



UNIFIED PLANNING WORK PROGRAM

EXECUTIVE SUMMARY

FISCAL YEAR (FY) 2023

POLICY BOARD APPROVED March 28, 2022

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**South Jersey
Transportation
Planning Organization**

www.sjtpo.org

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English

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Disclaimer

South Jersey Transportation Planning Organization

1. Overview

The South Jersey Transportation Planning Organization (SJTPO) is the federally recognized Metropolitan Planning Organization (MPO) for the southern New Jersey region, serving Atlantic, Cape May, Cumberland, and Salem Counties. SJTPO serves as a technical resource, provides access to funding, and works to provide a regional approach to address transportation planning and engineering issues.

SJTPO Structure

The governing body of the SJTPO is the Policy Board. It consists of eleven voting members, including county and municipal elected officials, and a representative each from the New Jersey Department of Transportation (NJDOT), New Jersey Transit (NJ TRANSIT), and the South Jersey Transportation Authority (SJTA). The Policy Board is informed by recommendations of the Technical Advisory Committee (TAC). The TAC is a thirteen-member committee comprised of a staff of planning and engineering experts in the region. As of the date of this document, SJTPO's central staff is comprised of eight full-time and two part-time positions under Safety Education & Outreach. However, SJTPO anticipates bringing on two new staff members to fill the vacancy in the Subregional Support Specialist position, ultimately expanding the staff to eight full-time and four part-time positions.

Purpose of the Unified Planning Work Program

The fiscal year (FY) 2023 Unified Planning Work Program (UPWP) describes all transportation and planning-related activities to be conducted by central staff, subregions, and member agencies during the state fiscal year (July 1, 2022, through June 30, 2023). The tasks and activities within the UPWP are intended to advance the priorities of the region, as reflected in SJTPO's federally required long-range, Regional Transportation Plan, *RTP 2050*.

Each year, MPOs prepare a UPWP, in cooperation with member agencies, to describe all metropolitan transportation and transportation-related air quality planning activities anticipated within the area during the year. The UPWP serves as the budget for SJTPO, describing the planning activities to be performed with funds provided by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Unified Planning Work Program Development

Although the UPWP is effective on July 1st of each fiscal year, the development process begins with receipt of planning priorities from FHWA and FTA, which are reviewed and considered in the development of the Central Staff Work Program activities and the Technical Program. With these priorities as a foundation, ideas for potential projects are formulated internally and brought to regional partners for consideration and advancement.

The UPWP document is prepared and submitted to NJDOT in mid-December, with NJDOT, FHWA, and FTA providing comments on the document in mid-January of each year. During this same period, the UPWP is released to the public for a minimum 30-day comment period. The UPWP is made available for download on the SJTPO website. Hard copies are available for in-library viewing at participating State Depository Libraries in the region. The public can provide comments via the comment form located at the bottom of the UPWP webpage (www.sjtpo.org/UPWP), email (upwp@sjtpo.org), fax, or through direct message to SJTPO's Facebook (www.facebook.com/SJTPO) and Twitter (www.twitter.com/SJTPO) accounts.

SJTPO central staff prepares a response to all comments received, incorporating responses into a final UPWP document, which is brought to the TAC and Policy Board for consideration of adoption in March. Work in the UPWP begins on July 1st.

Under the provisions of federal law and regulation, the approved UPWP can be amended to add new tasks, delete tasks, and reallocate funds between tasks. In some instances, change may warrant approval by the Policy Board and subsequent modifications to the Task Order. All changes, regardless of their impact, are incorporated into a UPWP Activities Tracker on the SJTPO website (www.sjtpo.org/UPWP) to provide full transparency.

The Transportation Planning Environment

On November 15, 2021, President Biden signed the [Infrastructure Investment and Jobs Act](#) (IIJA), also known as the “Bipartisan Infrastructure Law” (BIL), into law. The IIJA is the first long-term surface transportation act since the Fixing America’s Surface Transportation (FAST) Act, passed in 2015. The IIJA is a sizable investment in transportation over the next five (5) years, from federal fiscal years (FFY) 2022 through 2026. The UPWP serves as an important implementation tool to achieve the goals set forth in *RTP 2050*, which additionally helps to provide structure and guidance to SJTPO’s Activities and Products.

Regionwide FY 2023 Planning Priorities

In combination with the top priorities identified by members of the public, SJTPO must also consider priority areas established by the FHWA, FTA, and NJDOT. FHWA encouraged continued efforts in MAP-21 and FAST Act Implementation, Regional Models of Cooperation, and Ladders of Opportunity, along with continued incorporation of Automated/Connected/Electric/Shared-use Vehicles into the planning processes, and consideration of the resiliency of the transportation system. Newly added as a priority for the FY 2023 UPWP is coordination with Federal Land Management Agencies to ensure continuing, comprehensive, and collaborative intermodal transportation planning.

Both FHWA and NJDOT noted the need to facilitate and prioritize the needs and safety of users of the transportation system in disadvantaged and traditionally underserved populations to ensure equitable access to reliable transportation. NJDOT encouraged interagency coordination related to legislated surface transportation requirements, long-range planning activities, freight planning, safety planning, ITS, and equity, public health, and outreach area; resiliency of the transportation infrastructure; congestion relief; freight planning; emerging technologies; bicycle and pedestrian planning; improved traffic operations through Intelligent Transportation Systems (ITS); and incorporating public health where applicable with continued engagement of the public to ensure the process is conducted in a fair and equitable manner. NJDOT referenced the promotion of systemic safety implementation, incorporation of Proven Safety Countermeasures in all projects, and implementation of the [New Jersey 2020 Strategic Highway Safety Plan \(SHSP\)](#), along with the development of local strategic planning at the county level.

The Central Staff Work Program areas outlined are directed by the planning priorities and emphasis areas, as identified by SJTPO's federal and state partners. These identified priorities influence the work program in various activities and tasks. This UPWP also incorporates many activities related to the new surface transportation law, where applicable.

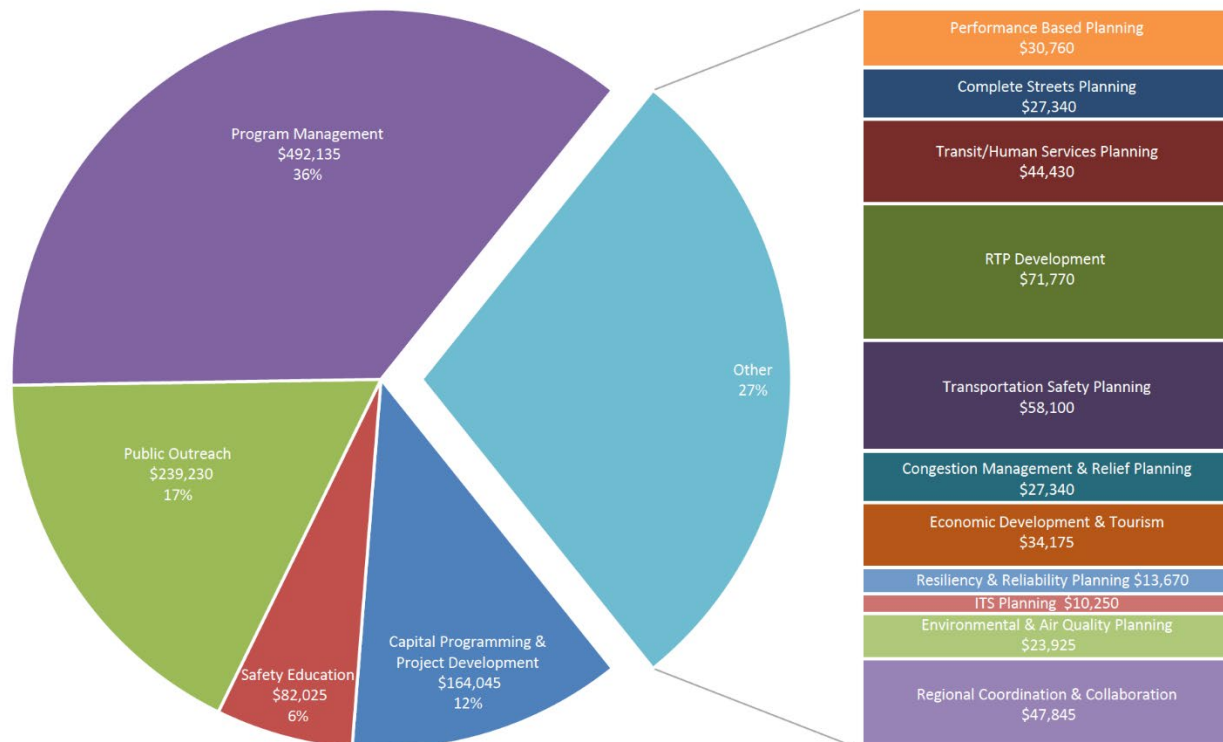
2. 23/100: Central Staff Work Program

The Central Staff Work Program details the tasks and activities to be completed by SJTPO central staff. There are five broad scoped Program Areas in which the tasks and activities are further broken down and explained individually. Each task seeks to address the planning priorities of the SJTPO region. The funding for each task is comprised of salaries/labor and operating/direct expenses.

