

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

ITEM 2301-04: Approving the Selection of Envision Consultants, Ltd. for the SJTPO Regional Freight Plan

PROPOSAL

At its January 9, 2023, meeting the Technical Advisory Committee recommended that the Policy Board approve the selection of Envision Consultants, Ltd., a DBE firm, in association with KCI Technologies, Inc. for the SJTPO FY 2023 Regional Freight Plan technical study.

BACKGROUND

On Friday, October 7, 2022, SJTPO released a Request for Proposal (RFP) seeking a qualified firm provide professional services in the development of an SJTPO Regional Freight Plan, which will support decision-making related to local freight transportation infrastructure improvements.

SJTPO recently completed the Regional Freight Plan Data Gathering and Analysis Study as the first part of developing a freight plan. The study's information and other resources will be used to produce a plan that is grounded in quality, well-documented data, and makes well-supported recommendations on the identified regional freight network.

The Notice of Availability for this Request for Proposals was sent to 246 contacts. One (1) proposal was received, which was reviewed by the TAC-designated Consultant Selection Committee with representatives from the City of Vineland, Cumberland County, Atlantic County, NJDOT, and SJTPO.

Proposals were evaluated based on the technical approach, value given stated costs, consultant team qualifications, and DBE participation. Scores for each reviewer were converted to ranks, which were then averaged amongst all reviewers. An interview was conducted.

The proposal, submitted by **Envision Consultants, Ltd.** (DBE) and including KCI Technologies, Inc. was determined to satisfy all requirements of the request for proposals. The scope of work and the associated project costs were reviewed and negotiated. Therefore, the proposed cost is \$151,993.13, compared to the budget of \$152,000, with 53.88% DBE participation.

The project will be funded within SJTPO's Technical Program in the FY 2023 UPWP, as Task 23/405 SJTPO Regional Freight Plan. This technical study is a two-year effort with an anticipated contract end date of June 30, 2024.

William Schiavi
Principal Planner
South Jersey Transportation Planning Organization
782 South Brewster Road, Unit B6
Vineland, NJ 08361

RE: Request for Proposal – SJTPO Regional Freight Plan

Mr. Schiavi,

Envision Consultants, Ltd. (Envision), a certified DBE/SBE/WBE firm headquartered in Mullica Hill, New Jersey, is pleased to submit its Regional Freight Plan Proposal to support the South Jersey Transportation Planning Organization's (SJTPO) Regional Freight Plan. Furthermore, Envision has reviewed and accepts SJTPO's Standard Contract Agreement Boilerplate (Exhibit I).

First and foremost, I would like to introduce Envision to you as a South Jersey firm. With our corporate headquarters located in Mullica Hill, immediately adjacent to the SJTPO region, our staff of freight experts, engineers, and outreach specialists live, work, and play throughout the four county SJTPO area. From Vineland to Cape May, Atlantic City to Penn's Grove, our team knows the SJTPO region, its freight challenges, and key stakeholders on a personal and professional basis. One factor that we believe sets our team apart from any other is that Envision has the former Chief Engineer and Service Delivery Compliance Officer of Conrail, the largest freight railroad in the region. Combined, the Envision team has over 30 years with the local knowledge of freight patterns and shippers. This knowledge includes personal relationships with major area shippers, which allows us to uniquely reach out to the right people to get the best possible information for freight planning in the area.

While Envision has supported SJTPO before, you may not know Envision for its planning services. Envision has, in fact, grown tremendously in recent years, specifically in freight areas directly related to this plan. To elaborate on Envision's past team experience in this area, in 2017 Envision's Project Manager was Conrail's representative in developing the 2017 New Jersey Statewide Freight Plan. In 2018, Envision was key in community outreach and GIS mapping development for the Port of Salem Freight Corridor Freight Rail Intermodal Study, and in 2022 Envision has been deeply involved in the New Jersey State Rail Plan, handling outreach to New Jersey's freight railroads.

For an example of the difference that Envision's team is making, in 2022 Envision, for the first time ever on a New Jersey State Rail Plan, developed and implemented a coordination plan with the New Jersey Railroad Association, which is New Jersey's freight rail industry group. This coordination with the association has allowed for better access to freight carriers, improving the quality and thoroughness of the network constraints, concerns, and freight opportunities identified in the plan.

Envision is best poised to design, implement, and complete the SJTPO Regional Freight Plan because more than any other firm, Envision is local and knows the local market. If you look at the major local projects referenced in the 2022 SJTPO Regional Freight Plan Data Collection and Analysis, Envision has worked on almost all of them. We are currently heavily engaged in project controls at Windport; our team not only supported the 2018 Port of Salem study, we also operated the railroad and built the railroad infrastructure that connects it to the national network; and we know cold chain distribution infrastructure because our team actually managed refrigerated freight shipments in the area (specifically, refrigerated boxcar shipments to Safeway in Vineland).

However, as a small firm, Envision understands that an undertaking worthy of the SJTPO needs more than unparalleled local knowledge and freight operations expertise, it also needs world-class support to ensure we meet all of SJTPO's needs and complete a thorough, comprehensive Regional Freight Plan. That's why Envision has partnered with KCI Technologies

on this pursuit. KCI, a mid-size firm with over 2,000 employees in 21 states, is large enough to provide intensive data analytics and planning support, while simultaneously small enough to provide a personal touch to everything they do. For an example of that, look no further than the PennDOT Bureau of Rail, Freight, Ports, and Waterways. There, KCI (with Envision as a partner), recently won a second consecutive 5-year contract to support the Bureau in project management oversight for rail, freight, port, and waterway projects throughout the commonwealth. In that role, KCI provides freight project management and planning expertise to a wide variety of projects throughout the commonwealth, including road and rail clearance projects, freight rail congestion mitigation, local intermodal planning, and transportation planning.

Envision and KCI bring a unique and collaborative team that is highly experienced in delivering proven, measurable strategies to facilitate the integration of freight into multimodal transportation networks, especially transportation networks in or close to South Jersey. We bring a team of technical experts that has decades of knowledge in the fields of transportation planning, rail and transit, construction management, public outreach and communications. In addition, our leadership experience in major local transportation entities and Envision's experience working directly with the SJTPO, as a trusted subconsultant, gives us a first-hand knowledge of federal, state, and regional requirements.

Envision's team of Freight Rail and Transportation Planning technical experts are committed to putting their experience to work for the SJTPO, providing freight planning expertise, a strong knowledge of federal, state, and regional requirements, and staff available to develop the Plan within the project timeline. Our team includes a former SEPTA General Manager, a former Chief Engineer and a former Operations Manager for Conrail, and a former Pennsylvania Secretary of Transportation with 39 years of experience leading major transportation initiatives in both the public and private sectors.

Fostering diversity and inclusion is a key component of Envision's core values. Envision is made up of more than 50 employees, with minorities, inclusive of women, making up 38 percent of the firm's staff. Envision has appeared consecutively on the *Philadelphia Business Journal's* List of Top Women-Owned Businesses.

