

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 1701-03: Approving the Selection of JMT Technology Group as the Consultant for the SJTPO FY 2017 Ladders of Opportunity, Regional Assessment & Tool Development Project

PROPOSAL

The Selection Committee recommends that the Policy Board approve the selection of Johnson, Mirmiran & Thompson, Inc. (JMT Technology Group), in association with the DBE firm of Rodriguez Consulting, LLC, for the SJTPO FY 2017 Ladders of Opportunity, Regional Assessment & Tool Development Project.

BACKGROUND

On November 9, 2016, SJTPO released a Request for Proposal (RFP) seeking a qualified firm to complete our Ladders of Opportunity project. The selected firm is to develop a web-based interactive tool designed to identify and assess two things: the region's population's access to certain destinations and the current transportation network's ability to meet their needs. This tool is to be utilized by the consultant to provide a thorough assessment of the relationship between the region's population and the transportation network. A report is to also include recommendations to SJTPO related to improving the network's performance most efficiently and effectively. Special emphasis is to be placed on the disadvantaged populations; however, all network users are to be included in the assessments and recommendations. The Notice of Availability of Requests was sent to approximately 135 firms.

At its November 14, 2016 meeting, the Technical Advisory Committee vested consultant selection authority in a committee consisting of The Selection Committee consisted of SJTPO (Dave Heller, Bill Schiavi), Cumberland County (Bob Brewer), Cross County Connection (Bill Ragozine), and NJDOT (Bassey Onyile).

Five proposals were received and scored by the selection committee. Three of the proposals emerged as closely ranked leading candidates. Interviews were conducted with these three top ranked firms on Monday, December 19, 2016. JMT Technology Group was ranked the highest after the interview. As such, the Selection Committee recommends JMT in association with Rodriguez Consulting, LLC as the ESBE.

JMT's cost proposal stated a project budget of \$39,968.71; which is under the \$40,000 allocated under Task 17-403 Ladders of Opportunity Assessment within the FY 2017 Unified Planning Work Program (UPWP). As part of negotiations, a revised scope was delivered which provided a more detailed description of the project requirements and deliverables. JMT's cost proposal included 16.97% of the contract total to be allocated to the participating DBE firm. If this contract is awarded, the SJTPO DBE/ESBE participation rate for FY 2017 would be 12.6%.

The attached Resolution authorizes the Executive Director to negotiate minor revisions to the scope of work and fee to best advance the goals and intent of the project.



LADDERS OF OPPORTUNITY, REGIONAL ASSESSMENT & TOOL DEVELOPMENT

Response Prepared For



JMT Proposal Number: 16-1883-999

Response Prepared By

JMT Technology Group
1600 Market Street Suite 520
Philadelphia, PA 19103

A. Narrative

Introduction

Executive Summary

JMT Technology Group understands the SJTPO's desire to create a series of web-based, interactive maps to assist in identifying and assessing the region's population's access to specific destinations, and the transportation network's ability to meet these needs. The maps will help to demonstrate the needs for connecting disadvantaged populations with facilities providing services such as healthy foods, healthcare, and employment. The interactive maps will be based on a suitability analysis that will help identify mismatches between the population and the services identified. The JMT Team brings our experience developing similar spatial analysis products, such as those developed in support of the City of Philadelphia's Food Access program, to help the SJTPO with this project.

The JMT Team will approach the technical study using the prescribed tasks outlined by the SJTPO as guide. The steps will include collection/evaluation of the identified data, performing the spatial analysis, creating the web-based mapping tools, and generating the final report. Each of the steps will include quality reviews to ensure the subsequent steps are starting with the most complete set of information.

Data Collection

The underlying data identified for this project will be collected by the JMT Team. The data will be collected, evaluated, and stored in a centralized location to support the analysis and reporting requirements. JMT will be responsible for any cost associated with purchasing data required to support this project. The table below outlines the data that will be collected to support the subsequent suitability analysis. In instances where two data sources are listed, the first will be the primary data source followed by secondary data source. For example, Recreation Centers lists Open Street Map Data as the primary data source and costar as secondary source. Where substitute data sources from those listed in the original RFP have been provided, those sources will be at least as complete an up-to-date as the sources stated in the RFP.