The specific breakdown of estimated costs amongst the five Program Areas is illustrated in the bar of pie chart on the following page. The "Transportation Planning tasks and activities" is

broken down into eleven (11) different tasks and accounts for 27% of the budget of the Central Staff Work Program budget in the FY 2023 UPWP. “Program Management” accounts for 36% of the budget, while “Public Outreach” represents 17% of the budget. “Capital Programming & Project Development” represents 12% of the budget. “Safety Education” accounts for 6%, rounding out the full budget in FY 2023.

Central Staff Work Program Breakdown of Estimated Costs by Task



The FY 2023 UPWP continues with the same reorganized structure, separating Activities and Products under each individual Central Staff Work Program Area. Specific details related to the Activities and Products are available within the full UPWP document. SJTPO will carefully monitor the progress of all Products listed in the UPWP. All changes to the UPWP will be included within the UPWP Activities Tracker, which is located on the SJTPO website (www.sjtpo.org/UPWP). Final Products and deliverables associated with work included in the UPWP will be posted to the SJTPO website, as appropriate.

23/110: Transportation Planning

23/111: Performance Based Planning

Objective:

South Jersey Transportation Planning Organization

Transportation Performance Management is a “strategic approach that uses system information to make investment and policy decisions to achieve transportation system performance goals.” National goal areas consist of: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, and Environmental Sustainability. Previous federal legislation, MAP-21 and the FAST Act, resulted in a multitude of performance measures required by MPOs and State DOTs. The main objective of this task is to incorporate the required performance measures, metrics, and targets into SJTPO’s planning products and coordinate with NJDOT and its regional partners on the same.

Funding: \$30,760

Project Manager: David Heller

23/112: Complete Streets Planning

Objective:

Complete Streets Planning refers to a series of efforts and activities that seek to advance mobility options beyond automobile-centric transportation. One component of this multi-modal approach includes the advancement of Complete Streets elements in transportation projects to ensure that new transportation investments allow users greater freedom to choose the mode that best suits their needs. These efforts tie directly to the RTP goal to “Promote accessibility and mobility for the movement of people and goods.” Strategies to advance this goal include evaluating all projects for inclusion of Complete Streets elements, promoting the awareness of transportation alternatives, and identifying opportunities to develop intermodal connections. The RTP goal to “Support the regional economy” includes a strategy to advance a regional trails network.

SJTPO has a consultant-led technical study, [Task 22/402 Regional Trails Network – Feasibility Survey, Cape May County](#), for which work will continue in FY 2023. The effort will assess right-of-way options between Atlantic and Cape May Counties’ existing/funded trails facilities, thus advancing regional trails.

Funding: \$27,340

Project Manager: Alan Huff

23/113 Transit/Human Services Planning

Objective:

The top ranked goal within SJTPO’s RTP is to “Promote accessibility and mobility for the movement of people and goods.” Under the regional transportation system’s “multi-modal”

array of transportation options, transit and human services are two critical types of transportation services. Transit, or public transit, can be defined as a system of transport for passengers by group travel systems available for use by the public, typically managed on a schedule, operated on established routes, and charge a posted fee for each trip. Human services transportation includes a broad range of transportation service options designed to meet the needs of transportation disadvantaged populations, including older adults, persons with disabilities, and persons or households with lower income. These individuals have diverse needs and may require a set of different services depending on their abilities, environment, and the options available in their community. While the hallmark of this program area includes the federally mandated Coordinated Human Services Transportation Plan, or the Access for All Transit Plan, as referred to by SJTPO, support and accommodation for both transit and human services transportation is an ongoing process.

Funding: \$44,430

Project Manager: David Heller

23/114: Regional Transportation Plan (RTP) Development

Objective:

One of the principal requirements of federal transportation law for MPOs is the development and regular updating of a plan to guide policy and programming decisions. This task centers on the update of SJTPO's Regional Transportation Plan, *RTP 2050*, adopted on January 25, 2021. The adoption of the RTP was delayed from Summer 2020 because of the COVID-19 pandemic. The next cycle update of *RTP 2050* will incorporate the results of the new 2020 Census figures, incorporate new programs, and utilize proposed funding, as included in the new bipartisan federal surface transportation bill, and will also assess the impacts of the COVID-19 pandemic on the region's demographics, traffic patterns, and overall economy with traffic slowly beginning to level off. This task will focus on the completion of preliminary products needed for the next cycle update of *RTP 2050*, scheduled for adoption in January 2025.

Funding: \$71,770

Project Manager: David Heller

23/115: Transportation Safety Planning

Objective:

Transportation Safety Planning is a proactive, data-driven approach aimed at preventing crashes, identifying and mitigating risk in the transportation network, and reducing the severity when crashes occur. SJTPO's efforts to advance transportation safety are unique among MPOs for its

multidisciplinary approach to integrating engineering, enforcement, education, and planning, and will continue to do so. These efforts tie directly to the RTP goal to “Improve transportation safety.” Strategies to advance this goal include evaluating all projects for inclusion of safety elements, safety education programs (addressed in [Task 23/141: Safety Education Programs & Presentation](#) and [Task 23/142: Safety Education Collaboration & Professional Development](#)), aligning investments with the SHSP, reducing barriers to safety project advancement, and prioritizing projects on the bicycle and pedestrian network.

Key activities include the use of crash data and the American Association of State and Highway Traffic Officials (AASHTO) Highway Safety Manual, which supports a data-driven approach to identifying high crash locations and appropriate countermeasures. This and other quantitative tools, along with the qualitative input from safety professionals, provide input for capital programming decisions. This work also includes Central Staff Work Program activities related to bicycle and pedestrian improvements. New Jersey is federally recognized as a Pedestrian and Bicycle Safety Focus State due to its unusually high and increasing crash and fatality statistics. As such, SJTPO’s transportation safety planning work also focuses on making conditions for bicyclists and pedestrians safer when they use the transportation system.

SJTPO has a consultant-led technical study planned as [Task 23/406: Countywide Local Road Safety Plans](#), which will identify, analyze, and prioritize roadway safety improvements on local roads, resulting in a prioritized list of issues, risks, actions, and improvements that can be used to reduce fatalities and serious injuries on local roads.

Funding: \$58, 100

Project Manager: Alan Huff

23/116: Congestion Management & Relief Planning

Objective:

Federal legislation mandates that MPOs in air quality non-attainment areas develop and maintain a Congestion Management Process (CMP) for their region. The CMP provides SJTPO with comprehensive, regularly updated data on congestion and its causes, along with methods for screening and evaluating strategies to address the problems. SJTPO’s CMP Methodology Report was last updated in 2018 to take advantage of the growing availability of archived operations data. The current methodology will continue to be implemented with the goal of advancing cost-effective congestion relief strategies in the SJTPO region. Archived operations data, such as the Probe Data Analytics (PDA) Suite will be the primary data source for the CMP, along with NJDOT’s CMS-21 program, traffic counts, and regional input.

Funding: \$27, 340

Project Manager: Taylor Waymire

23/117: Economic Development & Tourism

Objective:

Economic Development and Tourism refers to a series of efforts and activities that seek to ensure that transportation does not hinder but advances the regional economy and opportunities for tourism. SJTPO's efforts to advance economic development and tourism focus on regional trails (addressed in [Task 23/112 Complete Streets Planning](#)), freight, and regional coordination.

SJTPO was invited to become a member of the NJ Brownfields Interagency Work Group (IAWG), which is led by the New Jersey Business Action Center's Office for Planning Advocacy. The group is represented by a wide range of stakeholders, including state and federal agencies with the goal of collaborating to ensure successful brownfields redevelopment.

These efforts tie directly to the RTP goal to "Support the regional economy." Strategies to advance this goal include identifying regional freight corridors and priority projects and expanding representation from employers and non-profits.

SJTPO has a consultant-led technical study planned as [Task 22/402 Regional Trails Network – Feasibility Survey, Cape May County](#), which will assess right-of-way options between Atlantic and Cape May Counties' existing/funded trails facilities. This effort will also advance economic development and tourism, through the advancement of regional trails.

Funding: \$34, 175

Project Manager: Alan Huff

23/118: Resiliency & Reliability Planning

Objective:

System Resilience and Reliability has taken on heightened importance considering the increasing frequency of extreme weather events, both regionally and nationally, which can inflict considerable damage on the transportation infrastructure. The new Bipartisan Infrastructure Law, IIJA, created the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) grant program, which is intended to help states improve the resiliency of transportation infrastructure to advance planning efforts and improvements in this increasingly key area.

SJTPO will devote considerable focus in FY 2023 and beyond to identify funding and work to advance a Regional Vulnerability Assessment study. This will include extensive coordination with NJDOT, NJ TRANSIT, NJDEP, the NJ Office of Planning and Advocacy, as well as local counties, municipalities, and others, as appropriate. The study is intended to identify assets highly vulnerable to the existing and future impacts of climate change factors, such as future temperature and flooding projections, storm surge, and sea level rise. Future stakeholder discussions will also consider additional state priorities, in addition to, how this study may serve as a resource to municipalities as they update their master plans.

These efforts tie directly to the RTP goal to “Improve the Resiliency and Reliability of the Transportation Infrastructure.” In addition to resiliency of the transportation system, efforts related to the continuity of operations for SJTPO also fall within this task.