Envision has carefully reviewed the Request for Proposal, and our team is prepared to assist SJTPO in achieving its goals, objectives and expectations for this contract. The qualifications contained herein describe Envision's understanding of the services required and highlights examples of our approach to the development of a SJTPO Regional Freight Plan. Our goal on every task is to contain and maintain the highest levels of communication—in real time—with SJTPO's internal staff. We appreciate the opportunity to submit our proposal, and we look forward to not just meeting—but exceeding—SJTPO's expectations. Should you have any questions, please do not hesitate to contact me directly.

Respectfully,



Victoria Malaszecki, MBA
President & CEO

INTRODUCTION/EXECUTIVE SUMMARY

Envision Consultants, Ltd. (Envision) is pleased to submit to the *South Jersey Transportation Planning Organization (SJTPO)* our proposal for the Regional Freight Plan. Envision understands that the SJTPO is requesting proposals from qualified organizations to provide freight planning expertise, a strong knowledge of federal, state, and regional requirements, and staff availability to develop the Plan within the expected project timeline.

The right team, at the right time. Founded in 1994, Envision has forged long-standing partnerships with clients who have relied on us again and again for highly responsive, results-driven services. Envision works collaboratively alongside project owners, local agencies, design professionals and other stakeholders, providing planning, project management support and outreach services that are tailored to the unique needs of each client and each project. Our stakeholder and public involvement services add value, and are rooted in nearly 30 years of proven experience. Envision's comprehensive services provide the timely, objective information project teams need to make informed, effective decisions.



Envision will be enhanced with the expertise of **KCI Technologies** with more than **2,000 employee-owners** operating out of more than 70 offices in 21 states across the US. Founded in 1955, KCI is a 100-percent employee-owned engineering, consulting and construction firm serving clients throughout the United States. With revenues of approximately \$368 million in 2021, the *Engineering News-Record* has consistently placed KCI among the top 100 consulting engineering firms in the country.



Envision has been consistently named to the *Philadelphia Business Journal's* annual list of Top Women-Owned Businesses. Headquartered in **Mullica Hill, NJ**, Envision also has offices in **Philadelphia, PA**. Envision will demonstrate current experience working with Transportation Agencies, working with government, and the ability to demonstrate high levels of competence, creativity and experience in planning, oversight, management, coordination as well as stakeholder and public involvement of multiple projects concurrently. Envision will provide the SJTPO with local expertise in transportation planning, grant funding, project implementation and oversight, and design and construction technical support services.

Envision understands the critical and imperative nature of the scope of services, to be able to deliver a Regional Freight Plan that is grounded in good quality, well-documented data and makes well-supported recommendations on the regional freight network. Implementing the Regional Freight Plan concisely, effectively and quickly becomes the common mission from the moment we are notified of an award. Success will be predicated by a smooth and effective start. This can only be achieved by a team that has the understanding of the existing SJTPO territory, the intimate on-the-ground knowledge of working in tandem with MPOs and Transportation Agencies, and the knowledge of and passion for the importance of the Regional Freight Plan to the region. With the objectives noted above, Envision has assembled a team for this undertaking that offers a unique blend of applied local knowledge of the SJTPO's freight infrastructure and operations, technical skills, social understanding, empathy, planning, public engagement, outreach, communications experience and a collective history of delivering successful projects. We hope you will find that this proposal demonstrates that the Envision team is the right team for the job.

“THE SUCCESSFUL TEAM MUST DEMONSTRATE PREVIOUS SIMILAR PROJECT EXPERTISE, TECHNICAL CAPABILITIES OF PROPOSED STAFF, AND A SOLID UNDERSTANDING OF THE PROPOSED SCOPE OF WORK.”



Victoria Malaszecki, MBA - Principal-In-Charge (Envision) leads the firm as a working principal and takes a very ‘hands-on’ approach. Clients take comfort in the fact that their projects receive the special attention of the owner of the firm. With over 30 years of experience, Ms. Malaszecki has provided stakeholder coordination and public involvement services to clients throughout South Jersey. As a local resident of South Harrison Township, NJ, she built her home, raised her family and headquartered her firm in South Jersey. Ms. Malaszecki has built her business and livelihood while supporting the region. She is excited for the opportunity to make a personal investment

in the success of South Jersey and assist in disseminating its story locally, regionally and nationally. Ms. Malaszecki’s portfolio includes serving as key consultant or principle in charge of a multitude of design, planning and construction projects for such clients as the SJTPO, DRPA, NJDOT, Delaware River Port Authority/PATCO, Delaware River Joint Toll Bridge Commission, Delaware Valley Regional Planning Commission, NJ Transit, NJ Turnpike Authority, Federal Railroad Administration, and, notably, the Federal Transit Administration through multiple consecutive PRIME FTA Project Management Oversight contracts (2014-2023).



Adam Baginski – Project Manager (Envision) is a former Chief Engineer with Conrail and has an extensive background of over 14 years providing transportation planning, engineering design, project management and project management oversight of major rail infrastructure projects, including highly complex track, structures, communications and signaling work throughout the Northeast and Mid-West. Mr. Baginski specializes in managing both work planning and processes, developing and managing prudent capital budgets, and ensuring compliance with standards and regulations across multiple agencies and locations. Mr. Baginski is a registered Professional Engineer

and, notably, a certified Locomotive Engineer and Train Conductor. He has an M.S. in Transportation Management from the University of Denver Transportation & Supply Chain Institute and a B.E. in Civil Engineering from McGill University. He also has a Railway Management certificate from Michigan State University, and is a member of the American Railway Engineering and Maintenance of Way Association.



Barry Schoch – Technical Advisor (KCI) is a former Pennsylvania Secretary of Transportation, and has 39 years of engineering experience including consulting, managing, and key involvement in complex transportation projects. His project development experience ranges from managing final design and location studies for complex highway projects to major environmental impact statements. Mr. Schoch also has extensive experience in public involvement and agency presentations, innovative financing techniques, environmental policy and streamlining the project development process. He has also made hundreds of presentations to general public, state and federal environmental

agencies, and professional peer groups concerning these topics. An experienced meeting facilitator and consensus builder, Mr. Schoch can utilize these skills to moderate and/or facilitate key meetings with elected officials and stakeholders.



Deborah Hoover - Senior Planner / NEPA Practice Leader (KCI) specializes in environmental analysis, planning process development, NEPA, and environmental documentation, and related federal and state environmental laws/ regulatory requirements. Additionally, Ms. Hoover also heads up the transportation-related public outreach for the firm. Ms. Hoover is focused on managing and delivering transportation projects of all sizes including CEEs, EA, and EISs, and she is very well-versed in the NEPA process. She assisted with the public outreach and environmental analysis portion of Lancaster County's connects 2040 Metropolitan Transportation Plan and was Project Manager for the Pennsylvania Turnpike Systemwide Planning contract. In addition, she has prepared and reviewed environmental clearance documents for various types of transportation projects including

the US 219 Planning and Environment Linkages Study and EIS in Somerset County, PA and Garrett County MD, I-95 Belvidere Road Interchange Project in Cecil County and the West Front Street Extension Project, and Sassafra Street Connector in Erie, PA and the Section 4(f) document for the Downingtown Train Station.