Data	Source	Last Updated
Census		
Total Number of Households	US Census Bureau ACS 2010-2014 5-year estimates	2010-2014 ACS
Total Number of People	US Census Bureau ACS 2010-2014 5-year estimates	2010-2014 ACS
Households with 1 or More People with Disability	US Census Bureau ACS 2010-2014 5-year estimates	2010-2014 ACS
Number of Households Below Poverty Line	US Census Bureau ACS 2010-2014 5-year estimates	2010-2014 ACS
People 65 or Older	US Census Bureau ACS 2010-2014 5-year estimates	2010-2014 ACS
Essential Health Services		
Hospitals	Health Resource & Service Administration (HRSA), New Jersey Office of GIS Open	6/24/2016
Health Clinics, Therapy Centers, Labs, etc.	Health Resource & Service Administration (HRSA), NJGIN2	1/18/2016
Social Services		
Senior Centers	Aging & Disability Resource Connection / NETS	Ongoing
Centers for the Developmentally Disabled	Aging & Disability Resource Connection / NETS	Ongoing
Social Security, Unemployment, Welfare	costar	2016
Grocery Stores (supermarket, grocery specific stores, deli, etc.)	Neilson or Esri (InfoGroup) / costar	2015
Recreation Spaces		
Parks	NJGIN	6/6/2012
Trails (bike or walking)	NJGIN	6/6/2012
Recreation Centers	Open Street Map data / costar	Ongoing
Education		
Schools (colleges, Vocational Schools) - This will be broken into two year, under two year, and four year college	NCES National Center for Educational Statistics	Ongoing
Training Centers	NCES National Center for Educational Statistics/costar	Ongoing
Employment		
Employment (Number of Jobs)	New Jersey Department of Labor/costar	Oct-16

Perform Analysis

Once the data has been collected, the JMT Team will begin the steps to perform the analysis focused on identifying the gaps and mismatches between population and the desired services. The populations, their destinations, and their accessibility to the current network will be considered, with a principal focus on the population to destination mismatch. The analysis is intended to provide insight into the unique nature and challenges of the SJTPO region and the ability of the current transportation network to meet the needs of the its users.

Determining this access, or lack thereof, is best done by performing a suitability analysis. The lead GIS Analyst for this project supported the City of Philadelphia’s Access to Healthy Food Analysis using a similar analytical approach in identifying walkable access to healthy food locations.

The best way to illustrate how the analysis works is through an example. The picture on the right shows an example using walkability or walksheds and supermarket access. In this example, Network Analyst for ArcMap was used to generate a half mile walkshed around two locations of interest in our project area. For the SJTPO project, we will incorporate the available transportation network including features such as roads, bike paths, or sidewalks to better replicate travel methods. The underlying algorithm will use the complete transportation network along with time or distance information to generate travelshed polygons representing either travel distance or travel time.



The JMT Team will work with the SJTPO to develop a scoring system to accurately reflect the type of analysis to be performed. In our example, we are using a scoring system that was created based on access to healthy foods. For the SJTPO project, the scoring system will reflect access to facilities such as health centers, employment locations, and social service centers. The travelshed polygons for each facility will receive the determined scoring value. In cases where the travelshed polygons overlap, we can use GIS tools to combine the overlapping walksheds and the associated scoring of the overlapping area. The result of this process will be a travel scoring grid for the project area being analyzed. The custom tool used to create this grid can be given to SJTPO so the scores can be adjusted to best represent the built environment.



To properly correlate the travelsheds and the social variables, the scoring surface needs to share the same boundaries as the as the social variables. For this project, JMT will be using Census Block Groups as the boundary that will be correlated to all other sources. The Census Blocks provide the smallest boundary available where the census data still has an acceptable coefficient of variation (CV). A CV determines when sample data accurately represents the population the data is trying to represent. The overlay between the social factors and the travelshed will visualize the correlations between proximity to service locations and social variables. With this overlay as a basis, we can run statistics on this final layer to identify the demographic makeup of different levels of access to our target facilities.



The resulting analysis will support the SJTPO staff and planning partners to identify specific locations for improvements to the transportation network that would provide the most benefit to the region’s population and specifically to the currently underserved populations. These improvements may include pedestrian, transit, and roadway infrastructure, as well as programs related to Human Service Transportation (special populations).

