,482.18
Other Direct Cost (proprietary asset extraction software)	\$59,612.5
Total	\$126,094.68 \$126,094.68

Breakdown of Costs

Total Cost for Tasks 3	\$126,094.68
Labor costs	
• Michael Baker Direct Labor	\$24,293.21
• Michael Baker Overhead (148.79%)	\$36,145.15
• Subtotal	\$60,438.34
• Fixed Fee (10%)	\$6,043.83
• Non-Salary Other Direct Expenses (ODC)	\$59,612.50
• Total	\$126,094.68

Project Schedule Update

Michael Baker requests that SJTPO extend the project schedule through June 30th 2027. While we anticipate completing all aspects of Tasks 3 within 20 weeks after Notice-to-Proceed has been issued, extending the project schedule through June 30th 2027 will enable Michael Baker staff to continue answering questions and providing additional support, as needed, to subregional partners and SJTPO.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2601-02: Approving a Second Subcontract Agreement for the Regional Pavement Condition Data Collection to Change the Scope, Cost, and Time

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

WHEREAS, the Fiscal Year 2025 SJTPO Unified Planning Work Program includes Federal Highway Administration planning funds for this project as Task 25/401 Regional Pavement Condition Data Collection; and

WHEREAS, at their May 28, 2024, meeting, the Policy Board approved Michael Baker International, Inc., in association with TechniQuest Corporation (SBE/DBE), as the Consultant for Regional Pavement Condition Data Collection study with a maximum fee of \$341,032.00 and 8.41% DBE participation; and

WHEREAS, a Subcontract Agreement between Michael Baker International, Inc., and the South Jersey Transportation Authority was fully executed on June 5, 2024, with a Notice to Proceed effective July 1, 2024; and

WHEREAS, the initial agreement included authorized work on Task 1, Coordination and Administrative, and Task 2, Pavement Collection Data Collection; and

WHEREAS, at its March 24, 2025, meeting, the Policy Board approved an Amendment to the Subcontract Agreement to include work related to Tasks 4 and 5 (Data Integration and Pavement Management System Implementation and Analysis), at an additional cost of \$73,531.83, resulting in a total revised fee of \$414,563.83 and 6.71% DBE participation; and

WHEREAS, further negotiations with subregional partners, SJTPO requested Michael Baker to initiate work related to Task 3, Ancillary Data Collection; and

WHEREAS, Michael Baker International, Inc. provided a detailed scope of work for Task 3, Ancillary Data Collection at an additional cost of \$126,094.68, resulting in a total revised maximum fee of \$540,658.51 and 5.25% DBE participation; and

WHEREAS, Task 25/401 Regional Pavement Condition Data Collection in the FY 2025 UPWP is budgeted for \$417,694.00; and

WHEREAS, an additional \$122,964.51 is needed to advance the Task 3 work; and

WHEREAS, the \$122,964.51 is available from the release of unexpended funds from SJTPO's Task Order PL-SJ-25-01, D00S901; and

WHEREAS, the contract end date must be extended from June 30, 2026, to June 30, 2027, to complete the additional work associated with Task 3 Ancillary Data Collection; and


WHEREAS, a Task Order Modification is necessary to add work associated with Task 3, with an additional \$122,964.51 necessary, along with an extension by one year through June 30, 2027.

NOW THEREFORE BE IT RESOLVED that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the change in scope of work, cost increase, and time extension through June 30, 2027, for the SJTPO Regional Pavement Condition Data Collection, with a revised maximum fee of \$540,658.51; and

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 January 26, 2026.

 1/26/26

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

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2601-03: Approving a Minor Amendment to the FFY 2026-2035 Transportation Improvement Program for the Route 40, Atlantic County, Drainage Project

PROPOSAL

At its January 12, 2026, meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board approve a Minor Amendment to the FFY 2026-2035 Transportation Improvement Program (TIP) for the Route 40, Atlantic County, Drainage project. This amendment was requested by the New Jersey Department of Transportation (NJDOT) to increase the project cost by \$15.800M, which requires approval by the SJTPO Policy Board.

BACKGROUND

The Route 40, Atlantic County, Drainage project was in the FFY 2024-2033 STIP, with funding programmed in FFY 2025. The project was not authorized in FFY 2025 due to delays with the execution of the USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant agreement. The grant agreement is now ready for execution. This project will raise approximately one mile of US Route 40/322 to reduce flooding. Construction will include new pavement, new curbs and sidewalks, relocation of aerial and underground utilities, and new drainage.

NJDOT has requested consideration of a Minor Amendment to increase the cost of the project by \$15.800M. The cost increase includes National Highway Performance Program (NHPP) funds, which are increasing \$12.400M, from \$23.200M to \$35.600M in FFY 2026. The RAISE grant will remain the same at \$20.000M in FFY 2026, and STATE funds are increasing by \$3,400M from \$10.500M to \$13.900M in FY 2026.

Cost increases are due to updating the ITS equipment, installation of a variable message sign, additional traffic signal upgrades, and complete replacement of various utilities contained within the project that were previously thought to be avoided, but due to aging utility infrastructure and many emergency repairs, it was determined to be replaced. In addition, the general costs of doing business have increased due to inflation and the increased cost of materials.



State of New Jersey

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

MPO: SJTPO

PROJECT: Route 40, Atlantic County, Drainage

DBNUM: 08371

TRACK #: N-08371-0-A-2026

TYPE OF PROJECT CHANGE:

ACTION TAKEN: Adds Route 40, Atlantic County, Drainage to STIP.

REASON FOR CHANGE:

Project was in 2024 STIP for 2025, grant agreement was not in place for FY 2025 authorization. Grant agreement is now ready for execution.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See SJTPO FY26-35 Chart 1.

CONFORMITY:

PUBLIC INVOLVEMENT:

**FY STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
New Jersey Department of Transportation**

(BEFORE)

DBNUM:	UPC:	MILEPOST(S):
COUNTY:		
MUNICIPALITY:		

ASSET MANAGEMENT CATEGORY:

SPONSOR:

AIR QUALITY CODE (NON-EXEMPT / EXEMPT):

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT:

STRUCTURE NO.:

MPO	PHASE	FUND
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Amounts in Millions of Dollars

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2601-03: Approving a Minor Amendment to the FFY 2026-2035 Transportation Improvement Program for the Route 40, Atlantic County, Drainage Project

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

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

WHEREAS, the NJDOT has requested to increase the project cost for the Route 40, Atlantic County, Drainage project (DBNUM 08371); and

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

WHEREAS, NJDOT has requested to increase NHPP (National Highway Performance Program) funding for CON (Construction) in the amount of \$12.400 million from \$23.200 million to \$35.600 million in FFY 2026; and

WHEREAS, NJDOT has stated that the RAISE (Rebuilding American Infrastructure with Sustainability and Equity) grant for CON (Construction) will remain the same in the amount of \$20.000 million in FFY 2026; and

WHEREAS, NJDOT has requested to increase STATE funding for CON (Construction) in the amount of \$3.400 million from \$10.500 million to \$13.900 million in FFY 2026; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves this amendment to the current 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 on January 26, 2026.