Timothy Johnson - Senior Engineer (KCI) acquired a strong technical understanding of broad-based transportation issues while fulfilling executive-level leadership responsibilities at PennDOT. His specific areas of expertise include program management; regulation and policy development; software development; public training and outreach; and inter-agency coordination. He has carried his experience forward to KCI to work with a range of public and private sector clients in transportation, land development, utilities, stormwater management, and other disciplines to provide technical project oversight and professional engineering services. As Special Assistant to the Deputy Secretary of Highway Administration for PennDOT, Mr. Johnson worked daily with the Secretary of Transportation, Deputy Secretaries and Highway Administration Bureau Directors to make recommendations with regard to engineering design,

construction, and maintenance of Commonwealth-owned roads, bridges, and other assets.



Thomas J. Dutcher - Freight Rail Specialist (Envision) has been a key driving force in the delivery of numerous major rail infrastructure projects and is adept at developing consensus among diverse stakeholders to achieve mutually beneficial outcomes. In former roles as Manager of Rail Operations leading Conrail's Network Operations Center, as well as local freight rail management roles throughout South Jersey, Mr. Dutcher effectively collaborated with various internal stakeholders including Transportation, Dispatch, Service Delivery, Maintenance of Way and Structures, Communications and Signals, Mechanical, and Locomotive departments to develop, manage, and

successfully deliver project outage and staging plans, emergency response plans, and service recovery plans. In many of these successful collaborations, Mr. Dutcher was also responsible for engaging key outside stakeholders, including other railroads such as Amtrak, NJ Transit, SEPTA, Norfolk Southern, CSX, CN, and CP; Federal Agencies including the FRA and TSA; state and local transportation, rail, port, freight, and law enforcement agencies; and a multitude of major rail customers including South Jersey rail shippers.



Jeff Knueppel, PE - Technical Advisor (KCI) Former SEPTA General Manager Mr. Jeffrey Knueppel, PE (KCI) provides unique freight and rail planning expertise having extensive negotiation/partnering experience with Norfolk Southern, Amtrak, CSX, and transit operator unions. Additionally, Mr. Knueppel has established national relationships with many rail transit general managers through his former role as APTA's Chair of the Commuter Rail CEOs providing access to nationwide transit leaders to learn first-hand nationwide best practices and lessons learned. He comprehensively understands Amtrak's Mid-Atlantic Program and is in constant communication with them as consultant project manager for the Keystone Service running on the Harrisburg Line.



Tonia Karoo - Program Management Specialist (Envision) has over 18 years of progressive experience in the fields of program management, project budget and cost control, public involvement, document controls, customer service and information technology. Ms. Karoo thrives as a creative and energetic resource to enhance team interactions and communications. She is also customer focused with excellent project management, interpersonal, and communication skills. Ms. Karoo has extensive experience utilizing multiple project management software in Accubuild, Prolog, MasterWorks and eBuilder.



Natalie Reed - Public Involvement Specialist / Translator (Envision) is a Public Involvement Specialist with Envision Consultants, Ltd., who has experience performing public involvement and graphic design services for multiple Rail & Transit agencies including Amtrak, NJ Transit, PennDOT and SEPTA. Ms. Reed's responsibilities include marketing, writing, stakeholder database management, meeting facilitation and ensuring the timely implementation of public involvement/outreach and multi-media projects and tasks. Ms. Reed also interprets written and oral communications in Spanish for projects and tasks as needed.



Todd Euston, PE - Senior Engineer (KCI) has a background in railroad engineering and has worked with a wide range of US and international railroad clients for more than 22 years to deliver data and technology solutions for track inspection, maintenance, and planning. His first railroad job was interning in the Amtrak Engineering department where he analyzed data on rail wear rates and a shifting high-speed passenger track embankment. His Master's Degree concentrated on railroad engineering and included research on vertical track stiffness transition mitigation and modeling track stability for thermal buckling risk. In professional railroad consulting roles, he has worked on projects to analyze data, detect track safety concerns, determine condition ratings and useful life of track components, and advise accident prevention measures. He has developed software to manage and analyze

optimized maintenance and capital cycles and maintain track at operating class. Aspects of track condition and data included rail wear, rail profile grinding, track geometry, tie condition, track tamping, rail flaw detection, and switch condition.

NARRATIVE

Task 1. Coordination and Administrative Tasks

SJTPO can expect that immediately upon award, communication will begin between the Envision Project Manager and SJTPO's Project Manager, communication which will continue regularly throughout the life of the project. The Envision/KCI team is well prepared and experienced in facilitating MPO and agency communication, as evidenced by numerous successful collaborations with NJ Transit, PennDOT, SEPTA, DRPA, and many others. SJTPO can rest assured that communication and coordination will be consistent, easy, timely, thorough, and well documented. Additionally, Envision's close proximity to the SJTPO's offices brings exceptional coordination value since Envision's staff can easily meet with SJTPO representative at any time needed, live and in-person, offering unprecedented access and transparency throughout the project.

As part of the coordination and administrative tasks, SJTPO can expect that Envision will consistently arrange:

- Bi-weekly conference calls and status updates in email form
- Two week upcoming work plan, to be included in status updates
- Preparation and dissemination of meeting minutes and discussion summaries within 3 business days
- A detailed project schedule with expected meeting dates, task completion dates, and bi-weekly conference calls schedule

Additionally and uniquely, Envision is a New Jersey Unified Certification Program (NJUCP) Certified DBE/ESBE firm so there will be no need for concern over whether the Federal and State goals for DBE/ESBE participation are being satisfied. Envision is a thriving DBE/SBE/WBE that has built a nearly 30-year reputation for responsive, reliable and solutions-oriented services, and is well prepared to lead the

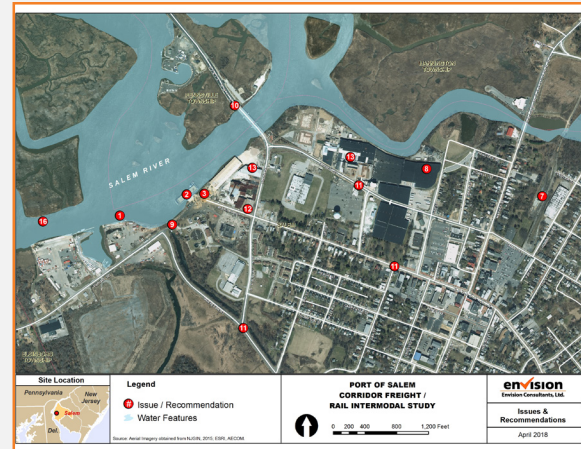
Envision/KCI team from a project delivery and DBE/ESBE goal standpoint.