Funding: \$13, 670

Project Manager: David Heller

23/119: Intelligent Transportation Systems Planning

Objective:

Intelligent Transportation Systems (ITS) refers to the use of innovative technology to improve the safety, efficiency, and operations of transportation systems. FHWA encourages many ITS initiatives through the ITS Joint Program Office and Every Day Counts (EDC) program. SJTPO participates in many statewide ITS initiatives and is a member of the Intelligent Transportation Society of New Jersey (ITSNJ).

Preparing for future technologies, such as connected and autonomous vehicles, demand-responsive traveler information systems, and computerized traffic signal systems is crucial, as these technologies have the potential to transform transportation systems and positively impact the quality of life for every traveler. This task will involve continued participation in statewide efforts related to intelligent transportation and incorporation into the planning process.

Funding: \$10, 250

Project Manager: Jennifer Marandino

23/120: Environmental & Air Quality Planning

Objective:

MPOs are responsible for assuring that transportation decisions conform with the air quality requirements in the State Implementation Plan (SIP) and the Federal 1990 Clean Air Act

Amendments. In addition to this, MPOs participate in a variety of statewide air quality planning efforts and must represent their region's interests in transportation air quality matters.

Funding: \$23,925

Project Manager: David Heller

23/121: Regional Coordination & Collaboration

Objective:

Coordination with planning partners at the state, federal, regional, and subregional level is crucial to the success of the metropolitan transportation planning process. SJTPO recognizes the importance of participating in collaborative forums that promote the exchange of ideas, concerns, risks, and opportunities of transportation planning. Statewide Collaboration meetings hosted by NJDOT are held regularly and foster discussion among New Jersey's MPOs, NJDOT, NJ TRANSIT, FHWA, and FTA. In addition, SJTPO hosts forums for collaboration among regional and subregional partners to foster a regional approach to transportation planning and to improve project outcomes. These activities have and will continue to result in improved statewide policy and capital programming, reflecting SJTPO priorities and needs, and supporting effective regional models of cooperation.

Funding: \$47,845

Project Manager: Jennifer Marandino

23/130: Capital Programming & Project Development

23/131: Transportation Improvement Program (TIP)

Objective:

This task prepares and maintains the region's TIP, which is updated every two years and includes a ten-year list of projects scheduled for federal and state funding. The SJTPO TIP compliments the Statewide Transportation Improvement Program (STIP), which is a compilation of the three regional TIPs developed by the three MPOs covering New Jersey. The TIP/STIP has been a vital component of the federal transportation planning process since its inception and became even more important under the Federal Intermodal Surface Transportation Efficiency Act (ISTEA) because of the greater role in decision-making provided to MPOs.

Funding: \$123, 035

Project Manager: Taylor Waymire

23/132: Local Project Development

Objective:

Project development efforts, particularly on the local level are extremely valuable in preparation for projects to receive federal or other available funding. SJTPO will continue to work closely with its regional partners and local municipalities, as appropriate, throughout the project planning process to advance projects with a high degree of readiness, deliverability, and value to the region. Activities under this task are related to project screening, scoping, data analysis, concept development, field visits, coordination with local stakeholders, initiating consultant-led technical studies, and other pre-design activities.

Funding: \$41,010

Project Manager: Taylor Waymire

23/140: Safety Education

23/141: Safety Education Programs & Presentations

Objective:

Dating back to 1998, SJTPO has offered a robust series of programs to teach the public about traffic safety. These programs are designed to bring awareness of the many risks presented to roadway users and educate others on how minor changes in behavior can make an enormous difference in increasing safety on area roadways. Guided by New Jersey's SHSP, SJTPO has programs focusing on Drivers (drowsy and distracted driving, aggressive driving/speeding, impaired driving, mature drivers, teen drivers, occupant protection, and proper licensing), Other Users (pedestrian and bicycles), and Vehicles (motorcycles and trucks). Programs are specifically targeted at an appropriate age group.

This task funds SJTPO's traffic safety education programs and initiatives in cooperation with the DHTS and other agencies. The education and outreach programs work in combination with improvements to area infrastructure to make a meaningful difference in reducing crashes across the region and New Jersey.

Funding: \$64,935

Project Manager: Jennifer Marandino

23/142: Safety Education Collaboration & Professional Development

Objective:

SJTPO collaborates with many organizations on programs and activities that address different facets of safety. Working together with regional and state partners is the key to reducing serious injury and fatal crashes on all public roadways. This is part of SJTPO's commitment to work *Toward Zero Deaths* and ensure that all roadway users get home safely.

This task will maintain professional affiliation by attending traffic safety meetings and trainings with the goal being to increase knowledge and awareness of relevant safety topics. Additionally, included in this task, central staff will participate in traffic safety conferences.

Funding: \$17,090

Project Manager: Jennifer Marandino

23/150: Public Outreach

23/151: Public Involvement & Outreach

Objective:

There continues to be more emphasis placed on the promotion of greater public involvement in transportation planning and decision-making with MPOs playing a significant role. Federal legislation requires consultation with federally recognized tribes in transportation planning, which includes providing information about opportunities for early coordination during the planning process and major planning activity documents. SJTPO has been working in direct partnership with FHWA, NJDOT, and partner MPOs to increase the consultation and coordination. More generically, SJTPO has a Public Involvement Plan (PIP) describing the procedures it follows related to all planning activities.

Funding: \$143,540

Project Manager: Alan Huff

23/152: Equity & Public Health

Objective:

The federal government places great emphasis on a variety of equity issues, including Title VI, Environmental Justice (EJ), Limited English Proficiency (LEP) and others, not only for MPOs, but for all federally funded entities. Title VI refers to Title VI of the 1964 Civil Rights Act, which states that "no person in the United States, shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." Federal guidance defines EJ as "the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies."

SJTPO takes its role in Title VI and EJ seriously and strives to meet and exceed these standards. SJTPO actively works to advance these initiatives through continuous monitoring of federal requirements, updating demographic analyses by which transportation planning activities are measured, and is actively evaluating the transportation system for gaps in serving vulnerable populations. Inherent in these activities and others is the impact of decision-making and planning work on health – these impacts must be better understood to be better addressed.

Funding: \$95,690

Project Manager: Alan Huff

23/160: Program Management

23/161: Administration & Internal Management

Objective:

This task provides the internal management and administrative work necessary to sustain the central staff operation, including grant management.

Funding: \$211,890

Project Manager: Monica Butler

23/162: Board and Committee Support

Objective:

This task provides routine support for the Policy Board, TAC, and any ad hoc committees not specifically dedicated to other tasks.



Funding: \$102,530

Project Manager: Monica Butler

23/163: Unified Planning Work Program

Objective:

The UPWP serves as the master regional transportation planning funding application. The general content of the UPWP will reflect the requirements applicable to MPOs that are designated as Transportation Management Associations (TMAs). Activities under this task will prepare the UPWP for the coming years to describe all transportation planning and transportation-related air quality planning activities for the region and to document the allocation of federal transportation planning funds.

Funding: \$34,175

Project Manager: Jennifer Marandino

23/164: Subregional Planning Work Program Management

Objective:

SJTPO central staff oversees the four-county Subregional Planning Work Programs, including coordinating and reviewing the work throughout the year. This task also covers managing the contracting process for these programs, as well as technical assistance when appropriate.

Funding: \$27,340

Project Manager: David Heller

23/165: Technical Program Management

Objective:

In addition to managing the Subregional Planning Work Program, SJTPO central staff manages the technical studies performed by consultants. This task covers managing all aspects of the technical program, including scope development, release of an RFP, consultant selection, and management of the technical study once it is underway.

[Task 22/401 Automated Traffic Signal Performance Feasibility and Deployment](#) is a continuing technical study from the FY 2022 UPWP, as is [Task 22/402 Regional Trails Network – Feasibility Survey, Cape May County](#).

New technical studies in this year's work program include [Task 23/401 Microtransit Feasibility Study](#), [Task 23/402 Maurice River Corridor Study \(2-year\)](#), [Task 23/403 FY 2023 Demographics Analysis \(2-year\)](#), [Task 23/404 Air Quality Post Processor Development \(2-year\)](#), [Task 23/405 SJTPO Regional Freight Plan \(2-year\)](#), and [Task 23/406 Countywide Local Road Safety Plans \(2-year\)](#).

To kick off efforts for both [Task 23/401 Microtransit Feasibility Study](#) and [Task 23/406 Countywide Local Road Safety Plans \(2-year\)](#) in early FY 2023, scope development work associated with the technical studies will be conducted in FY 2022. The RFPs for both technical studies are anticipated to be released in February 2022 with consultant selection brought to the TAC and Policy Board in Spring 2022. As such, there are no RFP products listed for either technical study in FY 2023. Activities for both technical studies will be limited to coordination with the consultant and any related administrative efforts.

Funding: \$116,200

Project Manager: David Heller/Alan Huff/William Schiavi/Taylor Waymire

3. 23/200: Financial Administration

Administrative services are provided by SJTA pursuant to the Basic Agreement between NJDOT, SJTA, and SJTPO (Agreement Number 2019-SJTA-001).