 1/26/26

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

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2601-04: Approving a Minor Amendment to the FFY 2026-2035 Transportation Improvement Program for the Fairmount Avenue Paving Project

PROPOSAL

At its January 12, 2026, meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board approve a Minor Amendment to the FFY 2026-2035 Transportation Improvement Program (TIP) for the Fairmount Avenue Paving Project. Atlantic City requested to add the Fairmount Avenue Paving Project in place of the Martin Luther King, Jr. Boulevard project. The addition of the new project and deletion of the project require a Minor Amendment.

BACKGROUND

Atlantic City requested to reallocate programmed funds for the Martin Luther King, Jr. Boulevard (Mediterranean Avenue to Route 30), DBNUM S2101 in FFY 2026. The project will be deleted, and the \$1.450M will be reallocated to advance a new Fairmount Avenue Paving Project, DBNUM S2601. The Fairmount Avenue Paving Project will be added as a new project to the TIP, with the same programmed amount (\$1.450M) for Construction.

The Fairmount Avenue Paving Project includes milling and paving the full width of Fairmount Avenue from Christopher Columbus Boulevard to Sovereign Avenue. Additional work includes curb and sidewalk improvements where needed, spot base repairs, signage and striping for pedestrian and vehicular safety, and ADA accessible curb ramps.



State of New Jersey

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

MPO: SJTPO

PROJECT: Fairmount Avenue Paving Project

DBNUM: S2601

TRACK #: S-S2601-0-A-2026

TYPE OF PROJECT CHANGE:

ACTION TAKEN: Create new project

REASON FOR CHANGE:

Funding reallocation

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments:

CONFORMITY:

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

PUBLIC INVOLVEMENT:

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

**FY STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
New Jersey Department of Transportation**

(BEFORE)

DBNUM:	UPC:	MILEPOST(S):
COUNTY:		
MUNICIPALITY:		

ASSET MANAGEMENT CATEGORY:

SPONSOR:

AIR QUALITY CODE (NON-EXEMPT / EXEMPT):

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT:

STRUCTURE NO.:

MPO	PHASE	FUND
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Amounts in Millions of Dollars



State of New Jersey

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

MPO: SJTPO

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

DBNUM: S2101

TRACK #: S-S2101-1-M-2026

TYPE OF PROJECT CHANGE: Project Deletion

ACTION TAKEN: Delete Project

REASON FOR CHANGE:

The project, S2101, will be deleted, and the money will be reallocated to project S2601 for construction.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: The money will be reallocated to DBNUM S2601 for construction.

CONFORMITY:

PUBLIC INVOLVEMENT:

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2601-04: Approving a Minor Amendment to the FFY 2026-2035 Transportation Improvement Program for the Fairmount Avenue Paving Project

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

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

WHEREAS, Atlantic City has requested to reallocate programmed funds for the Martin Luther King, Jr. Boulevard (Mediterranean Avenue to Route 30), DBNUM S2101, and delete the project in FFY 2026; and

WHEREAS, the programmed construction funds will be reallocated to the new Fairmount Avenue Paving Project, DBNUM S2601, adding the project in FFY 2026; and

WHEREAS, the addition of the new project (DBNUM S2601) and deletion of the project (DBNUM S2101) will require consideration by the SJTPO Policy Board; and


WHEREAS, Atlantic City will advance the construction of Fairmount Avenue in FFY 2026 from Christopher Columbus Boulevard to Sovereign Avenue with the reallocated \$1.450M funds; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves this amendment to the current 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 on January 26, 2026.

 1/26/26

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

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2601-05: Approving a Minor Amendment to the FFY 2026-2035 Transportation Improvement Program for the Planning, Federal-Aid Project

PROPOSAL

At its January 12, 2026, meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board approve a Minor Amendment for the Planning, Federal-Aid Project to the FFY 2026-2035 Transportation Improvement Program (TIP). This amendment was requested by the New Jersey Department of Transportation (NJDOT) to increase Statewide Planning and Research (SPR) funding for Planning (PLS) in FFY 2026, by \$19.30M, which requires approval by the SJTPO Policy Board.

BACKGROUND

NJDOT requested to increase Statewide Planning and Research (SPR) funding for Planning (PLS) in FFY 2026 from \$20 M by \$19.30M to \$39.30M. The action will support an additional \$15.0M for Year 2 authorization of the Calendar Year 2025-2026 SPR/Management Systems Work Program and \$4.3M for Year 2 authorization of the FHWA SPR Program.

Funding for this program will enable NJDOT to continue to address planning in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, and Local Technical Assistance Program.



State of New Jersey

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

MPO: Statewide

PROJECT: Planning, Federal-Aid

DBNUM: X30

TRACK #: N-X30-2-M-2026

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases SPR funding for PLS in FFY 26 from \$20.000M by \$19.300M to \$39.300M.

REASON FOR CHANGE:

To support additional 15M for Year 2 authorization of CY 2025-2026 SPR/ Management Systems Work Program and \$4.3M for Year 2 authorization of FHWA SPR Program.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See Statewide FY26-35 Chart 6.

CONFORMITY:

PUBLIC INVOLVEMENT:

FY 2026-2035 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
New Jersey Department of Transportation

(AFTER)

TRACK #: N-X30-2-M-2026	REVISION #: 2	DATE: 12/31/2025
PROJECT NAME: Planning, Federal-Aid		
DBNUM: X30	UPC:	MILEPOST(S):
COUNTY: Various		
MUNICIPALITY: Various		

Funding from this program will enable NJDOT to continue to address planning in a comprehensive program of studies and proposal development in order to maximize the use of financial resources and staff. Activities will include data collection, inter-governmental planning coordination, planning work in support of the management systems, and Local Technical Assistance Program.