Deliverables

1a: Bi-weekly Emails

1b: Meeting and Discussion Summaries

1c: Project Schedule



SJTPO - Port of Salem Corridor

Freight Rail Intermodal Study:

Envision provided key stakeholder outreach support services, GIS data and mapping support, listing of stakeholder comments, issues and recommendations in four main categories: ***Port Facilities, Rail Facilities, Road Facilities, and Economic Activity.***

Task 2. Stakeholder and Public Involvement

Stakeholder and Public Involvement Overview:

When it comes to stakeholder outreach, what makes the Envision/KCI approach unique is the recent, deep industry experience of the team in the local SJTPO area. With a team comprised of recent, local transportation leadership, including Conrail's former Chief Engineer, SEPTA's former General Manager, and Conrail's former South Jersey Operations Manager,

our team already has a number of deep relationships with local transportation stakeholders that make many aspects of stakeholder outreach only a phone call away. These local stakeholders include not only railroads, but industrial parks, petrochemical companies, and a wide variety of industrial shippers moving everything from lumber to potatoes, e-commerce to scrap metal. For an example of this local impact in action, look no further than the 2022 New Jersey State Rail Plan, in which Envision, for the first time ever, was able to incorporate freight stakeholder outreach into the plan from the New Jersey Railroad Association, the state's freight railroad industry group. During that outreach, Envision was able to help message the benefits of participation in the plan, including benefits for future project funding, and as a result, local freight rail operators have actively participated in the plan at previously unseen levels.

In a broader sense, the Envision/KCI team understands that a comprehensive, robust, and successful Stakeholder and Public Involvement plan is essential to the success of a Regional Freight Plan. After all, a successful Regional Freight Plan takes into account the existing circumstances and future needs of all regional freight stakeholders, and ultimately the future outlook presented by those stakeholders, as well as identification of key areas of investment, are foundational to the prioritized list of regional actions required within Task 6 of this study. In other words, freight stakeholders drive and guide investment priorities. It is essential that stakeholders are fully involved in this plan, and Envision/KCI is the right team to actively ensure that involvement.

Envision's general approach to this task sees four key "groups" of stakeholders whose input will be crucial to the foundation of the plan. They are (1) Freight Advisory Committee (FAC) members, (2) Technical Advisory Committee (TAC) Members, (3) Freight Community Stakeholders, and (4) the public. Envision's approach to ensuring the full participation of each of these groups is as follows:

Freight Advisory Committee (FAC) Outreach: The FAC, which was originally formed during the 2022 SJTPO Regional Freight Plan Data Collection and

Analysis study, does not have a regularly scheduled meeting time however can meet as needed to support the project. Envision anticipates six FAC virtual meetings during the development of the freight plan, as well as a final joint FAC and TAC in-person workshop presenting a draft final report.

While six FAC meetings may seem excessive, Envision's recommendation for this number of meetings stems directly from Envision's Project Manager's experience with the 2017 NJDOT Comprehensive Statewide Freight Plan, which he contributed to as a member of the NJ FAC. The experience there showed that while Freight Advisory Committees are one of the most effective tools available to bring together key stakeholders from the freight industry, it takes deliberate time and effort to solicit study responses. In Envision's experience, the most effective way to get responses is the deliberate messaging of the benefits of participation in the freight plan to freight industry stakeholders, combined with rigorous follow-through. These benefits, which often include the promotion of projects with significant business, social, or environmental benefits to freight stakeholders, are frequently unknown by would-be participants until reiterated and refined during FAC meetings. It is Envision's intent that once benefits of participation are clearly brought forward, additional stakeholder outreach will be conducted with the Freight Community as community members with specific needs and projects are further defined.

Envision will take the lead in providing this additional stakeholder outreach, and will be responsible for initiating and completing stakeholder communication. While SJTPO will be included on all communication, the execution of this outreach will be Envision's responsibility

Technical Advisory Committee (TAC) Outreach: The Technical Advisory Committee (TAC), is responsible for providing input to the Policy Board and is made up of regional planners and engineers from local towns, cities, counties, and agencies. Envision anticipates having two formal presentations to the TAC, both to occur during regularly scheduled bi-monthly meetings. The first formal presentation,

to occur at the outset of the project, is informative and meant to provide an outline of the SJTPO Regional Freight Plan and answer questions about the process and approach. The second formal presentation, to occur as part of the joint FAC/TAC in-person workshop, will occur near the end of the project and present a draft final report. Additionally, Envision anticipates that Envision's Project Manager or designee will provide supporting information for SJTPO's Project Manager to present to TAC workshops in the interim, for purposes of presenting updates on study progress.

Freight Community Stakeholders: Upon review of the outreach summary from the 2022 SJTPO Regional Freight Plan Data Collection and Analysis report, Envision anticipates approaching the freight community for additional information based on the results of two core processes. First, while the FAC outreach process is ongoing, Envision anticipates reviewing the specific interview questions and answer details from the 2022 report, with a focus on responses which identified clear, specific, definable problems. If consistent problems or conditions are noted in multiple interviews, Envision anticipates reaching out to two to four key stakeholders with a focus on those who have proposed remedies or solutions. Second, as the FAC outreach process is underway and investment opportunities begin to surface, Envision anticipates up to four follow-up calls with key stakeholders who have specific comments and ideas as a result of the FAC process. This is an approach Envision used very successfully in the 2022 NJ State Rail Plan, in which MPO and freight rail outreach meetings (comparable to FAC groups), were used to directly funnel railroads with additional ideas or comments for follow-up interviews.

Public Outreach: While historically, freight transportation was a less publicly visible portion of transportation planning than passenger transportation, the Infrastructure Investment & Jobs Act (IIJA) has set a historic priority on public input within transportation infrastructure planning. Accordingly, to support future IIJA-based funding for proposed projects, public and

community engagement is a necessity during project development.

To ensure that public engagement is fully integrated into the SJTPO Regional Freight Plan, Envision proposes hosting one hybrid public engagement meeting, in English and Spanish utilizing Zoom's interpreter tool, which will review the plan goals and be very similar to the initial TAC workshop meeting in nature. The meeting will give the public the opportunity to provide input to the Regional Freight Plan through both email and in-meeting Slido interactive surveys. The meeting will be advertised in local print publications, so as to give ample opportunity for attendance to those with limited internet access.