23/201: Financial & Administrative Services

Objective:

SJTPO provides funding to SJTA for financial administration and subcontracting on behalf of SJTPO with the counties and consultants, purchasing, grants, accounting, human resource management, and accounts payable and accounts receivable. All activities shall be performed in full compliance with the requirements of Office of Management and Budget (OMB) 2 CFR Chapter I, Chapter II, Part 200, and others.

Funding: \$71,500

Project Manager: Monica Butler

4. 23/300: Subregional Planning Work Programs

SJTPO counties are vital partners in all SJTPO planning processes. The counties receive funds through this UPWP to support their contributions to SJTPO and other transportation planning needs of their jurisdictions. They have many activities in common, including contributing to RTP updates and related projects, participating in the development of the SJTPO TIP, supporting public involvement, and providing other assistance to SJTPO priorities. The counties additionally receive funds for the development and implementation of their Subregional Planning Work Program, with Activities and Products associated with grant administration.

The goal of each County Subregional Work Program is to improve the efficiency of the region's transportation network and system by participating in subregional transportation planning efforts and activities.

Each County Subregional Planning Work Programs include Task I, Task II, and Task III supportive studies. Many Activities and Products are shared amongst the counties, especially for Task I and Task II. A general overview of Task I and Task II Activities is provided below.

Task I: Program Administration

Objective:

Develop, implement, and administer the County's Subregional Planning Work Program, providing general administration of the program.

Products (due dates):

- Quarterly and final progress reports (10 days after the close of the quarter).
- FY 2024 Subregional Planning Work Program (as required by SJTPO).

Task II: Transportation Data File/TIP/Public Participation

Objective:

Assist SJTPO in its transportation planning activities. Review and update the information base needed for county transportation planning activities. Assist in the development of project pool candidates for inclusion in the TIP. Participate in and support local, county, and regional transportation planning activities. Encourage and promote public involvement in the transportation planning process.

Products (due dates):

No work shall be billed after June 30, 2023, the end of the state fiscal year.

- Any plans, studies, or product (or an example of a product), resulting from the county's Task II involvement, and information on any Task II activity that would be relevant to regional planning (as completed, no later than mid-August 2023).
- Prioritized list of project pool candidates (every two years, in conjunction with TIP development).
- Status of all active local lead projects (as requested, for updating project status charts).
- Summary (meeting name and date) of meetings attended (as completed, no later than mid-August 2023).

The County Subregional Planning Work Programs include a specific Task III study, in addition to general transportation planning activities. These projects must conform to the goals and objectives of SJTPO's RTP, ensuring the project is relevant to transportation planning.

Task III projects within this year's County Subregional Planning Work Programs include corridor level traffic improvement investigation, investigation for improvements to the county's non-motorized transportation network, transportation and community impact analysis, and roadway and intersection improvement analysis.

Details of the Task III activities for each county are provided below along with a breakdown of the funding for each county.

23/301: Atlantic County

Task III: Supportive Studies

Delilah Road (CR 646) Traffic Improvement Study (Section 2)

As part of the FY 2022 Task III Study, Atlantic County conducted a traffic improvement study of the Delilah Road (CR 646) corridor from Fire Road (CR 651) to Main Road (CR 585). In FY 2023, the section of Fire Road (CR 651) to English Creek Road (CR 603) will be evaluated. The Delilah Road (CR 646) corridor is a critical arterial roadway within the county.

The segment to be evaluated connects major residential areas to employment and shopping centers in Egg Harbor Township and the Hamilton Mall in Mays Landing. The result is several locations along the Delilah Road corridor with high traffic volumes and conflicting turning movements, which present both safety and capacity issues.

Atlantic County proposes to complete a detailed traffic study of the segment that will include:

- Analysis of traffic operations and safety;
- Evaluation of bicycle, pedestrian, and transit movements in this segment;
- Evaluation of major commercial access points in the corridor;
- Development of improvement alternatives and conceptual designs; and
- Order of magnitude cost estimates and possible phasing for the improvements.

Associated deliverables for this Task III effort will include traffic count data, crash analysis identifying potential hot spots, level of service analysis for highway links and intersections, and schematic conceptual designs of potential improvements, along with order of magnitude costs for future capital projects. A final report will be prepared, compiling the results of data collection and associated analysis of level of service and safety evaluation.

This activity advances SJTPO's RTP goal to "Improve Transportation Safety" within the subregions. Atlantic County will be hiring a consultant to supplement work completed in-house by county staff. All work to be completed by the consultant will be paid by Atlantic County and will not utilize federal funds made available through the SJTPO and the Subregional Planning Work Program.

Preparation of the final report will be completed exclusively in-house by county staff to be completed no later than mid-August 2023. No work shall be billed after June 30, 2023, the end of the state fiscal year.

Funding: **\$142,000 Total** (Task I \$14,000; Task II \$52,000; and Task III \$76,000)

Federal/Local share breakdown of total cost:

Federal Share (80%) \$113,600 / County Match (20 %) \$28,400

23/302: Cape May County

Task III: Supportive Studies

Non-motorized Transportation Network Improvements

This study will involve working with municipalities to identify community assets, identifying opportunities for linkages, and developing GIS mapping and related public outreach materials (brochures, website content, flyers) to promote the use of the trail system.

This activity advances several goals within SJTPO's RTP, including to "promote transportation alternates" and "promote new connections between travel modes," which fall within the larger goal "promote accessibility and mobility for the movement of people and goods." Overall, the

County's Task III study will support the regional economy, particularly related to tourism and recreation benefits.

The project will be completed in-house by county Planning and GIS staff. The final product will be an updated county-wide bicycle facilities map and wayfinding signage template. Products will be delivered as completed, no later than mid-August 2023. However, no work shall be billed after June 30, 2023, the end of the state fiscal year.

Funding: **\$55,000 Total** (Task I \$4,200; Task II \$38,800, and Task III \$12,000)

Federal/Local share breakdown of total cost:

Federal Share (80%) \$44,000 / County Match (20%) \$11,000

23/303: Cumberland County

Task III: Supportive Studies

Transportation and Community Impact Analysis for the Southeast Gateway Community

The main transportation corridor from State Route 49 and the City of Bridgeton to the Bayshore communities south of Bridgeton is provided through two one-way roadways: Grove Street and South Avenue. Grove Street is one-way heading south with South Avenue running parallel, but one-way heading north. These parallel routes converge as they enter Fairfield Township to the south.

At the convergence, the roads cross a tributary of the Cohansey River, where culverts exist originally built in the 18th century. The culvert on South Avenue failed in 2020 to such a degree that South Avenue was closed to traffic, and the detour routed to the east. Due to the historic nature of the culvert and the engineering required to replace this structure, there is ongoing discussion of options for this transportation corridor, including closing South Avenue as a throughway and making Grove Street two-way. Any change to the transportation corridor will have significant impacts on the Southeast Gateway community, both good and bad. A comprehensive analysis of these impacts and options to restore north-south throughway access is needed.

This activity advances several goals within SJTPO's RTP, including "support the regional economy;" "restore, preserve, and maintain the existing transportation system;" and "improve the resiliency and reliability of the transportation infrastructure," particularly along the Atlantic and Delaware Bay shorelines.

The project will be completed by a consultant in cooperation with county staff. The final product will be a final report with recommendations for mitigating the situation described within this corridor above as well as the associated impacts on the community by implementing these recommendations. Products will be delivered as completed, no later than mid-August 2023. However, no work shall be billed after June 30, 2023, the end of the state fiscal year.

Funding: **\$103,200 Total** (Task I \$5,000, Task II \$32,200, and Task III \$66,000)
 Federal/Local share breakdown of total cost:
 Federal Share (80%) \$82,560 / County Match (20 %) \$20,640

23/304: Salem County

Task III: Supportive Studies

Roadway and Intersection Improvement Analysis

Complete an analysis of the selected intersections and road segments to be identified. Specific locations are determined through consultation between the Salem County Public Works Committee and the County Engineers office. Locations to be studied are selected based on requests received from municipalities or as otherwise determined by the Public Works Committee.

- Intersection of Greenwich Street (CR 540) and Main Street (CR 581) in Alloway Township
- Evaluation of truck traffic at Pedricktown Bridge, County Bridge #1700-199 on East Mill Street (CR 642) located on the border of Oldmans Township, Salem County and Logan Township, Gloucester County
- Speed Limit Evaluation, Centerton Road (CR 553) in Pittsgrove Township
- Speed Limit Evaluation, Mill Street and Pedricktown Bridge, Oldmans Township

The Task III study will complete all necessary technical analysis of the identified locations to determine appropriate roadway, intersection, and/or traffic signal improvements. Efforts will include the preparation of improvement designs or specifications, as appropriate.

The Roadway and Intersection Improvement Analysis will be completed by county staff with the assistance of a consultant(s) to be retained for this project. The final product for the technical study will be improvement designs or specifications for selected locations. Products will be delivered as completed, no later than mid-August 2023. However, no work shall be billed after June 30, 2023, the end of the state fiscal year.

Funding: **\$43,000 Total** (Task I \$3,000, Task II \$10,000, and Task III \$30,000)
 Federal/Local share breakdown of total cost:

Federal Share (80%) \$34,400 / County Match (20 %) \$8,600

5. 23/400: Technical Program

To supplement the various agency work programs described above, SJTPO will initiate and administer technical studies and projects. Successful completion of efforts within this Technical Program may require the purchase of data, equipment, or services to be performed by consultants.