ASSET MANAGEMENT CATEGORY: Capital Program Delivery-Planning Programs and Studies

SPONSOR: NJDOT

AIR QUALITY CODE (NON-EXEMPT / EXEMPT): O10A,O10C,O10c (Exempt)

FINANCIAL PLAN REQUIREMENT:

LEGISLATIVE DISTRICT: Various

STRUCTURE NO.: N/A

MPO	PHASE	FUND	Amounts in Millions of Dollars									
			FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035
Statewide	PLS	LTAP	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021
Statewide	PLS	PFP	2.398									
Statewide	PLS	SPR	39.300	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000
Statewide	PLS	STBGP-FLEX	12.000	12.000	12.000	12.000	12.000	10.080	10.080	10.080	10.080	10.080

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2601-05: Approving a Minor Amendment to the FFY 2026-2035 Transportation Improvement Program for the Planning, Federal-Aid Project

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

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

WHEREAS, the NJDOT requested to increase the project cost for the Planning, Federal-Aid project (DBNUM X30); and

WHEREAS, NJDOT has requested to increase Statewide Planning and Research (SPR) funding for PLS (Planning) in the amount of \$19.300 million from \$20.000 million to \$39.300 million for FFY 2026; and

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


WHEREAS, NJDOT has stated that the action will support an additional \$15.000 million for Year 2 authorization of the Calendar Year 2025-2026 SPR/Management Systems Work Program and \$4.300 million for Year 2 authorization of the FHWA SPR Program; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves this amendment to the current 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 on January 26, 2026.

 1/26/26

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

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2601-06: Adopting a Memorandum of Understanding (MOU) for Statewide Procedures for Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) Revisions

PROPOSAL

At its January 12, 2026, meeting, the SJTPO Technical Advisory Committee recommended that the SJTPO Policy Board approve the Memorandum of Understanding (MOU) on the Statewide Procedures to revise the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP).

BACKGROUND

The SJTPO's TIP may be revised at any time, under procedures agreed by its partner agencies and consistent with the procedures established by the federal Metropolitan Transportation Planning and Programming requirements (23 CFR 450). The TIP revisions are currently guided by procedures set out in a statewide MOU executed in 2012. Several years have passed since the last MOU update, and revisions are needed to align with surface transportation guidelines from the Fixing America's Surface Transportation Act and the more recent Infrastructure Investment and Jobs Act. Additionally, inflation and escalating material, labor, and equipment costs need to be accounted for.

The proposed procedures maintain the same classifications for TIP amendments and modifications, as well as following the SJTPO approval actions outlined in the current MOU. Administrative modifications are approved by the SJTPO Executive Director. The SJTPO Technical Advisory Committee (TAC) approves committee modifications and approves amendments to advance to the Policy Board. Major and minor TIP amendments must be approved by the SJTPO Policy Board before an action can be taken in eSTIP. Additionally, the Executive Director can decide that a proposed modification go before the Committee or the full Board if they feel it is warranted.

Amendments are categorized into two classes: major amendments affecting air quality conformity (i.e., for non-exempt project additions, scope changes, and project completion date changes) and minor amendments that do not require a new regional conformity determination (i.e., for other additions/deletions; addition of phase that results in moving major phases of work out of the four year TIP/STIP; funding source change from non-federal to federal; swapping of FHWA or FTA funds with non-federal funds; monetary threshold changes). Changes not considered amendments shall be considered modifications categorized into three classes: Informational, Administrative, and Committee.

SJTPO Capital Programming & Project Development staff, working cooperatively with NJDOT, NJ TRANSIT, DVRPC, and NJTPA, has recommended revisions to the MOU to reflect the changes that have become necessary since it was last approved in 2012.

Noteworthy changes to this update include updating regulatory references; adding new definitions and providing more details on existing ones; including a provision to address the increase in competitive grants with the most recent transportation bill; and changes to monetary thresholds for informational, administrative, and committee modifications, as well as minor amendments, which now also consider the overall estimated costs of the construction project.

Approval of the revised MOU among the three New Jersey MPOs, NJDOT, and NJ TRANSIT on Statewide Procedures for TIP/STIP Revisions will allow federally funded projects to advance and be authorized promptly.

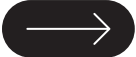
MEMORANDUM OF UNDERSTANDING

Statewide Procedures for TIP/STIP Revisions

Among the

**Delaware Valley Regional Planning Commission,
North Jersey Transportation Planning Authority,
South Jersey Transportation Planning Organization,
New Jersey Transit Corporation,
and
New Jersey Department of Transportation**





PURPOSE

This Memorandum of Understanding (MOU) establishes a set of procedures to be used for processing and implementing revisions to the regional Transportation Improvement Program (TIP) of each of the three Metropolitan Planning Organizations (MPOs), as well as the New Jersey Statewide Transportation Improvement Program (STIP). The three MPOs responsible for TIP revisions are the Delaware Valley Regional Planning Commission (DVRPC), the North Jersey Transportation Planning Authority (NJTPA), and the South Jersey Transportation Planning Organization (SJTPO). The two state agencies responsible for STIP revisions are the New Jersey Department of Transportation (NJDOT) and the New Jersey Transit Corporation (NJ TRANSIT).

This MOU represents the parties' entire understanding and agreement with respect to TIP/STIP revisions and supersedes all prior agreements between and among any of the parties with respect to such revisions.

At the discretion of the MPO, the procedures outlined shall also apply to any third-party agencies who request a revision to the TIP/STIP.



DEFINITIONS

For the purpose of this MOU the following meanings apply:

Advance Construction - A technique which allows a State to initiate a project using non- federal funds while preserving eligibility for future federal-aid funds. Eligibility means that the Federal Highway Administration (FHWA) has determined that the project technically qualifies for federal aid; however, no present or future federal funds are committed to the project. After an Advance Construction project is authorized, the State may convert the project to regular federal-aid funding provided federal funds are made available for the project.

Congestion Management Process (CMP) – A federally mandated systematic approach to managing congestion which is required in Transportation Management Areas (TMAs) with a population exceeding 200,000. It provides information on transportation systems' performance regarding accessibility, mobility, reliability and a range of strategies to address congestion and enhance the movement of people and goods. As outlined in 23 C.F.R. § 450.322.

Design Build (DB) - A project delivery method in which a single entity, the Design Builder, manages both the design and construction phases. This approach fosters communication, minimizes risks for the owner, encourages innovation in design and construction, and often results in faster project completion compared to the traditional design-bid-build method.

e-STIP¹ - A transaction tool to enhance the development and management of the TIP/STIP through Internet-based submission, processing, and approval of amendments and modifications to the TIP/STIP. e-STIP reports financial information, tracks and archives amendment and modification actions, and promotes interagency collaboration. It supports policy makers in making better informed decisions and promotes electronic Government services.

Federal Fiscal Year (FFY) - The U.S. federal government 12-month budgetary period that begins October 1st and ends September 30th.

¹ Note, for TIP/STIP actions that amend or modify "Unobligated Prior Year Balance", these TIP/STIP actions may advance provided that the affected parties are notified in writing until such time that e-STIP can process such actions in a manner acceptable to FTA Region 2 and FTA Region 3.

Fiscal Constraint - A demonstration of sufficient funds (federal, state, local or private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs.

Flexing Funds - The transfer of federal funds between the federal highway and transit programs, as outlined in 23 U.S.C. § 104(f); and 49 U.S.C. § 5334(i).