Additional Stakeholder and Public Involvement Information: The Envision Team will organize all stakeholder and public involvement activities outlined in this plan within a Public Involvement Notebook. The summary of items that would be organized in this notebook include:

- The Stakeholder/Public Involvement Plan
- Electronic and Print Materials
- Log of Project Inquiries
- Any Outreach Meetings Conducted

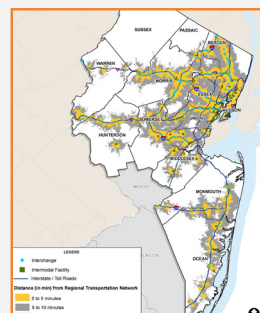
Deliverables

2a: FAC and TAC Meetings/Updates and Associated Stakeholder Follow-Up

2b: 2024 February SJTPO FAC / TAC Workshop

2c: Stakeholder Outreach

2d: Public Meetings



NJTPA - Connectivity Study:

Envision performed intensive research and GIS data gathering efforts in identifying data availability and suitability for local connectivity analysis for the 13-county NJTPA region guided by a desire to improve the integration and connectivity of the

transportation system, across and between modes, for people and freight.

Task 3. Freight Network Data Quality Assessment

In the SJTPO Regional Freight Plan Data Collection and Analysis technical study, a complex model was created which summarized network facilities and projected daily truck volumes based on a wide variety of factors. The Envision/KCI team understands that with any data model, local variations in factors such as land use, high-density origin/destination nodes, and previous data collection can sometimes lead to variations in model outputs within a model that is generally of a high quality. This is because models rely on the ability to collect, analyze, manage, measure, and predict data, with multiple calibrations needed as the result of feedback loops. Without effective calibration derived from feedback, it is difficult to determine if a model's goals and objectives are being met in an accurate manner and to make final refinements within the model accordingly.

SJTPO has presented a location where freight activity may be underrepresented based on the complex model, with the possibility of underrepresentation being based on local knowledge of truck traffic patterns. Envision/KCI recognize this area as the industrial corridor generally surrounding the Vineland Running Track on the west side of Vineland, containing major freight shippers such as Safeway Foods, Giordano's Recycling, Aunt Kitty's Foods, First Choice Freezer, and Phil-Corr. What's important to note about this area, and what the Envision/KCI team anticipate further investigating as part of the following quality assessment of freight volume estimates, is that this area is truly a multimodal, mixed-land use area, with dual rail/truck served industrial facilities being located in extremely close proximity to residential and green spaces. This dense mix of land uses and freight modes may provide insight into local variations within the model.

The Envision/KCI Team will analyze available data related to how the previous freight network volume estimates were determined and compare with other regional examples, especially focusing on multimodal

corridors in areas of mixed land use, similar to the Vineland location discussed above, with the goal of identifying if there are any critical freight areas that may be notably underrepresented. This data analysis or analytics may cover a broad spectrum of concepts, as needed to sufficiently verify the model. At its basic premise, data analysis can be boiled down to the ability to take raw data and perform a series of processes that help support decision making. The analysis itself can serve as a critical factor in measuring performance. There are many ways of addressing data analysis through correlation and aggregation, predictive and prescriptive analytics, streaming analytics, and big data, however the underlying concept is consistent – deliver insights from data and measure performance. The Envision/KCI Team's approach to analyzing data collection and analysis can be broken down into four areas: Requirements Gathering and Outcome Expectations, Data and System Identification and Collection, Preparing the Data for Analysis, and Data Analysis. This approach for analysis is replicated for any data reporting cycle.

To carry out the quality assessment analysis for freight network volume estimates, the initial requirements that had been developed for the data model will be reviewed with SJTPO. This starts reviewing the high-level goals that existed at the time of model creation, as well as developing a complete understanding of the key goals that SJTPO was looking to achieve or measure. Additionally, it is important to understand what decisions SJTPO is looking to make with the data in hand and how those decisions interface with the end user experience for the model.

After reviewing requirements, critical data elements that were used in the model will be reviewed. Oftentimes, critical data elements are spread loosely throughout a collection process or are not available or easily relatable to each other. This does not mean that the data is unusable, rather it needs to go through a cleansing or transformation process to prepare for analysis. There are nuances in this data refining process, but their basic purpose is to

prepare the data to be analyzed. These processes pull the data from the source environment and run a series of procedures that transform the contents of the data to become readily available for processing. This can include data cleansing, verifying that the data contents are complete, i.e. date structure or null value identification, and code classification. The data refining processes can deliver an output that is most suited for the analysis, all while not changing any data in the source system. The team anticipates completing a thorough quality review of the previous data refining process, ensuring that data is organized reasonably, appropriately, and effectively.

The final component of the quality assessment is a review of the data analysis. This will include reviewing the methodology behind the data analysis, knowing that the best methods for analysis are born from earlier components of the approach, and driven by the decisions that model users are looking to make based on the data and analysis available. Upon completion of the quality assessment, a screening methodology will be developed to identify any locations which the model may have inappropriately identified or handled in the requirements gathering, data identification and collection, preparation, and analysis phases.

Note that while the quality assessment of the freight network volume estimates is heavily data-intensive, this is also an area where the multimodal strength and local knowledge brought by the Envision/KCI team will serve to significantly strengthen the quality of the data review and doublecheck while maintaining a reasonable amount of overall effort. For example, in the location shown within the Request for Proposal, the Envision/KCI team is deeply familiar with the rail-served industrial corridor served by the Vineland Running Track near Route 55 on the west side of Vineland. To remediate the undercounting concerns within the earlier study, the Envision/KCI team would propose incorporating a qualitative analysis, combined with the model data analysis approach described above, of key multi-modal locations where significant quantities of freight are shared between truck, rail, ocean, and even pipeline modes, as these locations tend

to be inherently high generators of freight demand. Envision/KCI anticipates focusing on, at a minimum, the US 130 / Conrail Corridor between Penns Grove/ Pennsville and Logan Township, NJ 49 / NJ 45 corridor near the Port of Salem, the NJ 56 / Winchester & Western Corridor between Bridgeton and Vineland, the NJ 55 / NJ 47 / Conrail / Winchester & Western Corridor between Millville and Vineland, and the US 40 / US 322 / Southern Railroad of New Jersey Corridor between Atlantic City and Pleasantville. These corridors, and specifically locations along the corridors identified as having multi-modal shippers, may be important locations to conduct classification counts for model verification and a Quality Assessment of the Freight Network Volume Estimates.

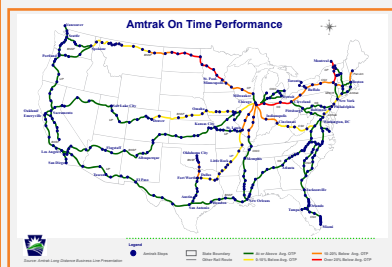
The Envision/KCI team is also aware that SJTPO likely has access to the RITIS New Jersey Freight Dataset, which it strongly believes could be of significant benefit for a quantitative analysis of the Freight Network Model. RITIS, which is described as “the leading big data aggregation and dissemination platform for solving challenging and complex transportation problems” is a highly detailed tool which can provide alternative freight data for a high-level quantitative assessment of the model data generated during the SJTPO Regional Freight Plan Data Collection and Analysis technical study. KCI specifically is experienced in using the RITIS tool, a factor which increases value for SJTPO.