At the time of the March Policy Board FY 2023 UPWP approval, a total of \$155,000 was programmed for two consultant-led studies ([Task 23/401 Microtransit Feasibility Study](#) and [Task 23/402 Maurice River Corridor Study](#)) within the Technical Program, utilizing FHWA Statewide Metropolitan Planning (PL) funds.

As a result of the IIJA/BIL, SJTPO has received additional PL funds for use in the FY 2023 UPWP. In total, approximately \$275,000 has been added to SJTPO's Technical Program, translating into three additional consultant-led studies ([Task 23/403 FY 2023 Demographics Analysis](#), [Task 23/404 Air Quality Post Processor Development](#), and [Task 23/405 SJTPO Regional Freight Plan](#)).

[Task 23/406 Countywide Local Safety Plans](#) technical study is to be funded with HSIP funding. A description of all technical efforts is provided herein.

General budgetary information included for technical program task is based on preliminary estimates and an anticipated scope of the project. SJTPO central staff hours associated with the technical study are accounted for separately within the UPWP, as [Task 23/165 Technical Program Management](#) (Table 8).

In addition to the six technical studies, which are anticipated in FY 2023, [Task 22/401 Automated Traffic Signal Performance Feasibility and Deployment](#), [Task 22/402 Regional Trails Network – Feasibility Survey, Cape May County](#), and [Task 22/404 Air Quality Post-Processor Development](#) were identified within the FY 2022 UPWP as having a continuing task order. Other technical studies from FY 2018, 2019, 2020, and 2021 will also continue work into the FY 2023 UPWP – [Task 18/407 Cumberland County Bicycle/Pedestrian Safety Action Plan](#), [Task 19/405 Local Safety Program Design Assistance](#), [Task 20/403 Regional Trail Network – Feasibility Survey](#), [Task 21/401 SJTPO Regional Freight Plan Data Collection and Analysis](#), and [Task 21/402 Air Quality Technical Assistance](#). Details for all continuing efforts along with a description are provided within [Appendix A](#).

23/401: Microtransit Feasibility Study

The Route 54/40 Community Shuttle is a deviated fixed-route service operated by SJTA and is administered by Cross County Connection Transportation Management Association (CCCTMA), the lead organization for the Atlantic County Transportation Work Group. The shuttle serves western Atlantic County, including the Town of Hammonton, Borough of Folsom, Buena Vista Township, and the Buena Borough communities of Buena, Landisville, and Minotola. The service is currently funded through a NJ TRANSIT grant with the required matching funds provided by the Pascale Sykes Foundation, which will cease operations in mid-2022.

Considering the pending sunset of this funding source, and in the interest of identifying a more sustainable service model for this and similar services, this feasibility study will explore technology-driven microtransit as a potential transportation option in western Atlantic County, focusing on the Route 54/40 Community Shuttle as a pilot. This study will seek to determine if microtransit is a good fit for this service and whether microtransit could be a viable mode of transportation in nearby rural areas. Experience has shown that rural areas are difficult to serve using traditional fixed-route transit services. This study will determine if microtransit will more effectively connect rural Atlantic County residents to jobs, essential services, and needed resources. Pending a successful outcome of this study, future locations within the region may be analyzed and considered for microtransit implementation.

This effort will result in the development of an implementation plan, which will include recommendations related to geographic operational zones, fleet information, schedules, fares, detailed maps, identification of technology needs, and consideration for capital/operational costs.

Funding: \$70,000 (FHWA-PL)

Project Manager: Taylor Waymire

Release Date: February 2022

23/402: Maurice River Corridor Study (2-year)

The Maurice River corridor is an unusually pristine Atlantic coastal river with both national and internationally important resources. As part of the Atlantic Flyway, its clean waters and related habitats are vitally important to the migration of many bird species, as well as fish. Other important resources include a rare and endangered joint vetch, short nose sturgeon and striped bass, and a pre-historic settlement site. Historically, the Maurice River is home to a rich fishing, boating, and oystering heritage. The river is a critical link between the Pineland National Reserve and the Delaware Estuary and serves as the western boundary of the Pinelands. The designated corridor includes the cities of Vineland and Millville, and the townships of Maurice River, Commercial, and Buena Vista.

In 1994, a memorandum of understanding (MOU) between Buena Vista, Commercial, and Maurice River Townships, the Cities of Millville and Vineland, Cumberland County, and the National Park Service was drafted to implement local river management plans. Each municipality has adopted a local plan and zoning regulations to ensure that only appropriate land uses are developed in the corridor and to protect important natural, cultural, and recreational resources. Consequently, the municipalities remain responsible for the day-to-day management of the river corridor.

The Maurice River Corridor Study would look at opportunities for eco-tourism and trails, as well as how to protect the anticipated growth of the maritime industry in the lower portion of the river. The study would identify the lands with the greatest riverfront access potential for recreation and future greenway restoration initiatives while promoting economic development by offering connectivity to the existing businesses, recreation resources, education centers, and entertainment amenities. This effort would lay the groundwork for future connectivity of Cumberland County into the larger South Jersey Trails and Circuit Trail networks.

This effort will result in the development of a corridor study that will provide counties and municipalities surrounding the Maurice River guidance in the preservation and enhancement of the corridor. The study may include both high level planning recommendations as well as various implementation strategies for the Maurice River corridor.

Funding: \$110,000 (FHWA-PL)

Project Manager: Taylor Waymire

Release Date: November 2022

23/403 FY 2023 Demographics Analysis (2-year)

The release of 2020 Census data has prompted a major update to SJTPO's demographic forecasts. Demographic forecasts are a fundamental component of the regional transportation planning process. The demographic forecasts serve as the foundation for the latest planning assumptions, which drive the development of the RTP and the accompanying transportation conformity process. Demographics are also a crucial input into SJTPO's regional travel demand model, which is used for the regional emissions analysis that is required for transportation conformity. In addition, SJTPO frequently receives requests from outside entities for the official set of demographic forecasts for the four-county region it serves, as well as traffic volume projections produced by the regional travel demand model. Having up-to-date demographic data is crucial to many aspects of the transportation planning process.

This technical study entails the creation of a new set of demographic forecasts that will incorporate the results of the 2020 Census, repercussions from the pandemic, and other material impacts to the regional economy since the last demographic projections were adopted in September 2019. This set of forecasts will include both year-round and seasonal forecasts disaggregated down to the Traffic Analysis Zone (TAZ) level and will serve as the latest planning assumptions for the RTP, expected to be adopted in January 2025.

Funding: \$70,000 (FHWA-PL)

Project Manager: David Heller

Initial Release Date: December 2022 / **RFP Re-released:** March 2023

23/404 Air Quality Post Processor Development (2-year)

Transportation conformity is required whenever the RTP and/or TIP is updated. Transportation conformity is demonstrated via a regional emissions analysis, which involves the running of a sophisticated travel demand model, followed by an air quality emissions model with the result being projected emissions generated from all future transportation projects in the RTP and TIP. The air quality emissions model is developed by the United States Environmental Protection Agency (US EPA) and is known as MOVES. Before the output from the travel demand model can be fed into the MOVES emissions model, it must be reformatted in such a way that MOVES will be able to read the files. SJTPO currently uses a commercial proprietary package but would like to transition to a non-proprietary, open-source post-processor to allow all air quality related work to be completed in-house, without reoccurring consultant support.

SJTPO is seeking support to develop a post-processor that would effectively link the outputs of SJTPO's CUBE-based travel demand model and process the outputs into a format that can be readily input into the latest version of MOVES. The main outputs from the travel demand model that would be fed into the MOVES 3 emissions model, using the inventory approach, include:

- Vehicle miles traveled (VMT) by Source and Vehicle Type
- Speed Distribution
- Road Type Distribution

The post-processor must adjust the model's base year VMT to match that reported by the NJDOT Highway Performance Monitoring System (HPMS). The HPMS reports VMT by county and by roadway functional classification. HPMS adjustments are required for the transportation conformity process.

While an RFP was released and proposals received, after careful consideration, it was decided it was in SJTPO's best interest not to advance the technical effort.

The funding associated with this effort will be reallocated to purchasing the second year of Signal INRIX Signal Analytics, utilized by SJTPO and subregional partners to analyze traffic signal metrics at select signalized intersections within the SJTPO region. An initial purchase of data and access to the dashboard was made for one year. SJTPO's subregional partners found the data important and have requested the purchase of a second year of data. Budget for the data purchase was allocated through [Task 22/401 Automated Traffic Signal Performance Feasibility](#) and Deployment, which is continuing in FY 2023 as a two-year study.

The funding for the Air Quality Post Processor Development will be repurposed to fund a second year of access to the data through February 29, 2024.