Interagency Consultation Group (ICG) - A group of stakeholders consisting of state and federal agency representatives designated to guide the transportation conformity process, review and approve the conformity demonstration's assumptions and methodology, and fulfill the federal requirement for interagency consultation. Included are members from the United States Department of Transportation-including both the FHWA and the Federal Transit Administration (FTA)-the United States Environmental Protection Agency (USEPA), the New Jersey Department of Environmental Protection (NJDEP), the NJDOT, NJ TRANSIT, and neighboring MPO's. This group works cooperatively to ensure the MPO's conformity demonstrations and processes follow federal guidance and meet all federal requirements.

Memorandum of Understanding (MOU) - This agreement among the MPOs, the NJDOT, and NJ TRANSIT establishing the principles that will govern how revisions to the TIP/STIP are processed and implemented.

Metropolitan Planning Organization (MPO) - A federally mandated and federally funded transportation organization that is made up of representatives from local government and governmental transportation authorities to carry out the metropolitan transportation planning process. MPOs plan all federally funded transportation investments and serve as a forum for local officials, public transportation providers, and state agency representatives to cooperatively plan to meet a region's current and future needs.

- **Delaware Valley Regional Planning Commission (DVRPC)** – The MPO that serves the New Jersey counties of Burlington, Camden, Gloucester and Mercer. This MPO also serves the Greater Philadelphia region.
- **North Jersey Transportation Planning Authority (NJTPA)** – The MPO that serves the New Jersey counties of Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union and Warren.
- **South Jersey Transportation Planning Organization (SJTPO)** – The MPO that serves the New Jersey counties of Atlantic, Cape May, Cumberland, and Salem.

New Project - A project that has no prior obligations or programming in a previous STIP.

Parties – the parties to this MOU are the DVRPC, NJTPA, SJTPO, NJDOT, and NJ TRANSIT.

Program Line Item - A commitment of funds to an item identified in the TIP/STIP with a specific scope of work but not a precise geographic location, the effort of which will improve the transportation system.

Project - A commitment of funds to an item identified in the TIP/STIP with a specific scope of work at a precise geographic location, the effort of which will improve the transportation system.

Project Sponsor - The lead agency with primary responsibility for implementing a project, typically the NJDOT or NJ TRANSIT, but may also include an MPO, a county or city government, or an independent authority.

Regionally Significant Project – A transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulations (40

C.F.R. Part 93, Subpart A)) that is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Regional Transportation Plan (RTP) - A federally mandated long-range transportation plan prepared by an MPO for its region. Also known as Long-Range Transportation Plan (LRTP), aka Long-Range Plan (LRP), aka Metropolitan Transportation Plan (MTP).

Statewide Transportation Improvement Program (STIP) - A staged, multi-year, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, TIPs, and processes.

Subregion - The jurisdictions that comprise an MPO. This may include a county or city government.

Transportation Conformity (Air Quality) - A Clean Air Act (42 U.S.C. 7506(c)) requirement that ensures that Federal funding and approval are given to transportation plans, programs and projects that are consistent with the air quality goals established by a State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS or any required interim emission reductions or other milestones in any nonattainment or maintenance area. The transportation conformity regulations (40 C.F.R. Part 93, Subpart A) sets forth policy, criteria, and procedures for demonstrating and assuring conformity of transportation activities.

Transportation Improvement Program (TIP) - A document prepared by an MPO that lists projects that are drawn from the Regional Transportation Plan and are to be funded with FHWA/FTA funds for a multi-year period, as well as all regionally significant projects regardless of funding source.

Unobligated Prior Year Balance - Federal funds programmed for obligation in a Federal Fiscal Year (FFY) prior to the current FFY and that were not obligated in an FTA grant.

U.S. Environmental Protection Agency (EPA) – Federal regulatory agency that leads the nation's environmental science, research, education and assessment efforts.



AGREEMENT

In adopting a TIP, the parties agree to a shared set of capital investments that implement each of the MPO's Regional Transportation Plans. After approval of the TIPs by the MPOs and the Governor of the State of New Jersey or the New Jersey Commissioner of Transportation, if so designated, each of the three TIPs for New Jersey is consolidated without revision into the New Jersey STIP, pursuant to 23 U.S.C. § 135 (Statewide Transportation Planning). The New Jersey STIP is submitted to FHWA and FTA for approval. The approved STIP serves as the reference document required under federal regulations (23 C.F.R. § 450.218) for use by FHWA, FTA and EPA in approving the expenditure of federal funds for transportation projects in New Jersey.

The Federal Statewide and Metropolitan Planning regulations contained in 23 C.F.R. Part 450 govern the development of individual MPO TIPs, the STIP, and the process for revisions of these documents. 23 C.F.R. § 450.328 permits the use of expedited procedures to revise the TIP/STIP, as agreed to by the cooperating parties consistent with federal regulations for TIP/STIP development and approval. This MOU shall in its entirety constitute such agreement.

The parties agree to demonstrate Fiscal Constraint for all amendments and modifications to a TIP/STIP pursuant to 23 C.F.R. Part 450 and 49 C.F.R. Part 613 and to identify all projects involved in such revisions on a Fiscal Constraint chart to be developed by each party. The parties agree to provide the information via e-STIP. These confines apply to statewide projects and Program Line Items as well as regional and local projects.



A. AMENDMENTS

TIP/STIP revisions that involve a major change to a project or program in the TIP/STIP are classified as amendments. Requests for amendments are submitted to the MPO Board for action, require public involvement and the approval of FHWA or FTA. Major changes may include significant changes to the purpose and need for the project and/or, changes in project scope (e.g. changing the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects), or major changes in project funding needs. Minor changes to projects, and/or changes to project funding needs will be addressed under Section B. Modifications. There are two classes of amendments, minor and major.



1. Minor Amendment

Any TIP/STIP amendment that does not affect Transportation Conformity and does not require a new regional conformity determination may be a Minor Amendment or Modification. The parties agree that, provided the TIP/STIP action is not a Major Amendment, it is a Minor Amendment under any of the following circumstances:

- a) When there is an addition of a new project or program into the TIP/STIP that uses federal funds or unobligated prior year balances.
- b) When there is a deletion of a project or program from the TIP/STIP that uses federal funds in its entirety from the TIP/STIP.
- c) When there is an addition of a development phase to a project that results in moving all major phases of work out of the 4-year TIP/STIP.
- d) When there is a funding source change for a project in the TIP/STIP from the use of non-federal funds to the use of federal funds.
- e) When there is a swap of FHWA or FTA funds in exchange for a commensurate amount of non-federal funding between the NJDOT and NJ TRANSIT.