After a review of the quantitative input from the data screening process, RITIS data, and qualitative input from the corridor assessment process, the team anticipates managing the procurement of up to 5 classification counts of truck traffic in targeted locations. As there are 33 traffic counts from the City of Vineland which are newly available for review, these counts will be used as a target. These classification counts will be spread throughout the SJTPO area, so as to capture a wide variety of truck traffic conditions and local circumstances and ensure there is no “clustering” effect which misrepresents the overall data.

Deliverables

3a: Quality Assessment of Freight Network Volume Estimates

3b: Classification Count at up to 5 Locations



2015 Pennsylvania

State Rail Plan:

KCI supported a comprehensive statewide passenger and freight rail plan as a prerequisite for federal funding.

Task 4. Network and Facility Issues & Analysis

The Envision/KCI Team anticipates completing an analysis which will identify and list key freight locations and issues relevant to both key congestion locations and the South Jersey freight network as a whole. This will include a detailed review of the 2022 SJTPO Freight Plan Data Collection and Analysis study, and will also include consultation of, at a minimum the 1) New Jersey Statewide Freight Plan; 2) New Jersey State Rail Plan; 3) New Jersey Long Range Transportation Plan; 4) 2020 and 2021 Truck Route Identification Studies for Cumberland County; 5) the 2021 Salem County Evaluation of Intersection Improvements; and 6) the local knowledge of the consultant team. Additionally, while experience and the 2022 Regional Freight Plan Data Collection and Analysis show that trucks move the majority of freight within the SJTPO area, the Envision/KCI team will fully analyze issues related to all modes, including truck/highway, rail, maritime port, air, and intermodal facilities. The project team anticipates that the additional stakeholder outreach completed in Task 2 will be critical to incorporating network and facility issues into this task, as most non-highway freight movements are best known by the industry players in their given sector. The identification and analysis of network and facility issues completed during this task will directly inform the Task 6 effort to produce a prioritized list of projects, programs, and policy recommendations.

The Envision/KCI team is familiar with the RITIS tool recommended for utilization as part of this study, having used it extensively as part of a recent effort to evaluate the transportation network of Harrisburg, PA for PennDOT. Using RITIS's probe data analytics suite including bottleneck rankings, performance charts, and trend maps to understand the location, severity, and impact of recurring and non-recurring traffic issues in the region. Probe data was also used to understand trip origins, destinations, and routing within and through the study area.

To ensure completeness, this analysis will include a comprehensive needs assessment which contextualizes the identified freight locations and issues. Anticipated needs might include ones related to asset management, state of good repair, corridor improvements, safety improvements, multimodal opportunities, congestion management, resiliency planning, further regional planning (including improvement implementation plans), and infrastructure needs to support sustainability and technology goals such as electric or autonomous vehicles. A large portion of the needs assessment within the analysis will specifically focus on last mile connectivity for secondary and tertiary freight routes connecting truck origin and destination points with primary freight routes. Efforts will analyze signing and roadway conditions for trucks, especially within community settings. Where through-routes do traverse communities, efforts will consider improvements to multi-modal safety, including separation of passenger, bicycle, and pedestrian traffic from truck traffic, and they will consider community impacts such as noise and vibration control. The needs for freight-dependent businesses in urban settings to provide space for temporary truck parking that minimizes impacts to multi-modal traffic operations will also be considered.

Based upon this analysis and assessment, the Envision/KCI team will create a new, interactive online GIS map showing, in a clear, easy-to-use manner, the key areas and facilities within the freight network. The project team has significant experience in this area, with KCI having notably incorporated online mapping applications into Knoxville Regional

Transportation Planning Organization's Knoxville 2045 MTP Plan, and created a full, new GIS database for the Nashville and Eastern Railroad, and Envision having previously provided services for SJTPO's 2018 Port of Salem Corridor Freight Rail Intermodal Study. This GIS map will also include an update to the freight network shapefile created during the Regional Freight Plan Data Collection and Analysis technical study, based upon the findings of Task 3

The Envision/KCI team will also complete a full analysis of Truck Parking Facilities and Utilization Rates within the SJTPO region. The team recognizes that largely due to its geographic location, the majority of truck traffic through the SJTPO region (with a significant exception of the 295/Turnpike corridor on the western end) is to an origin or destination point within the region. Due to Federal Hours of Service laws, drivers are limited in their daily hours of operations, and truck parking during rest periods becomes an exceptionally important factor when drivers reach a destination without limited time to legally drive.

Deliverables

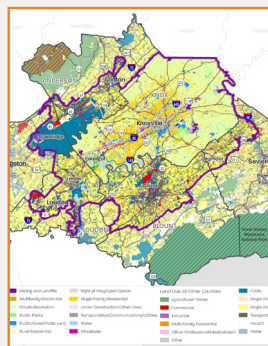
4a: Technical Memo – Network and Facilities Issues and Analysis, Including A Prioritized List of Freight Locations and Issues

4b: Technical Memo – Intermodal and Truck Parking Facility Capacity Analysis and Recommendations

4c: Online Interactive GIS Map With Prioritized Freight Locations and Issues Including Update to Freight Network Shapefile Based On Results of Network Evaluation

Knoxville 2045 MTP Plan:

KCI updated Knoxville TPO's long-range transportation plan encompassing a travel demand model update, growth and revenue projections, the Regional ITS Architecture and Deployment Plan, the Congestion Management Process, and the plan document itself, all supported by an expansive and inclusive o



Task 5. Identify Model Policies and Best Practices Relevant to SJTPO Regional Issues

Well informed policy analysis is critical to SJTPO as it allows the organization to examine and determine their position on proposed regulations and/or legislation based on the potential impacts to the organization and its regional stakeholders. Proposed new and/or changes to existing regulations, policies, and practices can impact a region's ability to deliver equitable projects in a cost effective and timely manner. It is important for staff to identify both challenges and positive implications associated with policies and practices, as well as proposed legislation, regulations, and guidance.

The Envision/KCI team has excellent experience that has led the effort in developing state level program and alternative project delivery projects. KCI's Barry Schoch, PE has extensive experience as the former Secretary of Transportation for Pennsylvania. At PennDOT, Barry established P3 Program policies, guidelines, procurement documents and worked on many of Pennsylvania's early P3 projects, including the \$1 billion Rapid Bridge Replacement Project. This team works in multiple states bringing best practices and innovations that are adaptable to each area's specific needs and challenges.

The Envision/KCI team is well-versed in evaluating existing policy, process and regulatory frameworks to establish regional transportation planning and programing strategies. Last year, KCI worked extensively with the Delaware Valley Regional Planning Commission (DVRPC) and public officials from each of its constituent counties to develop strategies for administration of a new regional transportation funding program for projects affecting all travel modes. Considerations included overall program governance; project development, selection, and prioritization within the new program; and revenue generation and allocation. The team also regularly works for and collaborates with transportation industry stakeholders of all types, including public agencies, local and regional planning entities, local governments, private industry, and the public to facilitate collaborative solutions to

challenges faced within the industry, including those related to freight mobility. The team can readily access this network of stakeholders throughout development of this study to ensure its findings and recommendations are consistent with best practices statewide and adequately consider the unique needs of each group.