Funding: \$35,000 (FHWA-PL) to be reallocated to Task 22/401 Automated Traffic Signal Performance Feasibility and Deployment

Project Manager: Taylor Waymire

23/405 SJTPO Regional Freight Plan (2-year)

Freight is an issue of great and increasing complexity and importance given changes in supply chains and the broader economy. Federal transportation legislation provides a great emphasis on freight, which is reiterated in multiple goals guiding SJTPO's Regional Transportation Plan, *RTP 2050*. In 2017, New Jersey developed its current Statewide Freight Plan, which will be updated in 2022. To put South Jersey on a strong footing to support regional freight, SJTPO will develop a Regional Freight Plan. This Regional Freight Plan will then inform future updates to SJTPO's RTP, the New Jersey Statewide Freight Plan, as well as SJTPO's project selection process. The objective is a plan that will be integrated into the regional planning process.

SJTPO has been working to lay the groundwork for a Regional Freight Plan. Most notably, SJTPO recently completed the Regional Freight Plan Data Collection and Analysis technical study. This study conducted several data collection and analysis efforts that included identifying major freight generators, identifying the regional freight network, and screening the freight network for issues that may warrant future investment. This effort would take the products of that effort and develop the Regional Freight Plan. The Regional Freight Plan will help identify opportunities to improve efficiency in goods movement and assist local, regional, and state leadership in prioritizing future investments in freight-related transportation infrastructure.

The Regional Freight Plan will consider the New Jersey Statewide Freight Plan and all recent regional freight studies. The effort will include any additional data collection and analyses

needed. The Regional Freight Plan will acknowledge and incorporate the state system covered in the Statewide Freight Plan but will focus on the local and regional systems. The Regional Freight Plan will prioritize the region's freight locations of interest and prioritize a list of proposed projects, practices, and policies to best meet the needs of regional freight.

This effort will result in the development and adoption of a Regional Freight Plan that considers the full network including roads, rail, bridges, ports, airports, intermodal facilities, and truck parking, as well as addresses conflicts with freight in a balanced way, such as in implementing complete streets. The Regional Freight Plan will identify potential network improvements and improve connectivity with state and national networks.

Funding: \$152,000 (FHWA-PL)

Project Manager: William Schiavi

Release Date: October 2022

23/406: Countywide Local Road Safety Plans (2-year)

Local Road Safety Plans are recognized by FHWA as one of its 28 [Proven Safety Countermeasures](#). According to FHWA, “a local road safety plan (LRSP) provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads. The LRSP development process and content are tailored to local issues and needs. The process results in a prioritized list of issues, risks, actions, and improvements that can be used to reduce fatalities and serious injuries on local roads.”

In 2020, New Jersey updated its statewide [Strategic Highway Safety Plan \(SHSP\)](#), through a collaborative process, including partners at the state, regional, and local levels, inclusive of the public, private, and non-profit sectors from north, central, and southern New Jersey. The result is a plan that assesses crash activity in New Jersey and prioritizes issues into emphasis areas, goals, strategies, and actions with teams in place to advance action items in designated emphasis areas. To support the statewide SHSP and advance its issues, at the local level, NJDOT requested that MPOs work with counties to advance local road safety plans, appropriate to the local context.

The purpose of this technical study will be to develop four countywide local road safety plans that address the data-driven safety issues in Atlantic, Cape May, Cumberland, and Salem Counties, inclusive of the 68 municipalities within the SJTPO region. The effort will be modelled off the state SHSP with further guidance from FHWA resources, as well as other countywide efforts across the country. The effort will focus on identifying and convening a diverse and inclusive series of stakeholders, representing public, private, and non-profit partners from all

parts of each county, inclusive of urban, suburban, and rural areas, and at the regional, county, and municipal levels. Activities will include data analyses, stakeholder workshops and coordination, as well as the identification of prioritized safety issues, identified risks, and context-appropriate actions and improvements for each county.

The efforts of this technical study will be funded using resources allocated from the Statewide Program, Highway Safety Improvement Program, database number (DBNUM) 09388. The Statewide Program specifically references that the Local Safety Plan will provide the MPOs with resources to develop Local Safety Plans for their subregions, as described within the STIP (FFY 2022-2031).

Funding: \$3,046,701 (FHWA-HSIP)

Project Manager: Alan Huff

Release Date: February 2022

6. 23/500: Non-MPO-Funded Transportation Planning Activities

The UPWP describes all anticipated regionally significant transportation planning activities in the region, regardless of funding source or agencies conducting the activities. The information is intended to broaden awareness of related activities, to prevent duplication of planning and study efforts, and to encourage coordination of all transportation planning underway in the region.

23/501: New Jersey Department of Transportation

NJDOT works in partnership with transportation professionals across the state at various levels to improve lives through improving transportation. NJDOT accomplishes this mission by providing reliable, environmentally, and socially responsible transportation and motor vehicle networks and services to support and improve the safety and mobility of people and goods in New Jersey. The State Planning and Research and Management System Work Program supports NJDOT's mission by striving to optimize transportation, community, and environmental needs within available resources.

For more information on NJDOT planning activities, please contact Sudhir B. Joshi, Manager, Bureau of Statewide Strategies, Division of Statewide Planning, via email sudhir.joshi@dot.nj.gov or by phone (609) 963-2217.

23/502: New Jersey Turnpike Authority

The NJTA is dedicated to the safe and efficient movement of people and goods over two of the busiest toll roads in the United States – the New Jersey Turnpike (148 miles) and the Garden State Parkway (173 miles). NJTA’s highways are a critical link in the transportation network of the Northeast I-95 Corridor. Every day, NJTA provides the safest, quickest, and most convenient routes for hundreds of thousands of commuters, truckers, and recreational travelers.

For information on NJTA planning activities, please contact Joseph Livingston, Supervising Engineer, via email livingston@njta.com or by phone (732) 750-5300.

23/503: Delaware River and Bay Authority

The DRBA has an extensive network of structures and facilities designed to provide the public with safe and efficient means of transportation, as well as providing economic development and opportunities in the region. This transportation network includes the Delaware Memorial Bridge (DMB), the Cape May-Lewes Ferry (CMLF), and the Forts Ferry (FF). The DRBA also operates and maintains through the auspices of long-term leases with a municipality, county, or the state, and five airport facilities in Delaware and New Jersey. Of special interest are those projects at the DRBA facilities in the SJTPO region, including the Cape May-Lewes Ferry (CMLF) and the Millville and Cape May Airports.

For more information on DRBA planning activities, please contact Gregory G. Pawlowski, PE, Senior Project Engineer via email Gregory.Pawlowski@drba.net or by phone (302) 571-6380.

23/504: New Jersey Transit

NJ TRANSIT maintains a series of ongoing programmatic planning efforts undertaken and advanced by in-house staff and supported by consultants, as required, to develop planning concepts, undertake analyses of proposals, and to address issues and specific needs. All work within these programs is regulated by the availability of resources, including funding and staff, and internal priorities.

For more information on NJ TRANSIT planning activities, please contact Louis Millan, Senior Director - Capital Planning, via email LMillan@njtransit.com or by phone (973) 491-7760.

23/505: South Jersey Transportation Authority

SJTA’s mission is to provide the traveling public with safe and efficient transportation through the acquisition, construction, maintenance, operation, and support of expressway, airport, transit, parking, and other transportation projects and services that support the economies of