Build the Tool

With the spatial analysis, complete, the resulting spatial content and map documents will be transformed into a web-based application to visualize transportation challenges and highlight areas of concerns. Utilizing the SJTPO’s ArcGIS Online organizational account, the JMT Team will create a series of web based, interactive, easy-to-use web maps and a Story Map Web Application to highlight the results of the analysis. The application will be accessible to SJTPO stakeholders (counties, municipalities, transit providers, and other planning partners) as well as the public. As an ArcGIS Online Specialty organization, JMT offers a wealth of experience in crafting data, maps and applications specifically for the ArcGIS Online platform.

The interactive map(s) will allow users to visualize the transportation network challenges and highlight areas of concern. Transportation challenges refer to the spatial mismatches between the population and their destinations. These would include locations with high population levels and low numbers of destinations (employment, healthcare, public services, healthy food options,

etc.). Another type of spatial mismatch includes those census block groups (CBGs) with many destinations and few residents. The accessibility to the network will also be taken into consideration. Locations with spatial mismatches and poor access to the network are the locations where “ladders” are needed.

This web based tool is to be used by SJTPO and its partners for future planning. For example, human service transportation providers could use the tool during the grant application process and other agencies will be able to identify specific needs and possible projects (bus stops, sidewalks, etc.).

The web based tool will provide visualization of the data generated during the data collection and analysis stages of this project. The first step in this process will be to create a series of maps visualizing various components of the data and resulting analysis. Each of the maps will be designed using cartographic best practices to ensure they effectively communicate the following concepts:

Map Series

Maps 1 – Populations: Identify the most transportation-disadvantaged populations

- Identification of the most transportation disadvantaged populations to display the following:
 - Seniors
 - Disabled
 - Poverty
 - No Vehicles
 - All Disadvantaged Populations
 - All Remaining (Non-Disadvantaged) Populations

Maps 2 – Destinations: Identify essential destinations of those populations

- Identification of the essential destinations for disadvantaged populations to display the following items below as well as those outlined in table below. The map will display the specific locations in as much detail as possible
 - Senior Destinations
 - Disabled
 - Poverty
 - No Vehicles Destinations
 - All Disadvantaged Destinations
 - All Remaining (Non-Disadvantaged) Destinations (Grocery Stores)

Destinations	Destinations by Population Groups				
	Seniors	HH Disabled	HH No Vehicle	HH Poverty	Remaining Population
Jobs		X	X	X	X
Job Training		X	X	X	
Schools		X	X	X	X
Medical	X	X	X	X	X
Grocery	X	X	X	X	X
Recreation	X	X	X	X	X
Senior Centers	X				
Centers for Disabled		X			
Government Services; e.g., Social Security, Unemployment, Welfare, Homeless Shelters	X	X	X	X	
Libraries	X	X	X	X	X

Maps 3 – Network: Identify the Current Network

- Visualization of the current transportation network including walking and bicycle trails, bike lanes, public transportation routes, stops and stations and the road network.

Maps 4 – Mismatch: Identify the population/destination mismatches

- Identification of the mismatch between populations/essential destinations at the Census Block Groups that contain high populations and low destinations, or low populations and high destinations:
 - Seniors Mismatches
 - Disabled Mismatches
 - Poverty Mismatches
 - No Vehicles Mismatches
 - All Disadvantaged Populations Mismatches vs all Destinations
 - Remaining Population (Non-Disadvantaged) Mismatches

Maps 5 – Accessibility: Identify the network accessibility of each census block group to destinations (essential services)

- Identification of the accessibility of each Census block group to essential service destinations. The accessibility map will display, for each Census Block Group, accessibility of the destinations to the transportation network including walking and bicycling trails, bike lanes, transit routes, stops and stations and the road network.

Maps 6 – Mismatch vs. Accessibility: Compare the mismatched locations with the current network accessibility

- Mismatch vs. Accessibility - Compare the mismatched locations with the current network accessibility. The map will display the relationship between the mismatched Census Block Group locations with the current network accessibility for the Census Block Groups. The map will highlight the Census Block Groups that will benefit the most from improvements to the network.
 - Seniors Mismatches
 - Disabled Mismatches
 - Poverty Mismatches
 - No Vehicles Mismatches
 - All Disadvantaged Populations Mismatches vs all Destinations
 - Remaining Population (Non-Disadvantaged) Mismatches

With the maps reviewed and approved, they will be published to SJTPO's ArcGIS Online organization. The web maps will be reviewed to ensure that all symbology was maintained correctly when published to ArcGIS Online. From there, the JMT Team will utilize available Story Map templates to create the interactive web application, utilizing the available templates and configuration settings already available through ArcGIS Online to reduce the overall schedule and budget of the project. The final SJTPO application will be made available to SJTPO project stakeholders for review and updates prior to being published to the public.