Utilizing the team's extensive experience in Pennsylvania, which has multiple regions of comparable demographics, industry profiles, and transportation networks, the team will work to develop a technical memorandum covering model policies and practices relevant to SJTPO critical freight issues. This will include land use and transportation policies and practices, and will also include sections on freight mobility efficiency, safety, and technology. Furthermore, KCI is headquartered in and has significant experience throughout Maryland, which has multiple very comparable geographic areas to South Jersey in Southern Maryland and the Eastern Shore.

The team's review of model policies and practices requires a full understanding of freight network priorities, challenges and proposed implementation plan related to how the existing and proposed legislation or amendments will affect current planning activities (funding, procurement, industry interaction, etc.). Having an understanding of the cause and effect of policies, practices, and proposed legislation is critical to providing SJTPO with recommended edits, amendments and strategies for amending, advocating and/or rejecting proposed legislation affecting an owner's program.

Development of the technical memorandum and understanding the fiscal impact those policies may have on the regional program will require an understanding of the region's existing programs and administrative and funding priorities related to how the proposed policies affect the region's business activities (administration, financial planning, use of federal funds, bonding programs, etc.). Understanding the cause and effect on the region's current policies and financial programs will be critical to providing SJTPO with recommendations and

strategies related to the risks and long-term impacts to the Program

Deliverable

5a. Technical Memorandum – Model Policies and Practices Relevant to SJTPO Critical Freight Issues

Task 6. Freight Plan Recommendations, Prioritized List of Regional Actions

The Envision/KCI team will incorporate all data that has been collected, reviewed, and analyzed in previous project tasks and incorporate this into a technical memorandum that focuses on a comprehensive list of prioritized regional actions and recommends Strategic Freight Corridors throughout the SJTPO area.

Consistent with SJTPO's stated request, the Envision/KCI team will organize the recommendations into a Technical Memorandum, which will be submitted to both the FAC and the TAC for review and comment before final updates. The technical memorandum will be organized to focus on the county and municipal system, i.e. the local freight network, and while recommendations for the state network may be noted they will not be detailed to the extent of the local network. The technical memorandum will be organized to include the following:

- 1. Recommended Strategic Freight Corridors:**
This will utilize already available resources, as well as amended resources developed during this project, and recommend critical freight corridors.
- 2. Prioritized and Organized List of Regional Actions:** This prioritized list of regional actions will be broken into four categories: Quick-Start (short-term), Program Enhancements (short-term), Future Surface Transportation Projects (medium-term), and Freight Horizon Projects (long-term). Additionally, this list will also include a review of the SJTPO Project Evaluation Process to ensure that freight criteria are sufficiently addressed. Additional

recommendations, if warranted, will be identified for the incorporation of available freight data and outputs of the Regional Freight Plan.

- 3. Identified Recommended Strategic Freight Corridors (RSFC):** These will incorporate the previous freight data gathering study, as well as inputs from earlier tasks within this study, to recommend the strategic freight corridors that are most important to the SJTPO regional freight network. These corridors will be identified as a GIS map layer, and Envision and KCI will further identify how the prioritized regional actions within this task correspond to and fit in with the identified corridors. It is the expectation of the study team that, in general, there is a strong correlation between prioritized actions and recommended corridors. If, after recommending corridors, the team finds a significant dislocation between the actions and the corridors, the team will further review methodology and prioritization of the prioritized list of regional actions.

Our approach to prioritizing issues, projects, and actions will be methodological. First, we will identify proposed projects, issues addressed, and actions required.

Second, we will create a project matrix identifying:

- *Current Conditions*
- *Safety Impact*
- *Mobility Impact*
- *Accessibility Impact*
- *Reliability Impact*
- *Cost-Effectiveness*
- *Usage of Efficient Modes*
- *Impact on Resiliency*
- *Impacts on Environmental Justice Populations*
- *Consistency with Land Use Policy*
- *Regional Economic Impact*
- *Constructability*
- *Location on County/Municipal System*

Third, we will create a weighted ranking for projects within each of the four categories mentioned

earlier. The outcome of this ranking will be a final score of 0-15, consistent with the SJTPO project evaluation process.

Deliverable

6a: Technical Memorandum – Freight Plan Recommendations with a Prioritized List of Regional Actions

Task 7. Funding Opportunities

The Envision/KCI team brings a wealth of knowledge and experience in utilizing local, state, and federal funding sources for major transportation initiatives. This includes Barry Schoch's experience gained as former Secretary of the Pennsylvania Department of Transportation, Jeff Kneuppel's as General Manager of SEPTA, and Adam Baginski's as Chief Engineer of Conrail. The larger KCI team additionally brings a wide range of experience with successful grant development throughout the country, including authoring (with MDTA, Cecil County, MD, and a private developer) the successful 2018 \$20M USDOT I-95/Belvedere Road Interchange Construction BUILD Grant, development for TIGER and BUILD grants on behalf of the Mississippi Department of Transportation and Louisiana Department of Transportation and Development, CMAQ grants on behalf of 17 local county and municipal governments in Tennessee, and Community Transportation Planning Grants for two municipalities in Tennessee. Not only does the Envision/KCI team have significant past experience obtaining state and federal funding for transportation projects across all modes, the team is still active today supporting PennDOT through project management and CRISI grant application oversight.

As part of this report, the Envision/KCI team will provide a technical memorandum comprising of a full analysis of funding sources available and appropriate for the identified regional actions. While this will include an assessment of INFRA and New Jersey Local Freight Impact Fund suitability for given projects, it will also look at all available funding sources. This includes CRISI grants, Public-Private

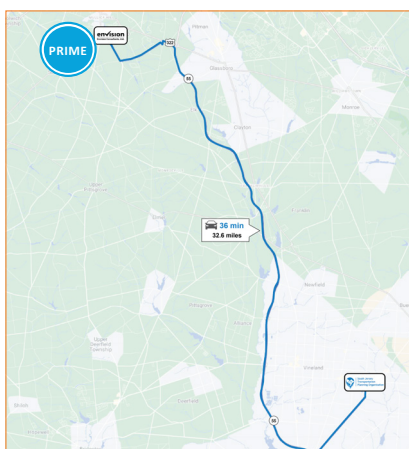
Partnerships, New Jersey Rail State Grants, and new funding available through the IIJA. In fact, the public outreach portion of Task 2 within this project will be specifically targeted to meet desired outreach goals for IIJA funding, giving recommended projects an innate advantage.