If none of these conditions exist, and the action does not affect conformity, then the change may qualify as a Minor Board Amendment (Section 1A) or Modification (Section B). As described within Definitions, a New Project is a project that has no prior obligations or was not included in a previous STIP. If a project was included in a previous STIP document or appendix, identified as receiving State or Federal funding, or identified within any sections of the STIP, such as NJDOT projects, NJ TRANSIT projects, MPO Local projects, DRPA-PATCO projects, PANYNJ-PATH/ GDC projects, Transportation Authorities projects, Competitive grants, Earmark projects, and Study and Development program, it is not considered to be a new project and any proposed changes to that project will be managed under provisions provided for Amendments and Modifications.



1A. Minor Board Amendment

The parties agree that the following circumstances require action by the MPO at the Board level. Additionally, the Executive Director of the MPO can determine at any time that Board action is necessary. In cases when TIP/STIP Minor Board Amendment or Modification would result in an actual loss of federal funding, obligation authority or as documented in the August Redistribution Strategic Authorization Plan, the Minor Board Amendment or Modification can be processed as an Administrative Modification, provided that all parties agree in writing. Alternatively, the MPO may choose to conduct a special Committee and/or Board meeting to review and approve the action. If the Minor Board Amendment or Modification is processed as an Administrative Modification, it will be presented at the next board meeting rather than submitted for board approval prior to implementation.

- a) When the programmed cost of a Concept Development, Preliminary Engineering, Final Design, Right of Way, or Advanced Utility phase of work of a project increases by more than \$15,000,000.
- b) **When the programmed cost of a Program Line Item increases by more than \$15,000,000.**
- c) **When the programmed cost of a project’s Construction phase or the cost of a Design/Build (<\$25M) project increases by more than \$15,000,000.**
- d) **When the programmed cost of a project’s Construction phase or the cost of a Design/Build (>\$25M - \$100M) project increases more than \$20,000,000.**
- e) **When the programmed cost of a project’s Construction phase or the cost of a Design/Build (>\$100M) project increases more than \$30,000,000.**

Board Amendment	
<i>Concept Development, Preliminary Engineering, Final Design, Right of Way or Advanced Utility</i>	More than \$15,000,000
<i>Program Line Item</i>	More than \$15,000,000
<i>Construction, Design/Build (Between \$0- \$25M)</i>	More than \$15,000,000
<i>Construction, Design/Build (Between >\$25M - \$100M)</i>	More than \$20,000,000
<i>Construction, Design/Build (Greater than \$100M)</i>	More than \$30,000,000



2. Major Amendment

Any TIP/STIP action that affects Transportation Conformity and would require a new regional conformity determination is a Major Amendment. The MPO, in consultation with the ICG as necessary, will determine if the change to, or the addition of, a project would:

- a) Add a new project that is non-exempt from conformity analysis as per the Transportation Conformity regulations (40 C.F.R. §§ 93.126 and 93.127) (unless it is deemed “Not Regionally Significant (NRS)” or can be subject to a project level analysis that would not change the conformity finding); or
- b) Change the project scope so that it becomes non-exempt from conformity analysis as per the Transportation Conformity Rule (40 C.F.R. §§ 93.126 and 93.127); or
- c) Change a non-exempt project’s completion date such that it would change the conformity analysis year.

If the MPO determines that any of these conditions exists, then the change qualifies as a Major Amendment. If none of these conditions exists then the change qualifies as either a Minor Amendment or Modification.



3. Amendment Procedures

Whenever any circumstance requiring a Major or Minor Amendment occurs, the Project Sponsor shall give the MPO (whose TIP the revision affects) sufficient notice (as defined by the MPO) to acquire the necessary committee and board level approvals. The Project Sponsor shall provide documentation, via eSTIP, that adequately details the TIP revision, with a clear explanation justifying the amendment. The project data required for the TIP/STIP listing shall include the funding source(s), how Fiscal Constraint shall be maintained, and sufficient descriptive information for a conformity and/or congestion management process (CMP) determination.

In the event it is not possible to submit a TIP/STIP action request in eSTIP, a requesting agency may submit the TIP/STIP action request via letter or e-mail correspondence to the appropriate MPO(s) and federal agency. The written correspondence will include all required information about the requested TIP/STIP action that would normally be provided in eSTIP. The MPO(s) and federal agency may also submit their respective approvals or responses via written correspondence. The requesting agency shall follow up with a submission of the same TIP/STIP action request via eSTIP as soon as the eSTIP system is available for processing the requested action.

In the event of immediate emergency repairs to a highway, bridge, or transit project, and upon written agreement of all parties that any delay would present a significant risk to the health, safety, or security of the public due to damaged infrastructure, the project sponsor may add a project utilizing any federal funding source as an administrative modification. The amendment will be presented at the next board meeting rather than submitted for board approval prior to implementation.

The MPO, in consultation with the ICG, shall determine if the proposed amendment requires a new TIP/SIP conformity determination. If the project is exempt under the USEPA Air Quality Conformity Rule (40 C.F.R. Parts 51 and 93), no such determination by the MPO shall be required and this MOU's procedures pertaining to Minor Amendments shall apply. If the project is not exempt, the MPO shall determine through consultation with the ICG whether a new TIP/SIP air quality conformity determination will be required and request that the ICG determine whether a project is NRS.

The Project Sponsor shall provide information on the project design and scope to enable the MPO to code the travel networks for the regional emissions analysis. Upon receipt of the project design and scope information, the MPO shall conduct the regional emissions analysis.

For amendments requiring a new MPO conformity determination, NJDOT or NJ TRANSIT shall forward the conformity determination for its projects to FHWA and FTA and apply for joint conformity finding to be made by FHWA and FTA after consultation with USEPA. Following FHWA/FTA approval, NJDOT will notify the MPO of the approval.

Amendments to the TIP/STIP require public review according to their classification as Major or Minor. Major Amendments must have a 30-day public comment period as delineated by the MPO. Minor Amendments must comply with the MPO public policy document but do not require a 30-day review period.

Following amendment approval by the MPO Board, the MPO shall forward to NJDOT or NJ TRANSIT via e-STIP a completed package containing the following documentation:

- a) A document acknowledging Board approval, requesting approval from FHWA or FTA for the

amendment and providing assurance of all necessary compliance (i.e., adherence to public participation, congestion management, conformity and Fiscal Constraint requirements);

- b) The TIP Modification Request Form (which states the type of project change, the action taken and the reason for the action); and
- c) The revised TIP/STIP page(s). Upon receipt of this approval package from the MPO, the NJDOT and NJ TRANSIT shall submit the STIP amendment via e-STIP to FHWA and FTA for review and approval.



B. MODIFICATIONS

The parties agree that all changes to the TIP/STIP that are not amendments as described above shall be considered modifications, of which there are three classes as defined below.