JMT will deliver a final database that supports the analytical results as well as the content required to support additional off-line analysis. The SJTPO Analytical database provided as part of this project will be a File Geodatabase that will provide for additional analysis and querying through ArcGIS Desktop applications and tools. This will include the ability to query the data using Location/Population, Mode and Destinations.

Locations / Populations will be selectable by:

- Census Block Groups within a county
- Census Block Groups within a municipality
- Census Block Groups within a certain distance of transit services
- Census Block Groups with Senior populations over a specific threshold
- Census Block Groups with Disabled Households over a specific threshold
- Census Block Groups with Poverty populations over a specific threshold
- Census Block Groups with No Vehicle Households over a specific threshold
- Census Block Groups with All Disadvantaged populations over a specific threshold
- Census Block Groups with All Non-disadvantaged populations over a specific threshold

Transportation Modes will be selectable by:

- Pedestrian/Walk
- Bike
- Transit
- Vehicle

Destinations will be selectable by Groups, or Locations:

- Senior Destinations Group
- Disabled Destinations Group
- Poverty Destinations Group
- No Vehicles Household Destinations Group
- Disadvantaged Populations Destinations Group
- Non-Disadvantaged Populations Destination Group
- Hospitals
- Health Clinics, Therapy Centers, Labs, etc.
- Social Services
 - Senior Centers
 - Centers for the Developmentally Disabled
 - Social Security, Unemployment, Welfare
- Grocery Stores (supermarket, grocery specific store, deli, etc.)
- Recreation Spaces
 - Parks
 - Trails (bike or walking)
 - Recreation Centers
- Education
 - Schools (Colleges, Vocational Schools)
 - Training Centers
 - Employment (Number of Jobs)

JMT will create off-line ArcGIS Desktop Model(s) to facilitate the querying and analysis of the master database. The offline tools will support the generation of accessibility statistics by Population Group. In addition, the tools will support the generation of total accessibility scores for each Ladders Population Group by multiplying the population in each CBG by the appropriate accessibility score for that particular group. The database and offline tool set will be able to generate a weighted accessibility score for each of the following population groups:

- Senior Population
- Disabled Population
- Poverty Population
- No Vehicles Household Population
- Disadvantaged Population
- Non-Disadvantaged Population
- Total Population

Prepare Technical Report

A technical report will be created by the JMT Team that will summarize the various components of the project. We will document the analytical processes followed including identification of all data sources, travelshed creation tools, and the scoring system implemented. Any custom tools developed as part of the analysis process will be documented and provided to the SJTPO, as well as instructions for updating the online content. A final component of the technical report will be a set of general recommendations to SJTPO related to improving the network's performance and addressing the access gaps most efficiently and effectively.

Deliverables

The following deliverables will be provided during this project:

- Regular Reports:
 - Bi-Weekly Project Status Updates via email. The status updates will describe tasks completed in the past two weeks, upcoming tasks for the next four weeks, any delays that affect the schedule of the project, and any assistance that will be needed from stakeholders in the coming weeks.
 - Meeting Minutes
 - Project Kickoff
 - Review Meetings
- Documented Analytic Approach detailing the analytical processes followed. The documentation will serve as a reference document to allow the SJTPO to re-run the analysis at a future date if desired.
- File Geodatabase(s) containing the source data as well as the derived spatial analysis results.
 - Model/Tools to support offline analysis
- Spatial Analyst Tool Web Application (within SJTPO AGO Organization) including support content such as:
 - Feature Services
 - Web Maps
 - Story Map based Web Application
- Presentations:
 - JMT will create presentation material to support demonstration to SJTPO staff as well as the SJTPO Technical Advisory Committee
 - JMT will conduct presentations to the SJTPO staff and the SJTPO Technical Advisory Committee
- Reports:
 - Draft Report for review and comment by SJTPO staff
 - Final Report including final analytical approach, steps for updating the online content and recommendations to address identified gaps found in the analysis

Requirements Issues

In reviewing the requirements for this project, JMT's only concern is the order of the requested tasks. As JMT understands based on the proposal and the published questions and answers, the Spatial Analysis Tool will present the final analysis through an interactive web application. As such we are proposing that the Spatial Analysis tasks are completed prior to development of the requested web based Spatial Analysis Tool.