IIJA competitive grant funding opportunities anticipated to be analyzed include Rebuilding American Infrastructure with Sustainability and Equity (RAISE); Nationally Significant Multimodal Freight and Highway Projects (INFRA); National Infrastructure Project Assistance Program (MEGA); Safe Streets and Roads for All; Bridge Investment Program; Reconnecting Communities Pilot Program for Planning Grants; Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Discretionary Grants (PROTECT); Community and Corridor Charging and Fueling Infrastructure Grants Program; Wildlife Crossings Safety Pilot Program; Advanced Transportation Technologies and Innovative Mobility Deployment; and the Strategic Innovation for Revenue Collection.

The funding opportunity analysis will also include actionable recommended steps to acquire necessary funding. These steps, provided in a clear and concise format, will present a roadmap which SJTPO or other regional stakeholders can use to obtain funding for recommended freight projects after the final report delivery. In that sense, the Regional Freight plan can remain as a living document and guide for further action on key initiatives.

Deliverable

7a: Technical Memorandum on Funding Opportunities



Task 8. Regional Freight Plan Final Report

The Regional Freight Plan Final Report reflects the culmination of all work done during the project, providing a background of work performed, findings and recommendations, and deep analysis which can be used by SJTPO and stakeholders to better understand, plan, and act upon freight initiatives throughout the SJTPO region.

As the report will be developed throughout the study, Envision and KCI anticipate being prepared for a draft report to be presented to the FAC and TAC, to be discussed at the final FAC/TAC workshop to be held no later than February 2024. Once comments are received, they will be incorporated in the final report which will be submitted no later than the end of May, 2024.

Additionally, the project team will submit a 10-20 page executive summary and online GIS map and narrative. The goals of both the summary and the interactive map will be similar in that both will be designed to be visually appealing, simple to read and understand, and designed for ease of use by the general public. The GIS map is anticipated to primarily include the map data from Task 4, with Task 6 information incorporated where applicable. As these will be the final deliverables anticipated to be most commonly read, simplicity, clarity, and visual appeal will of the utmost importance.

Once submitted, the Envision and KCI teams will be available for follow-up meetings with SJTPO to answer any questions about either the report or the online deliverable, ensuring a smooth transition and handover of the final product.

Deliverables

8a: 2024 February SJTPO FAC/TAC Workshop with Powerpoint Presentation

8b: Final Report, Including All Technical Memorandums

8c: Final Report Executive Summary

8d: Online Interactive GIS Map and Narrative

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TOTAL COST BY TASK

	Cost per Task								
	Task 1 Coordination and Administrative Tasks	Task 2 Stakeholder and Public Involvement	Task 3 Freight Network Data Quality Assessment	Task 4 Network and Facility Issues and Analysis	Task 5 Identify Model Policies and Best Practices Relevant to SJTPO Regional Issues	Task 6 Freight Plan Recommendations, Prioritized List of Regional Actions	Task 7 Funding Opportunities	Task 8 Regional Freight Plan Final Report	TOTAL
Envision Consultants, Ltd.									
	\$ 11,682.76	\$ 9,594.15	\$ 4,522.97	\$ 6,817.91	\$ 3,815.18	\$ 13,280.64	\$ 9,069.96	\$ 18,524.69	\$ 77,308.26
KCI Technologies									
	\$ 5,818.80	\$ 3,758.75	\$ 12,168.36	\$ 25,522.98	\$ 11,073.95	\$ 2,440.20	\$ 1,876.67	\$ 5,830.90	\$ 68,490.61
Total Cost by Task	\$ 17,501.56	\$ 13,352.90	\$ 16,691.33	\$ 32,340.89	\$ 14,889.13	\$ 15,720.84	\$ 10,946.63	\$ 24,355.59	\$ 145,798.87



Cost Summary

Envision Consultants, Ltd. (DBE/ESBE)		OH: 143.728%	Profit: 10%
Labor			\$ 28,835.52
Overhead			\$ 41,444.72
Profit			\$ 7,028.02
Envision Consultants, Ltd. Subtotal			\$ 77,308.26
KCI Technologies		OH: 166.990%	Profit: 10%
Labor			\$ 23,320.80
Overhead			\$ 38,943.40
Profit			\$ 6,226.42
KCI Technologies Subtotal			\$ 68,490.62
Total Project Cost			\$ 145,798.88

Envision Consultants, Ltd.		# Units	Unit Price	Total Cost
Other Direct Costs				
Mileage	Mullica Hill to Vineland: 66 miles/trip	66	\$ 0.63	\$ 41.25
Printing	Posters, Misc Printing	1000	\$ 0.25	\$ 250.00
Traffic Counts	Traffic Counts (Up to 5)	5	\$ 700.00	\$ 3,500.00
Slido Subscription	2 yearly subscription renewals x \$144/year	2	\$ 144.00	\$ 288.00
Zoom Subscription	2 yearly subscription renewals x \$250/year	2	\$ 250.00	\$ 500.00
Envision Consultants, Ltd. Total ODC's				\$ 4,579.25
KCI Technologies Other		# Units	Unit Price	Total Cost
Direct Costs				
Mileage	Harrisburg, PA to Vineland NJ: 12 Trips x 150 miles/trip = 1,800 miles	1800	\$ 0.63	\$ 1,125.00
Tolls	Harrisburg, PA to Vineland NJ: \$20/trip	12	\$ 20.00	\$ 240.00
Printing	Posters, Misc Printing	1000	\$ 0.25	\$ 250.00
KCI Technologies Total ODC's				\$ 1,615.00

TOTAL PRICE \$ 151,993.13

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2301-04: Approving the Selection of Envision Consultants, Ltd. for the SJTPO Regional Freight Plan

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

WHEREAS, the Fiscal Year 2023 SJTPO Unified Planning Work Program includes Federal Highway Administration planning funds for this project as Task 23/405 SJTPO Regional Freight Plan; and

WHEREAS, the Notice of Availability of Requests was sent to approximately 246 contacts on October 7, 2022; and

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

WHEREAS, one (1) proposal was received; and

WHEREAS, the SJTPO Technical Advisory Committee approved the recommendation of the consultant selection committee consisting of Cumberland County, Atlantic County, the City of Vineland, NJDOT, and SJTPO staff; and the committee reviewed the proposal and evaluated it according to SJTPO's published criteria; and

WHEREAS, the consultant selection committee recommends Envision Consultants, Ltd, a DBE firm, in association with KCI Technologies, Inc.

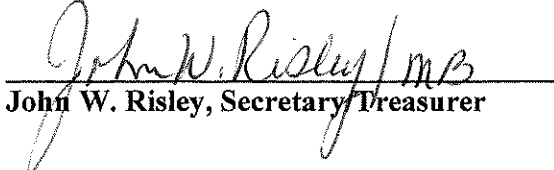
NOW THEREFORE BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the above selection for FY 2023 Regional Freight Plan Technical Study, with a maximum fee of \$151,993.13; and

BE IT FURTHER RESOLVED, that the Policy Board authorizes the Executive Director to execute the 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 23, 2023.


John W. Risley, Secretary/Treasurer