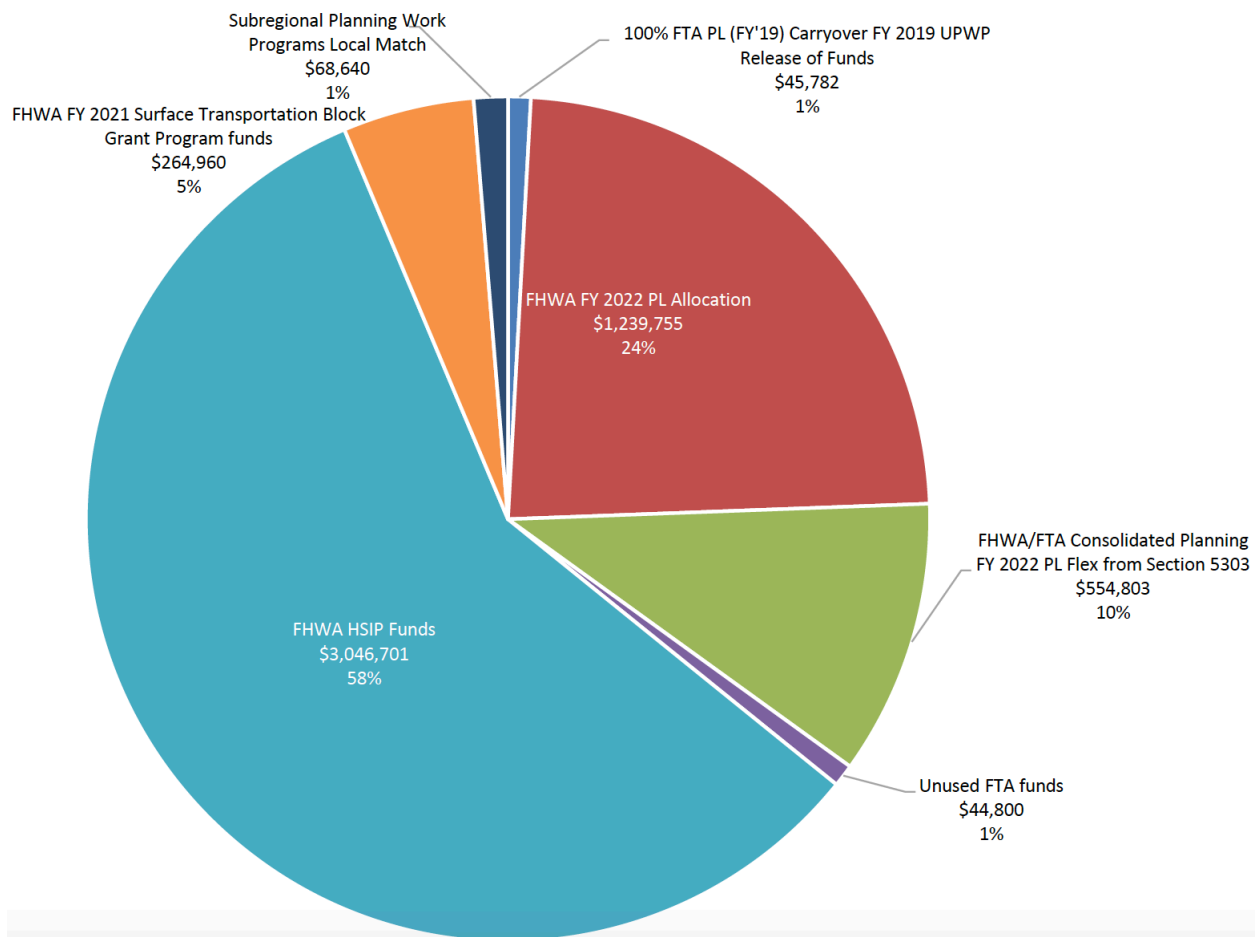
Atlantic, Camden, Cape May, Cumberland, Gloucester, and Salem Counties. SJTA owns and operates the Atlantic City Expressway for its 44.2 miles between Atlantic City and State Route 42 in Camden County, including fourteen interchanges with various state, county, and local roadways. SJTA is also responsible for the maintenance and operation of the Atlantic City Expressway Connector, as well as parts of State Routes 30, 87, and 187 within Atlantic City. SJTA is the owner and operator of the Atlantic City International Airport (ACY) in Atlantic County, while SJTA's Transportation Services Department operates several shuttle routes in Atlantic, Camden, and Gloucester Counties.

For more information on SJTA's planning activities, please contact Stephen M. Mazur, Director of Engineering and Chief Engineer, via email smazur@sjta.com or by phone (609) 561-6643.

7. Financial Information

SJTPO will receive a total of \$5,196,801 in USDOT planning resources for the FY 2023 UPWP and the additional funds (\$1,424,915) from SJTPO's Continuing Task Order. The pie chart below illustrates the anticipated resources.

Programmed USDOT Planning Resources



Revenues

There are five separate revenue streams supporting SJTPO's FY 2023 UPWP:

1. FHWA Statewide Metropolitan Planning (PL) funds;
2. FHWA Flexed FTA Section 5303 (PL) funds;
3. FHWA Highway Safety Improvement Program (HSIP) funds; and
4. Federal Surface Transportation Block Grant Program (STBGP) funds;
5. Non-federal sources (local match).

Central Staff Work Program and Financial Administration activities are funded through FHWA Statewide Metropolitan Planning (PL) funds and FHWA Flexed FTA Section 5303 planning funds, which are collectively identified as FHWA-PL. The local match requirements are provided through the NJDOT "Soft Match" program. The Subregional Planning Work Programs are funded using the FHWA Surface Transportation Block Grant Program, specific funding allocated to the Atlantic City Urbanized Area (STBGP-AC 80% in FY 2023) with the local match provided by the SJTPO counties themselves. The SJTPO suballocation of the federal funds are displayed within the Statewide Transportation Improvement Program (FFY 2022-2031) as Metropolitan Planning (DBNUM

X30A). These funds are estimates with the suballocation of funds based upon the actual apportionment to New Jersey from both FHWA and FTA.

To further supplement the Technical Program, SJTPO will leverage FHWA HSIP funding to support the consultant-led technical study that will help advance the development of Countywide Local Road Safety Plans for the four counties. Authorization of these funds will be considered separately by NJDOT, with resources available through the Highway Safety Improvement Program Planning (DBNUM 09388), as displayed within the Statewide Transportation Improvement Program (FFY 2022-2031).

In addition to USDOT funding, in the past SJTPO has been the recipient of a grant administered by DHTS. SJTPO's education and outreach program is funded in part by the grant. After applying for the FFY 2023 grant funding, SJTPO withdrew their grant application. As such, the table has been revised to reflect that SJTPO will not receive any grant application funding for FFY 2023, effective October 1, 2022, through September 30, 2023.

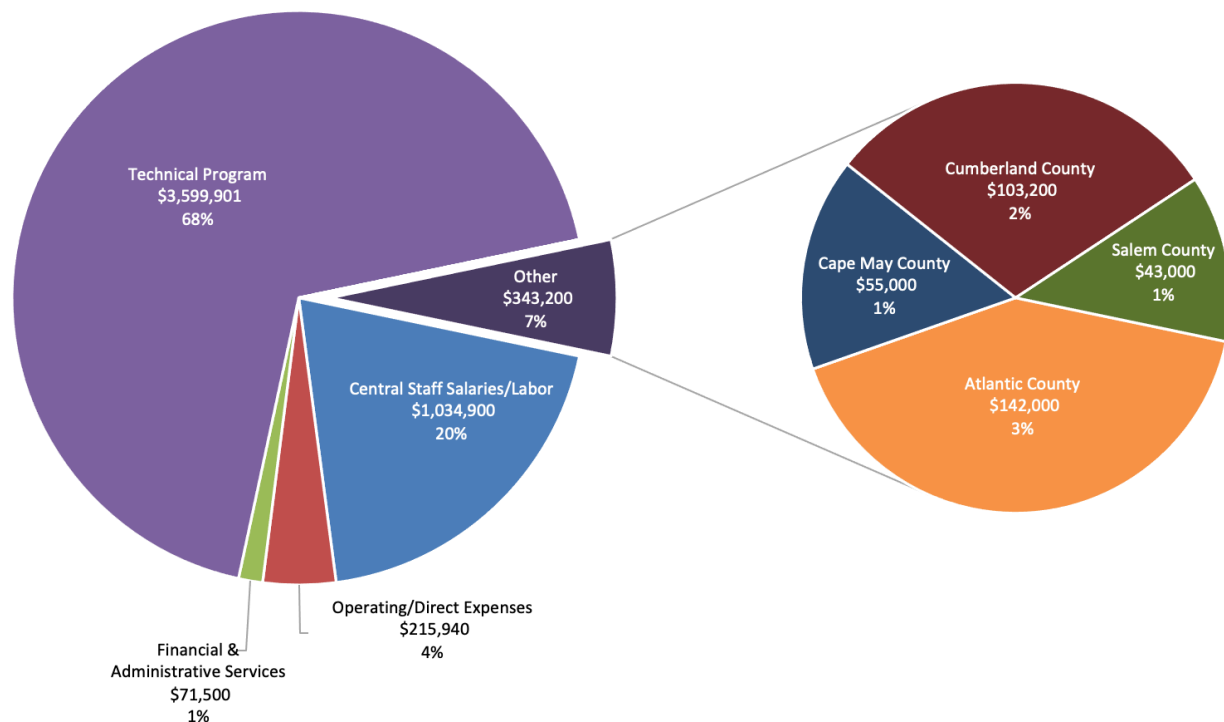
Expenditures

The SJTPO budget for FY 2023 can be separated into four categories:

1. Central Staff Work Program (23/100), including Central Staff Salaries/Labor (23/101) and Operating/Direct Expenses (23/102);
2. Financial Administration (23/200), which includes Financial & Administrative Services (23/201);
3. Subregional Planning Work Programs Activities (23/300), which include pass-through funding for the Surface Transportation Block Grant Program (STBGP-L5K), subregional studies, and other subregional support studies and tasks for the four SJTPO counties; and
4. Technical Program (23/400), which includes consultant-led activities.

The pie of pie chart below illustrates how SJTPO will allocate the \$1,250,840 to be expended for Central Staff Salaries/labor and Operating/Direct Expenses. Descriptions of all central staff tasks are provided in [Section 2](#) of the document.

Funding Overview for FY 2023 UPWP



The budget for salaries includes nine full-time and three part-time employees, in addition to money set aside for a seasonal worker that could be utilized to support Central Staff Work Program activities and tasks. All SJTPO salary increases are merit based and considered annually at the end of the fiscal year. All increases are based upon End of Year Performance Evaluation of Tasks & Performance Factors of each employee with the final discretion of increases made by the Executive Director. While budget for a 2.0% merit increase is contemplated as part of the Central Staff Salaries (Task 23/101 Central Staff Salaries/Labor), the salaries of employees are not individually listed.