B. Staffing Plan

The JMT Team is well-qualified with experienced staff ready to assist the SJTPO in the support of the Ladders of Opportunity, Regional Assessment and Tool Development project. The team is committed to providing this project with appropriate competent staff with qualifications and experience necessary to complete a quality project on-time and within budget. The JMT Team will devote sufficient resources and management attention to achieve a successful project. David Braig, PMP, GISP, will be assigned as the Project Manager. Bob Pliszka, PMP, GISP, Regional Director, will provide contract management support which will including input on all issues that could potentially impact quality, scope, schedule, and budget.

The JMT Team has sufficient employee depth, both in quantity and quality, to ensure the successful management and technical continuity of this contract. Below, please find man-hour requirements, an organizational chart, and resumes containing our proposed key staff for this contract

Man-Hour Requirements by Task

The following tables contain the man-hours per task for JMT and the subconsultant on the team.

- Task 1 – Data Collection
- Task 2 – Spatial Analysis
- Task 3 – Creation of Web-Based tools
- Task 4 – Documentation

Staff Name	Title	Hours Per Task				Total Hours
		Task 1	Task 2	Task 3	Task 4	
		1	2	3	4	
JMT Technology Group						
David Braig	GIS Project Manager	7	4	6	4	21
Jon Sinker	GIS Analyst	14	136	136	47	333
JMT Subtotal		21	140	142	51	354
Rodriguez Consulting, LLC						
Matthew Sherwood	Project Engineer	4	56	12	0	72
Rodriguez Subtotal		4	56	12	0	72
Total Hours		25	196	154	51	426

JMT commits to using Rodriguez Consulting during the execution of this contract to meet the 12.44% (as proposed actual will be 17%) federally approved DBE/ESBE goal. Rodriguez Consulting is a certified DBE whose portion of the work will meet the minimum requirements. Specific tasks will include:

- **Task 1: Data Collection** – This will include supporting the collection of the identified data sources and updating the data as needed over the course of the project.
- **Task 2: Spatial Analysis** – This will involve providing support for the generation of travelshed and correlation surfaces
- **Task 3: Creation of Web-Based Tools** – This will include support for the publication of the web maps and QC of the final Web Application

C. Project Schedule

JMT proposes the following change to the schedule proposed in the RFP.

Paragraph # and page #	Exceptions to Specifications, terms or conditions	Proposed Alternative
Section 2. D Schedule/Deliverables	Adjust deadlines for the web-based analyst tool as it supports visualization and not analysis	Beta Version of the Spatial Analysis Tool April 14, 2017

The following is the estimated project schedule assuming a start date of February 13, 2017.

TASK NAME	START	FINISH
1) Kick-off and Data Collection	Day 1	Day 5
<i>Project Kickoff – 2/13/2017</i>		
Data Collection		
2) Perform Analysis	Day 6	Day 39
Initial Analysis – Transportation Grid/Scoring Matrix		
<i>Review Scoring Matrix with SJTPO – 2/27/2017</i>		
<i>Test Version of Database/Analysis 3/31/2017</i>		
3) Build Online Tools	Day 40	Day 64
Build Map Products		
<i>BETA version to SJTPO – 4/14/2017</i>		
Review and Updates		
<i>Demo Tool to SJTPO Staff – 04/28/2017</i>		
<i>Demo Tool to SJPTO TAC – 05/8/2017</i>		
4) Prepare Technical Report	Day 65	Day 87
Report Creation		
<i>Draft Report to SJTPO – 05/31/2017</i>		
Review and Updates		
<i>Final Draft / Project Wrap Up – 06/16/2017</i>		

Project Milestones

Assumptions

The following assumptions have been made in the development of this proposal:

- SJPTO will provide JMT publisher access to their ArcGIS Online Organization
- The interactive web-based tool will report on the completed analysis, and not perform any spatial analysis tasks.
- The off-line tools will consist of models/tools using ArcGIS Desktop – Basic capabilities. No ArcGIS Desktop extensions will be needed for the off-line database analysis.