1. Informational Modifications -

The parties agree that federal funding changes to the TIP/STIP under the following circumstances do not require further MPO action and are referred to as Informational Modifications:

- a) When the programmed cost of a Concept Development, Preliminary Engineering, Final Design, Right of Way or Advanced Utility phase of work of a project increases by an amount less than or equal to \$1,500,000.
- b) When the programmed cost of a Program Line Item increases by an amount less than or equal to \$5,000,000.
- c) When the programmed cost of a project's Construction phase or the cost of a Design/Build (Between \$0 - 10M) project increases by an amount less than or equal to \$5,000,000.
- d) When the programmed cost of a project's Construction phase or the cost of a Design/Build (>\$10M - \$25M) project increases by an amount less than or equal to \$7,500,000.
- e) When the programmed cost of a project's Construction phase or the cost of a Design/Build (>\$25M - \$100M) project increases by an amount less than or equal to \$10,000,000.
- f) When the programmed cost of a project's Construction phase or the cost of a Design/Build (>\$100M) project increases by an amount less than or equal to \$15,000,000.
- g) When there is an additional cost for incidental right-of-way. Incidental right-of-way is the purchase of real property or a property interest (e.g., an easement) for an amount less than or equal to \$500,000 that shall not involve the taking of residential or business structure(s) or environmentally sensitive property. The parties agree that if a project is listed in an approved TIP/STIP for a Final Design or Construction phase of work and an incidental right-of-way need is discovered during the Final Design phase, the right-of-way purchase may be authorized and funded as part of the Final Design or Construction phase of work of the project without modifying the TIP/STIP.
- h) When either NJDOT or NJ TRANSIT deems it appropriate to shift funding between interchangeable federal funding sources, to change the federal or state funding mix of a project and/or to introduce state funds to a project
- i) When NJDOT and NJ TRANSIT modify and use statewide Program Line-Item funds

throughout the State. Both agencies shall list these items, broken out by MPO, wherever appropriate. The amount of funds authorized within each program by the MPO(s) shall be included in a written notice submitted to the MPO(s) and in the updated e-STIP report available to the MPO(s).

- j) When correcting technical information (including non-material changes to any text of the TIP/STIP, typographical errors, misspellings, and coding corrections).
- k) When a competitive FHWA or FTA grant is awarded directly to a recipient for a specific project and is not required by regulation to be in the STIP; NJ TRANSIT, NJDOT, or an MPO can add it for informational purposes.

Informational Modifications	
<i>Concept Development, Preliminary Engineering, Final Design, Right of Way or Advanced Utility</i>	\$1,500,000 or less
<i>Program Line Item</i>	\$5,000,000 or less
<i>Construction, Design/Build (Between \$0- \$10M)</i>	\$5,000,000 or less
<i>Construction, Design/Build (Between > \$10M - \$25M)</i>	\$7,500,000 or less
<i>Construction, Design/Build (Between >\$25M - \$100M)</i>	\$10,000,000 or less
<i>Construction, Design/Build (Greater than \$100M)</i>	\$15,000,000 or less

2. Administrative Modifications

The parties agree that, under the following circumstances, federal funding changes to the TIP/STIP may be handled by the Executive Director of the MPO as Administrative Modifications. In each case, the Executive Director of the MPO upon consultation with the affected subregions may approve the action administratively.

- a) When the programmed cost of a Concept Development, Preliminary Engineering, Final Design, Right of Way or Advanced Utility phase of work of a project increases by an amount more than \$1,500,000 but less than or equal to \$5,000,000.
- b) When the programmed cost of a Program Line Item increases by an amount more than \$5,000,000 but less than or equal to \$10,000,000.
- c) When the programmed cost of a Construction phase or the cost of a Design/Build (Between \$0 - 10M) project increases by an amount more than \$5,000,000 but less than or equal to \$7,500,000.
- d) When the programmed cost of a Construction phase or the cost of a Design/Build (Between >\$10M - \$25M) project increases by an amount more than \$7,500,000 but less than or equal to \$10,000,000.

- e) When the programmed cost of a Construction phase or the cost of a Design/Build (Between >\$25M - \$100M) project increases by an amount more than \$10,000,000 but less than or equal to \$15,000,000.
- f) When the programmed cost of a Construction phase or the cost of a Design/Build (> \$100M) project increases by an amount more than \$15,000,000 but less than \$20,000,000.
- g) When a phase of work of a project is moved among the constrained years, first 4-years, of the TIP/STIP.
- h) When a major phase of work is added to or deleted from the current year of the TIP/STIP and the overall project schedule is not adversely affected (i.e., the Construction phase of work of a project is not delayed).
- i) When changing a federally funded NRS project to non-federal funding.
- j) When the project experiences an excessive bid overrun subject to a 30-day acceptance by the NJDOT. An excessive bid overrun occurs when the following conditions are met:
 - 1) When the scope of the project has not expanded from that anticipated in the TIP/STIP;
 - 2) When the final estimated cost in the Plans, Specification and Estimate (PS&E) package agrees with the TIP/STIP programmed amount or is within the threshold permitted for a Construction phase of work by administrative action, as per section B.2.(c); and
 - 3) When the NJDOT has received written concurrence from the FHWA that the bid would otherwise be acceptable.
- k) When federal unobligated prior year balances are added to a federally funded project or program.
- l) When other modifications, not defined in this sub-section, are identified as an administrative action.
- m) When the Executive Director of the MPO determines that administrative action is appropriate.

Administrative Modifications	
<i>Concept Development, Preliminary Engineering, Final Design, Right of Way or Advanced Utility</i>	\$1,500,001 <> \$5,000,000
<i>Program Line Item</i>	\$5,000,001 <> \$10,000,000
<i>Construction, Design/Build (Between \$0- \$10M)</i>	\$5,000,001 <> \$7,500,000
<i>Construction, Design/Build (Between > \$10M - \$25M)</i>	\$7,500,001 <> \$10,000,000
<i>Construction, Design/Build (Between >\$25M - \$100M)</i>	\$10,000,001 <> \$15,000,000
<i>Construction, Design/Build (Greater than \$100M)</i>	\$15,000,000<>\$20,000,000

3. Committee Modifications

The parties agree that the following circumstances pertaining to federal funding require action by the MPO at the Committee level. Additionally, the Executive Director of the MPO can determine at any time that Board action is necessary.