8. Appendix A. Continuing Task Orders

SJTPO's FY 2022 UPWP included funding for three technical studies, all of which were identified as two-year efforts with continuing task orders in SJTPO's FY 2023 UPWP, [Automated Traffic Signal Performance Feasibility and Deployment \(Task 22/401\)](#), [Regional Trails Network – Feasibility Survey, Cape May County \(Task 22/402\)](#), and [Air Quality Technical Assistance \(Task 22/404\)](#). Other technical studies from FY 2018, 2019, 2020, and 2021 will also continue work into the FY 2023 UPWP – [Task 18/407 Cumberland County Bicycle/Pedestrian Safety Action Plan](#), [Task 19/405 Local Safety Program Design Assistance](#), [Task 20/403 Regional Trail Network – Feasibility Survey](#), [Task 21/401 SJTPO Regional Freight Plan Data Collection and Analysis](#), and [Task 21/402 Air Quality Technical Assistance](#). The expectation is that the technical studies will be completed

by the end of state fiscal year 2023 (June 30, 2023). The project status of each technical is provided below.

18/407 Cumberland County Bicycle/Pedestrian Safety Action Plan

An RFP was released for this technical effort on September 2017 with Urban Engineers chosen as the consultant approved by the SJTPO Policy Board at their November 2017 meeting. A Notice to Proceed was issued April 25, 2018, with a kick-off meeting held in early May 2018. Work on this project continues after several changes to the original effort resulted in the need to extend the project completion date through to June 30, 2022. Scope and cost changes were approved by the SJTPO Policy Board to allow the consultant to conduct a Highway Safety Manual analysis that was not originally anticipated as well as to accommodate scope enhancements to public outreach, primarily due to the COVID-19 pandemic and due to additional crash analysis due to the nature of the selected project corridors. Funding for this effort is available through PL-SJ-18-02, funded using SJTPO's suballocation of HSIP funding. The Modification No. 2 to Task Order PL-SJ-18-02 has been fully executed for a scope and cost increase in addition to a time extension. **All consultant work has been completed.**

Funding: \$401,926.25 (FHWA-HSIP) *Total Amended Budget*
 \$401,909.42 (FHWA-HSIP) *Expended*

Project Manager: Alan Huff

19/405 Local Safety Program Design Assistance

An RFP was released for this technical effort on September 2018 with Urban Engineers chosen as the consultant approved by the SJTPO Policy Board at their November 2018 meeting. A Notice to Proceed was issued March 26, 2019, with a kick-off meeting held in early May 2019. Work on this project continues, assisting Salem County in advancing two roundabout projects, selected under SJTPO's Local Safety Program, through the federal authorization process for construction with assistance in the preparation of plans, specifications, and cost estimates. Initial authorization of funds was for Preliminary Engineering (PE) with a second authorization for Final Design (FD) associated with both the Five and Six Points Roundabouts. Due to delays in the County seeking authorization of the ROW phase, there was to extend the project completion date through to December 30, 2023. Funding for this effort is available through PL-SJ-19-02 and SJ-19-03 for the Five and Six Points Roundabouts, respectively, using SJTPO's suballocation of Highway Safety Improvement Program funding. The respective Task Orders have been modified to include Final Design services and a time extension.

Funding:

Five Points Roundabout

\$279,590.75 (FHWA-HSIP) Total Amended Budget for PE and FD

\$264,184.09 (FHWA-HSIP) Expended to Date through December 5, 2022

Six Points Roundabout

\$291,891.47 (FHWA-HSIP) Total Amended Budget for PE and FD

\$279,743.47 (FHWA-HSIP) Expended to Date through December 5, 2022

Project Manager: Jennifer Marandino

20/403 Regional Trail Network – Feasibility Study

An RFP was released August 20, 2020, with consultant selection made by the SJTPO Policy Board at their November 23, 2020, meeting. A Notice to Proceed was issued January 20, 2021, and kick-off meeting held January 26, 2021. While the project was originally anticipated to be completed by June 30, 2021, a No Cost Time Extension has been requested by Atlantic County to accommodate public and stakeholder outreach. The Modification No. 3 to Task Order PL-SJ-20-01 has been fully executed by NJDOT, extending the project end date to June 30, 2022. **All consultant work has been completed, well in advance of the Task Order End date.**

Funding:

\$87,506.98 (FHWA-PL) Total Initial Budget

\$86,224.57 (FHWA-PL) Expended

Project Manager: Alan Huff

21/401: SJTPO Regional Freight Plan Data Collection and Analysis

An RFP was released February 11, 2021, with consultant selection considered by the SJTPO Policy Board at the May 24, 2021, meeting. A Notice to Proceed was issued on May 26, 2021, with a kick-off meeting held on June 14, 2021. **All consultant work has been completed in accordance with the Task Order end date of June 30, 2022.**

Funding:

\$154,000 (FHWA-PL) Total Initial Budget

\$145,107.91 (FHWA-PL) Expended to Date

Project Manager: William Schiavi

21/402: Air Quality Technical Assistance (2-year)

An RFP was released April 8, 2021, with consultant selection considered by the SJTPO Policy Board at the May 24, 2021, meeting with a Notice to Proceed immediately following. The timeline for this project was very short to ensure that a conformity determination can be made in advance of the FFY 2022-2025 TIP approval in September 2021. **The consultant delivered MOVES emissions modeled results on time in June with the technical study wrapping up just after the end of the state fiscal year in July, well in advance of Task Order end date of June 30, 2022.**

Funding: \$20,000 (FHWA-PL) *Total Initial Budget*
\$19,688.24 (FHWA-PL) Expended

Project Manager: David Heller

22/401: Automated Traffic Signal Performance Feasibility and Deployment

While consultant services were initially anticipated for this technical effort, after additional research and consultation, it was determined that the most cost effective and feasible solution was to purchase INRIX Signal Analytics. This solution, Signal Analytics, is an ancillary product to the Vehicle Probe Data Platform, which SJTPO currently has access to by virtue of being a member of The Eastern Transportation Coalition. The INRIX transportation data is hosted on the CATT Lab RITIS platform with the University of Maryland. SJTPO finalized the procurement of the data directly through the University, having completed a modification to the FY 2022 UPWP in January 2022 to facilitate the purchase of data, utilizing the funds associated with this technical study. An agreement was executed with the University of Maryland and INRIX for the purchase of data for 88 signalized intersections in the SJTPO region.

Year one of the agreement was effective through February 28, 2023. A second year of data purchase is underway.

SJTPO's subregional partners found the data important and requested the purchase of a second year of data, which would be effective through February 29, 2024. Funding originally allocated for [Task 23/404 Air Quality Post Processor Development](#) will be repurposed to fund a second year of access to the data. Funds that were originally allocated to this task, but unexpended through February 28, 2022 were reallocated to fund scope increases associated with [Task 22/404 Air Quality Technical Assistance](#).

Funding: \$110,000 (FHWA-PL) *Total Initial Budget*
*\$75,000 **Total Revised Budget;** \$35,000 Reallocated to Task 22/404*
\$37,217.11 (FHWA-PL) Expended to Date, through February 28, 2023,
balance of funds reallocated to Task 22/404 for additional scope of work

Project Manager: Taylor Waymire

22/402: Regional Trails Network – Feasibility Survey, Cape May County (2-year)

An RFP was released October 14, 2021, with proposals due November 16, 2021. Consultant selection was made by the SJTPO Policy Board at the January 24, 2022, meeting. A Notice to Proceed was issued on March 1, 2022, with an initial kick-off meeting held on March 24, 2022. A second kick-off meeting was held on June 22, 2022, after coordination with Dennis and Upper Townships related to the preferred route options of the trail. Work on the technical study is continuing with an anticipated project end date of June 2023.

Funding: \$80,000 (FHWA-PL)
\$17,777.84 (FHWA-PL) Expended to Date, through October 31, 2022

Project Manager: Alan Huff

22/404: Air Quality Technical Assistance (2-year)

An RFP was originally released on January 20, 2022 to seek support to develop a non-proprietary, open-source post-processor that would have allowed SJTPO to bring all air quality-related work in-house, without reoccurring consultant support. However, no proposals were received. Because SJTPO will need to conduct an air quality emissions modeling analysis to develop new emissions budgets for the SJTPO region, the scope of work for this technical effort was revised to change the name of the consultant effort from Air Quality Post Processor Development to Air Quality Technical Assistance.

A Request for Proposals for [Task 22/404 Air Quality Technical Assistance](#) was released on March 3rd, with consultant selection considered by the SJTPO Policy Board at the May 23, 2022, meeting. A Notice to Proceed was issued on May 23, 2022, with a kick-off meeting held on June 15, 2022. Work was initially anticipated to be completed by late December 2022 but was delayed to allow the consultant to re-run the analysis using the latest version of MOVES.

While it was anticipated that SJTPO would complete the air quality emissions analysis using a non-proprietary post-processor to be developed by an outside consultant, it was ultimately decided that the creation of the post-processor was not feasible due to cost and resource limitations. As such, SJTPO decided to have AECOM complete the regional emissions analysis. The increased scope resulted in an additional \$45,000, increasing the total of the contract from \$34,478 to \$79,478. Unexpended budget from FY 2022 Technical Program will be repurposed to fund the additional scope of work.



Funding:

\$35,000 (FHWA-PL) *Reallocated from Task 22/401*

\$45,000 (FHWA-PL) added from unexpended balances within Technical Program

\$80,000 (FHWA-PL) total revised

\$32,743.38 (FHWA-PL) *Expended to Date, through December 16, 2022*

Project Manager: David Heller