LADDERS OF OPPORTUNITY, REGIONAL ASSESSMENT & TOOL DEVELOPMENT

Cost Proposal

Response Prepared For



JMT Proposal Number: 16-1883-999

Response Prepared By

JMT Technology Group
1600 Market Street Suite 520
Philadelphia, PA 19103

December 7, 2016

William Schiavi, Manager of Regional Planning
 South Jersey Transportation Planning Organization
 782 South Brewster Road, Unit B6
 Vineland, New Jersey 08361

RE: Ladders of Opportunity, Regional Assessment & Tool Development
 JMT Job Number: 16-1883-999

Dear Mr. Schiavi,

Johnson, Mirmiran & Thompson, Inc. (JMT) is pleased to submit one (1) hard copy of our Cost Proposal and an electronic copy on CD of our proposal package in response to the South Jersey Transportation Planning Organization’s Request for Proposals: Ladders of Opportunity, Regional Assessment and Tool Development. Our proposal is to provide consulting services in response to the RFP dated November 9, 2016.

JMT will be the Prime consultant for this opportunity and will be working with our subconsultant, Rodriguez Consulting, to deliver the best possible services to the South Jersey Transportation Planning Organization.

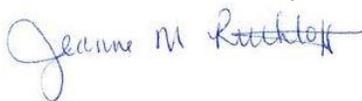
Firm Name	Johnson, Mirmiran & Thompson, Inc. (JMT) dba JMT Technology Group	
Address	JMT Philadelphia, PA (Base location for this contract) 1600 Market Street, Suite 520 Philadelphia, PA 19103	JMT Headquarters 72 Loveton Circle Sparks, MD 21152
Subconsultants	Rodriguez Consulting (DBE)	
Person(s) Authorized to Negotiate Proposed Contract & Bind Firm	Jeanne M. Ruthloff, Vice President 410.316.2298	
Project Manager	David Braig, PMP, GISP, Project Manager 215-496-4715	

JMT certifies its eligibility, as well as our commitment, to this project. The JMT team has had the privilege of working with several State, Regional and Local government agencies and authorities across the region, and our attentiveness to customer service has created strong and successful working relationships. We welcome the challenge and look forward to the opportunity to work on this very important project. JMT certifies that the staff proposed in our proposal will be used in the performance of the contract and will be available for assignment to the contract as of the anticipated contract start date through its anticipated completion. JMT certifies that the firm is not ineligible to receive award of a contract due to inclusion on any federal or New Jersey State lists of debarred contractors, or otherwise ineligible to be awarded a contract using federal or state funds.

On behalf of the JMT Team, we very much look forward to the opportunity to work with the South Jersey Transportation Planning Organization. Please contact Bob Pliszka, Senior Associate, at 215-496-4738 or by email at bpliszka@jmttg.com if you require any additional information regarding the content provided in our proposal.

Sincerely,

Johnson, Mirmiran & Thompson, Inc.



Jeanne M. Ruthloff
 Vice President

JR/bp/jp

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 1701-03: Approving the Selection of JMT Technology Group as the Consultant for the SJTPO FY 2017 Ladders of Opportunity, Regional Assessment & Tool Development 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, the Fiscal Year 2017 SJTPO Unified Planning Work Program includes Federal Highway Administration planning funds for this project; and

WHEREAS, the Notice of Availability of Requests was sent to approximately 135 firms on November 9, 2016; and

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

WHEREAS, five proposals were received; and

WHEREAS, the SJTPO Technical Advisory Committee vested consultant selection authority in a Selection Committee consisting of Cumberland County, Cross County Connection, NJDOT, and SJTPO staff reviewed the proposals and evaluated them according to SJTPO's published criteria; and

WHEREAS, the Selection Committee recommends Johnson, Mirmiran & Thompson, Inc. (JMT Technology Group) in association with the DBE firm of Rodriguez Consulting, LLC,

NOW THEREFORE BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the above selection for FY 2017 Ladders of Opportunity, Regional Assessment & Tool Development Project, with a maximum fee of \$39,968.71; and

BE IT FURTHER RESOLVED, that the Policy Board authorizes the Executive Director to execute scope of work and cost modifications to the original contract amount, provided that funding is available and such modifications have been approved by the NJDOT and the SJTPO.

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

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of January 30, 2017.

, Secretary/Treasurer