- a) When the programmed cost of a Concept Development, Preliminary Engineering, Final Design, Right of Way or Advanced Utility phase of work of a project increases by an amount more than \$5,000,000 but less than or equal to \$15,000,000.
- b) When the programmed cost of a Program Line Item increases by an amount more than \$10,000,000 but less than or equal to \$15,000,000.
- c) When the programmed cost of a project's Construction phase or the cost of a Design/Build (>\$10M - \$25M) project increases by an amount more than \$10,000,000 but less than or equal to \$15,000,000
- d) When the programmed cost of a project's Construction phase or the cost of a Design/Build (>\$10M - \$25M) project increases by an amount more than \$10,000,000 but less than or equal to \$15,000,000
- e) When the programmed cost of a project's Construction phase or the cost of a Design/Build (>\$25M - \$100M) project increases by an amount more than \$15,000,000 but less than or equal to \$20,000,000.
- f) When the programmed cost of a project's Construction phase or the cost of a Design/Build (>\$100M) project increases by an amount more than \$20,000,000 but less than or equal to \$30,000,000.
- g) When advancing projects from a local program and adding them to the TIP as an individual project, contingent upon that project's appearance in another section of the STIP
- h) When flexing funds from FHWA to FTA by an amount greater than \$5,000,000 but less than \$15,000,000.
- i) When the Executive Director of the MPO determines that Committee action is appropriate.

Committee Modifications	
<i>Concept Development, Preliminary Engineering, Final Design, Right of Way or Advanced Utility</i>	\$5,000,001 <> \$15,000,000
<i>Program Line Item</i>	\$10,000,001 <> \$15,000,000
<i>Construction, Design/Build (Between \$0- \$10M)</i>	\$7,500,001 <> \$15,000,000
<i>Construction, Design/Build (Between > \$10M - \$25M)</i>	\$10,000,001 <> \$15,000,000
<i>Construction, Design/Build (Between >\$25M - \$100M)</i>	\$15,000,001 <> \$20,000,000
<i>Construction, Design/Build (Greater than \$100M)</i>	\$20,000,001 <> \$30,000,000



C. Fiscal Constraint Bank

The federal statewide and metropolitan planning regulations (23 C.F.R. Part 450 and 49 C.F.R. Part 613) stipulate that each year of the TIP/STIP must be fiscally constrained to available resources. The

parties agree to manage the demonstration of Fiscal Constraint for amendments and modifications through the establishment of a "Fiscal Constraint Bank" for each MPO and NJ TRANSIT, plus four Fiscal Constraint Banks for NJDOT (one for statewide projects and programs and one for each of the three MPO regions). Fiscal Constraint for amendments and modifications may be demonstrated by using available balances in a Fiscal Constraint Bank.

1. Addition of Funds

Funds may be added to a Fiscal Constraint Bank for a given year through any of the following means:

- a) De-obligation of funds from projects that were authorized under prior TIP/STIPs.
- b) Excess funds available from low bids or awards on current projects.
- c) Deletions of projects from the current four-year TIP/STIP.
- d) Modification to the current constrained TIP/STIP which results in a net decrease to the cost of project(s) in a given year.
- e) Modification to the current constrained TIP/STIP which moves a phase of work of a project from that year to another year in the constrained TIP/STIP or to a year beyond the current constrained TIP/STIP period.
- f) Additional appropriations.

In addition, federal obligation authority may be transferred from one Fiscal Constraint Bank to another Fiscal Constraint Bank at the transferring party's discretion and only when such obligation authority is available and necessary for the receiving party's projects.

2. Procedures

The NJDOT shall provide to the MPOs, via e-STIP and other formats as needed to provide sufficient information for MPO purposes, reports listing programmed projects by fund source and MPO region that have not been obligated during the current federal fiscal year. MPO action (as per section A. and B.) may be required for such projects for which it is determined funds will not be obligated in the current federal fiscal year. The unobligated funds may be used for subsequent amendments or modifications to address Fiscal Constraint within the MPO.

The parties agree that in accounting for Fiscal Constraint when making TIP/STIP amendments (Section A of this MOU) or modifications (Section B of this MOU), the net result for the first two fiscal years must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the third and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP.

If there are no outstanding balances in the Fiscal Constraint Bank, the parties shall demonstrate Fiscal Constraint for each amendment and modification. Fiscal Constraint by year shall be demonstrated by the parties through such other amendments and/or modifications as may be necessary.

The parties agree that the NJDOT shall apply the above procedures to the statewide program Fiscal Constraint Bank. NJ TRANSIT shall apply similar procedures to its Fiscal Constraint Bank.



D. PUBLIC PARTICIPATION

The MPO shall follow its adopted public participation procedures for amendments, modifications and conformity determinations to provide the appropriate level of public involvement prior to the MPO Committee or Board taking action. The parties agree that the MPO public participation procedures shall also serve as the public participation procedures for the STIP. NJDOT shall provide access to public participation by linking to the MPO's websites. The MPO shall state in notices to the public that comments received on the proposed action to the TIP are comments on the same action to the STIP.



E. PROJECT REPORTING

The NJDOT and NJ TRANSIT agree to provide information on the TIP/STIP and project status to the MPOs. The NJDOT maintains a Project Reporting System (PRS) and a Project Management and Reporting System (PMRS). Project-specific information from the PRS and/or PMRS including schedule dates, authorization dates, project costs, and pertinent issues are available to the MPOs on-line. It will be NJDOT's responsibility to keep the information in the PRS/PMRS current. It will be the responsibility of the MPOs to re-format the data into reports they deem usable.

The NJDOT Division of Capital Investment & Program Coordination will be the clearinghouse for additional information related to MPO project inquiries. The NJDOT shall respond to all MPO inquiries within seven (7) business days. The NJDOT Office of

Community Relations will be the clearinghouse for project inquiries from local elected officials.

NJ TRANSIT is required to submit Progress Reports to the FTA on a quarterly basis. These reports will continue to be shared with the MPOs in a database format. NJ TRANSIT shall respond to all MPO inquiries within seven (7) business days.

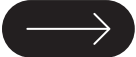
The MPOs may request meetings for projects with critical issues at any time. Invited attendees may include NJDOT and/or NJ TRANSIT staff, local elected officials and staff, and MPO staff. The purpose of the meetings on key projects is to enhance the information flow on important projects to the community and should supplement information provided to the MPO in the reporting requirements enumerated above.

NJDOT and NJ TRANSIT will each produce an Annual Listing of Obligated Projects report within sixty (60) calendar days after the close of the federal fiscal year. The report will contain all federally funded projects that were obligated during the previous federal fiscal year. Subsequently, each MPO will publish the Annual Listing of Obligated Projects report, on its respective website, no later than ninety (90) calendar days after the close of the federal fiscal year. NJDOT and NJ TRANSIT reports shall be available in e-STIP. A similar listing for state funded programs and projects will be provided under separate cover.



F. DISPUTE RESOLUTION

Any party with a dispute under this MOU shall promptly notify the involved party or parties in writing. Those parties shall then submit to non-binding informal dispute resolution and meet within fifteen (15) business days. The disputing parties shall endeavor in good faith to resolve their differences within thirty (30) business days after meeting or may mutually agree to extend the time for resolution.



G. MISCELLANEOUS

1. Captions.

The captions or headings in this MOU are strictly for convenience and shall not be considered in interpreting this MOU.

2. Authority.

The individuals executing this MOU on behalf of their respective principals represent that they have the authority to so bind their respective principals.

3. No Personal Liability.

No official, commissioner, agent or employee of any Party shall be charged personally by any Party or by its employees, agents, contractors or subcontractors with any liability or held liable to any Party or its employees, agents, contractors or subcontractors under any term or provision of this MOU or because of a Party's execution or attempted execution or because of any breach or attempted or alleged breach of this MOU.

4. No Third-Party Beneficiaries.

This Agreement does not create in any individual or entity the status of third-party beneficiary, and this Agreement shall not be construed to create such status. The rights, duties and obligations contained in this Agreement shall operate only among the Parties and shall inure solely to the benefit of the Parties. The provisions of this Agreement are intended only to assist the Parties in determining and performing their obligations under this Agreement. The Parties intend and expressly agree that only the Parties shall have any legal or equitable right to seek to enforce this Agreement, to seek any remedy arising out of a Party's performance or failure to perform any term or condition of this Agreement, or to bring any action for breach of this Agreement.

5. Governing Law.

This MOU shall be governed by and construed under the laws of the State of New Jersey and is subject to the New Jersey Tort Claims Act, N.J.S.A. 59:1-1 through -12-3 and the New Jersey Contractual Liability Act, N.J.S.A. 59:13-1 through -10.

6. Digital Signatures.

The Parties agree that this MOU may be executed with electronic signatures. The Parties agree to accept and submit electronic signatures in connection with this MOU. The Parties acknowledge the right to opt-out of this arrangement and can request hard copies of the applicable documents to sign and review upon thirty (30) days written notice to the other party.



SIGNATURES

We, the undersigned, agree to use the above procedures to amend and modify the Metropolitan Planning Organizations' Transportation Improvement Programs (TIPs) and the New Jersey Statewide Transportation Improvement Program (STIP).

Ariella Maron, Executive Director
Delaware Valley Regional Planning Commission

Date

John P. Kelly, Chair,
North Jersey Transportation Planning Authority

Date

Leonard Desidero, Policy Board Chairman
South Jersey Transportation Planning Organization

Date

Kris Kolluri, Esq., President & CEO
New Jersey Transit Corporation

Date

Francis K. O' Connor, Commissioner
New Jersey Department of Transportation

Date

Modification & Amendment Table

	Informational Modifications	Administrative Modifications	Committee Modifications	Board Amendments
<i>Concept Development, Preliminary Engineering, Final Design, Right of Way or Advanced Utility Program Line Item</i>	\$1,500,000 or less	\$1,500,001 <> \$5,000,000	\$5,000,001 <> \$15,000,000	More than \$15,000,000
<i>Construction, Design/Build (Between \$0- \$10M)</i>	\$5,000,000 or less	\$5,000,001 <> \$7,500,000	\$7,500,001 <> \$15,000,000	More than \$15,000,000
<i>Construction, Design/Build (Between > \$10 - \$25M)</i>	\$7,500,000 or less	\$7,500,001 <> \$10,000,000	\$10,000,001 <> \$15,000,000	More than \$15,000,000
<i>Construction, Design/Build (Between >\$25 - \$100M)</i>	\$10,000,000 or less	\$10,000,001 <> \$15,000,000	\$15,000,001 <> \$20,000,000	More than \$20,000,000
<i>Construction, Design/Build (Greater than \$100M)</i>	\$15,000,000 or less	\$15,000,001 <> \$20,000,000	\$20,000,001 <> \$30,000,000	More than \$30,000,000
<p>Major Amendment: Any TIP/STIP actions which affect air quality conformity and would require a new regional conformity determination, and the action can be classified under conditions A.1. of this agreement.</p> <p>Minor Amendment: Any TIP/STIP action which does not affect air quality conformity and does not require a new regional conformity determination, and the action can be classified under conditions A.2. of this agreement.</p>				

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2601-06: Adopting a Memorandum of Understanding (MOU) for Statewide Procedures for Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) Revisions

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

WHEREAS, the SJTPO formally adopted the FFY 2026-2035 Transportation Improvement Program (TIP) on September 22, 2025; and

WHEREAS, the TIP may be revised at any time, under procedures agreed to by the cooperating parties consistent with the procedures established by the federal Metropolitan Transportation Planning and Programming requirements (23 CFR 450), for its development and approval; and

WHEREAS, the MOU was first approved by NJDOT, NJ TRANSIT, and NJTPA in 1995 with updates in 1999, 2007, and 2012 that were expanded to include all three Metropolitan Planning Organizations (MPOs) in New Jersey; and

WHEREAS, on September 24, 2012, the SJTPO Policy Board approved a MOU setting forth procedures to amend and modify the SJTPO TIP and STIP, and approved amendments to the MOU; and

WHEREAS, the three MPOs in New Jersey, NJDOT and NJ TRANSIT, have worked cooperatively in developing revised TIP/STIP amendment and modification procedures; and

WHEREAS, the proposed MOU reflects a single, unified document with statewide procedures that serves all three MPOs, NJDOT, and NJ TRANSIT; and

WHEREAS, amendments involve a major change to a project or program in the TIP/STIP and are categorized into two classes: major amendments affecting air quality conformity and minor amendments that do and do not require a new regional conformity determination; and

WHEREAS, changes not considered amendments shall be considered modifications categorized into three classes: informational, administrative, and committee; and

WHEREAS, the procedures have been updated to align with the current surface transportation bill guidelines, and monetary thresholds have been updated to account for project cost increases that trigger the majority of the TIP revisions, and now also consider the overall estimated costs of the construction project; and

WHEREAS, the MOU includes references to the public participation procedures for amendments, modifications, and conformity determinations to provide the appropriate level of public involvement;

WHEREAS, consistent with SJTPO public participation procedures, the SJTPO has provided opportunities for review of this action; and


NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the attached Memorandum of Understanding (MOU) among the Delaware Valley Regional Planning Commission (DVRPC), the New Jersey Transportation Planning Authority (NJTPA), SJTPO, NJ TRANSIT, and NJDOT on the statewide procedures to revise the TIP/STIP.

BE IT FURTHER RESOLVED that the Policy Board requests that the Executive Director coordinate with the NJDOT, NJ TRANSIT, and the MPOs execute the appropriate contractual arrangements with all parties on behalf of the SJTPO.

BE IT FURTHER RESOLVED, that a copy of this resolution and the revised MOU be forwarded to the NJDOT for execution and submission to the Federal Highway Administration and the Federal Transit Administration.

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting on January 26, 2026.

 1/26/26

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